

Trip Generation and Parking Study

New Californian Apartments, Berkeley



**Institute of Transportation Engineers
University of California, Berkeley
Student Chapter**

Spring 2012

Background

The ITE Student Chapter at UC Berkeley (Cal ITE) has completed a trip generation and parking study of the New Californian Apartments, a mid-rise apartment building located on 1988 Martin Luther King Jr. Way.



Figure 1: Exterior Photo of New Californian Apartments

General		Parking	
Stories	5	Total Spaces for Rental	108
Housing		Standard Spaces	104
Residents	312	Handicap Spaces	4
Dwelling Units	148	Motorcycle Spaces	0
Occupancy Rate	1.00	Car Share Spaces	0
Average Household Size	2.1	Bicycle Spaces	80

Figure 2: Table of New Californian Statistics

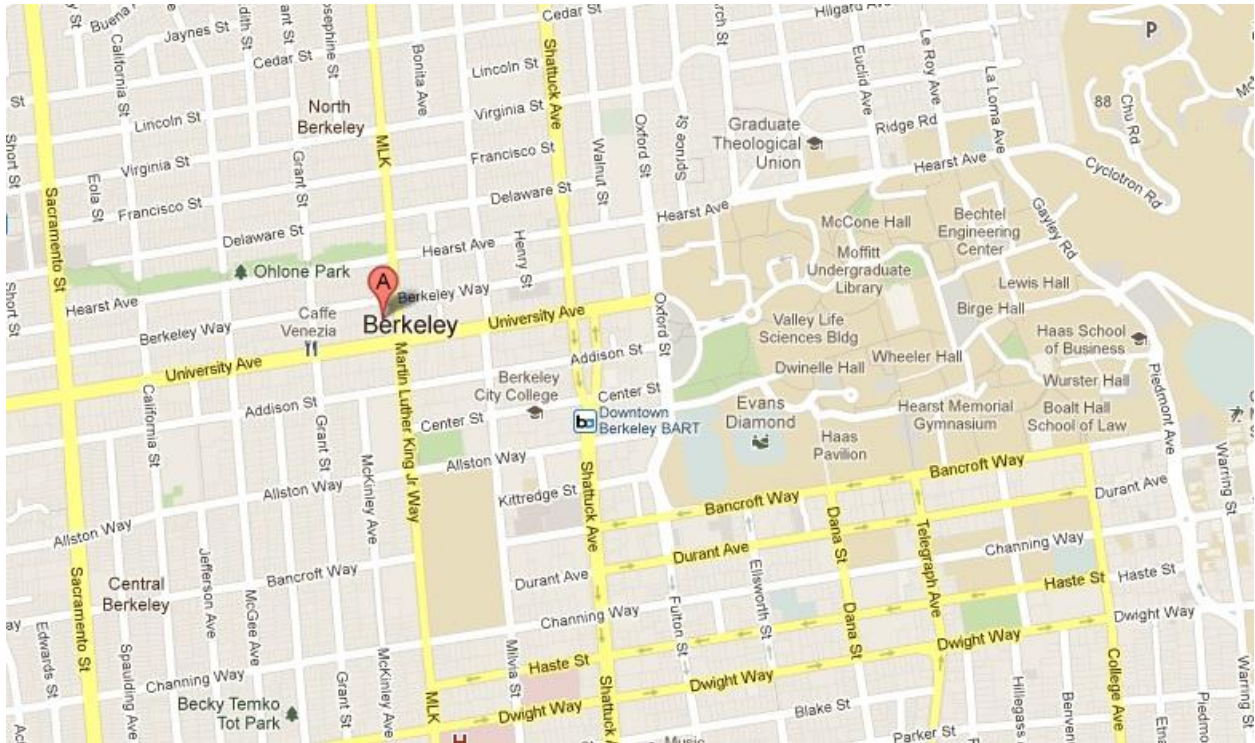


Figure 3: Area Map (Source: Google Maps 2012)

Data Collected

Data collection took place from 7:00am to 6:00pm on three weekdays in April 2012: Tuesday the 3rd, Thursday the 5th, and Wednesday the 11th. Through the participation of 11 volunteers, Cal ITE recorded all person trip and vehicle trip at New Californian. Volunteers were stationed at the main lobby entrance and the parking garage entrance and recorded the mode of travel taken by residents as they left or returned. Person-trips are characterized by mode choice. Vehicle-trips were identified by occupancy.

Results: Trip Generation

The total hourly trips over the observation period are shown in Figure 4. All three days of the observation yield the same hour for the AM peak period and indicate a predictable travel pattern in the mornings. However, Wednesday's morning trips are higher. At UC Berkeley, classes are often scheduled on a Tuesday-Thursday block or a Monday-Wednesday-Friday block. This may have impacted the AM peak volumes. All three days show a rise in volume near the end of the day.

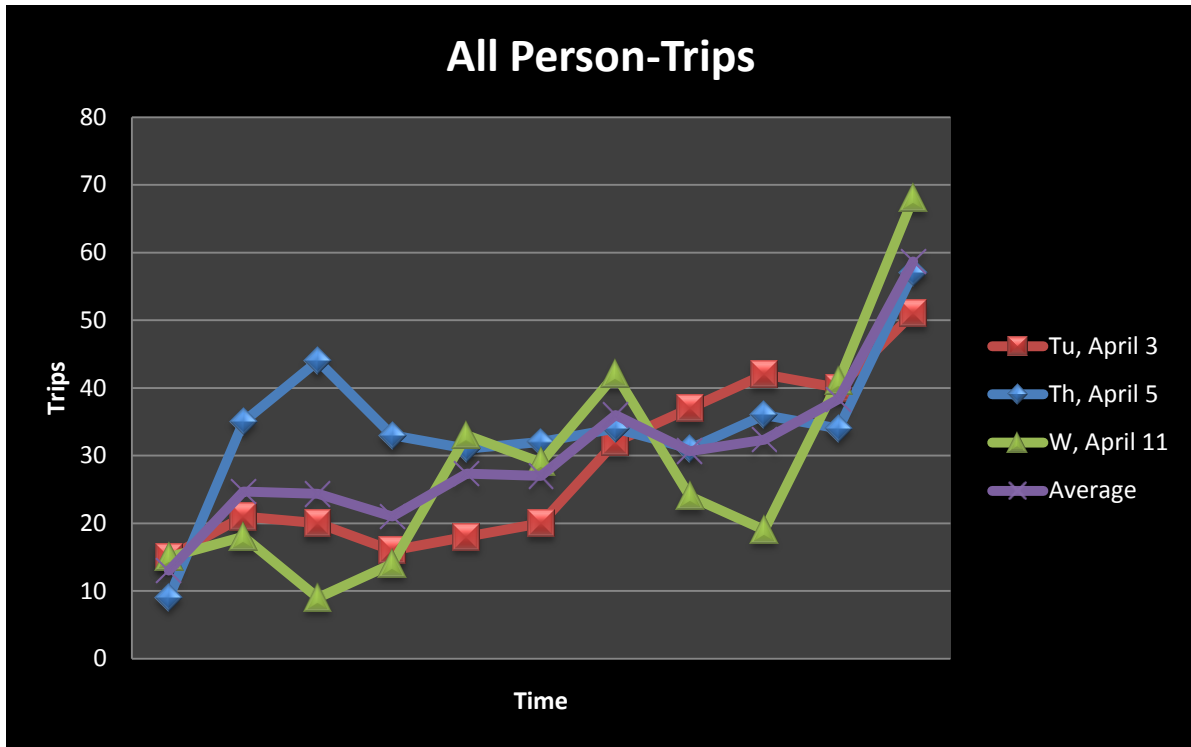


Figure 4: Total Trips Observed per Hour

Weather Information

As summarized in Figure 5, the weather conditions varied over the three observation days. In particular, there was minor precipitation on April 11.

Monthly Planner for Berkeley, CA
[English | Metric]

◀ Previous Month		April					Next Month ▶
Sun	Mon	Tue	Wed	Thu	Fri	Sat	
1	2	3	4	5	6	7	
OBSERVED	OBSERVED	OBSERVED	OBSERVED	OBSERVED	OBSERVED	OBSERVED	
Hi 58°F Lo 47°F	Hi 62°F Lo 42°F	Hi 61°F Lo 50°F	Hi 58°F Lo 45°F	Hi 57°F Lo 42°F	Hi 59°F Lo 37°F	Hi 64°F Lo 39°F	
Precip (in) 0in.	Precip (in) 0in.	Precip (in) 0in.	Precip (in) 0in.	Precip (in) 0in.	Precip (in) 0in.	Precip (in) 0in.	
8	9	10	11	12	13	14	
OBSERVED	OBSERVED	OBSERVED	OBSERVED	OBSERVED	OBSERVED	OBSERVED	
Hi 63°F Lo 39°F	Hi 63°F Lo 44°F	Hi 57°F Lo 52°F	Hi 61°F Lo 50°F	Hi 60°F Lo 48°F	Hi 57°F Lo 46°F	Hi 61°F Lo 48°F	
Precip (in) 0in.	Precip (in) 0in.	Precip (in) 0.57in.	Precip (in) 0.35in.	Precip (in) 1.77in.	Precip (in) 0.12in.	Precip (in) 0in.	

Figure 5: Daily Weather Conditions for Observation Days

Source: <http://www.weather.com/weather/monthly/USCA0087>

Results: Mode Split

Given the proximity to the highly developed urban core of Berkeley as well as high access to nearby transit alternatives residents walk or take transit almost twice as much as they drive. As many of the residents appear to be students, car ownership is estimated to be low.

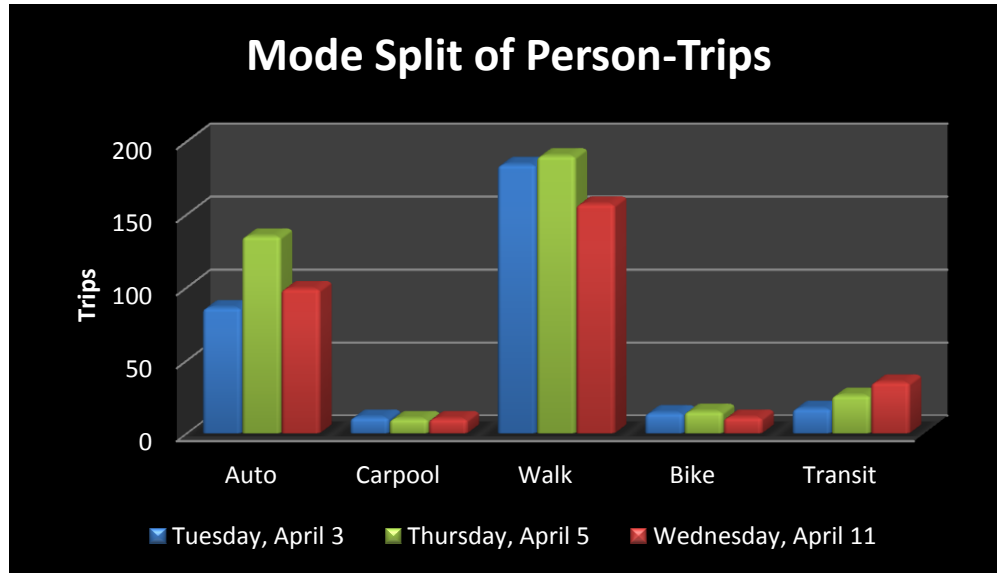


Figure 6: Cumulative Mode Split

	Auto	Carpool	Walk	Bike	Transit
Tuesday	29.4%	2.8%	59.5%	2.2%	6.1%
Thursday	38.6%	1.6%	49.9%	3.1%	6.8%
Wednesday	31.5%	1.6%	51.2%	1.9%	11.8%
Average	33.2%	2.0%	53.5%	2.4%	8.2%

Figure 7: Cumulative Mode Split Percentages

Figure 8 shows the three-day average of the number of hourly trips made during the observation period according to mode choice. Auto has a minor peak in the morning and distinctive one in the evening. The full PM peak may occur after 6:00PM for this apartment; however, advice from the city of Berkeley mentioned PM peaks usually take place between 4:00PM and 6:00PM. Walking has a minor peak in the morning. This can be explained by the lack of work trips, and presence of many school based trips.

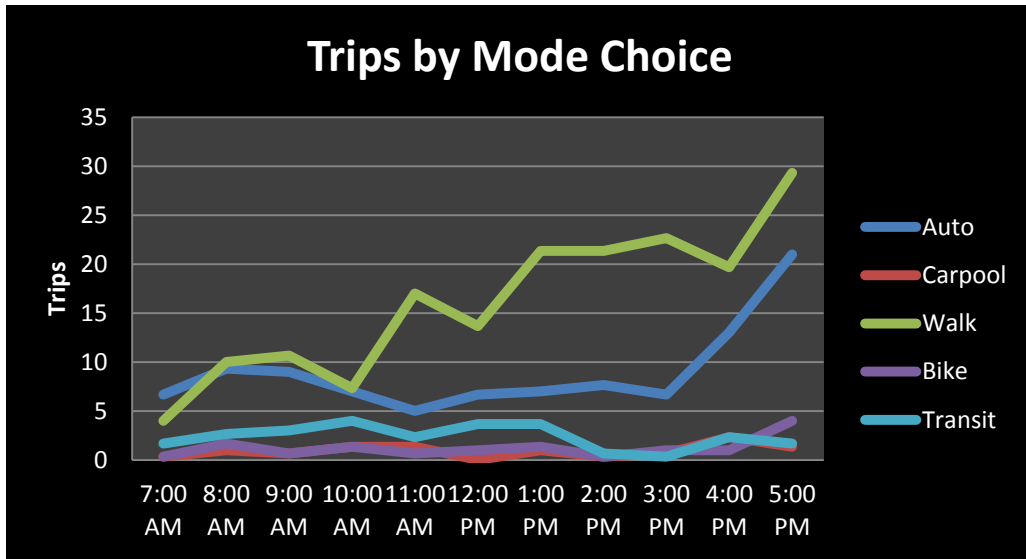


Figure 8: Hourly Person-Trips by Mode Choice, Three Day Average

Figure 9 compares the trip rate of the weekday peak of the apartment with the rates of a typical apartment and mid-rise apartment per the ITE Trip Generation Manual, 8th Edition.

Vehicle-Trips per Dwelling Unit	Vehicle Trips to On-Site Garage		All Vehicle Trips	
	AM	PM	AM	PM
3-Day Average	0.06	0.17	0.23	0.34
ITE Apartment (220)	N/A	N/A	0.50	0.61
ITE Mid-Rise Apartment (223)	N/A	N/A	0.35	0.44

Figure 9: Trip Generation Rates

Variable	Tuesday April 3	Thursday April 5	Wednesday April 11	3-Day Average
AM Peak Hour	8:00AM-9:00AM	8:00AM-9:00AM	7:15AM-8:15AM	N/A
Vehicles	10	12	11	11
Vehicle Occupants	10	12	11	11
Avg. Occupancy	1	1	1	1
Pedestrians	7	16	6	10
Bicycles	1	3	1	2
Transit Users	1	3	4	3
Total Trips	21	35	22	26
% Entering	14%	20%	5%	13%
% Exiting	86%	80%	95%	87%

Figure 10: Trip Data for AM Peak Hour of Generator

Variable	Tuesday April 3	Thursday April 5	Wednesday April 11	3-Day Average
PM Peak Hour	5:00PM-6:00PM	5:00PM-6:00PM	5:00PM-6:00PM	N/A
Vehicles	16	18	30	22
Vehicle Occupants	17	19	31	23
Avg. Occupancy	1.07	1.06	1.03	1.05
Pedestrians	25	33	31	30
Bicycles	5	6	1	4
Transit Users	4	1	1	2
Total Trips	51	58	63	58
% Entering	59%	62%	60%	60%
% Exiting	41%	38%	40%	40%

Figure 11: Trip Data for PM Peak Hour of Generator

Results: Parking

While many residents cannot afford the \$100 garage parking rates, management reports 70 registered vehicles. Residents also have a \$30 on-street parking permit option.

Parking Rates	Tuesday April 3	Thursday April 5	Wednesday April 11
On-Site	0.47	0.46	0.47
Off-Site	N/A	N/A	N/A

Figure 12: Parking Demand Per Day Per Dwelling Unit

Possible Sources of Error

Unfortunately, we were unable to obtain permission from the apartment manager to survey the residents as the left or returned. As a result, the volunteers resorted to identifying the mode of travel taken visually. This may have produced some inaccuracies. Also volunteers would be unable to identify residents until they actually entered the building. This constraint may overestimate walking.

Trip Generation Data Form (Part 1)

Land Use/Building Type: ¹ Mid-Rise Apartment			ITE Land Use Code: 223		
Source:			Source No. (ITE use only):		
Name of Development: New Cal Apartments			Day of the Week: Tuesday		
City: Berkeley	State/Province: CA	Zip/Postal Code: 94704	Day: 3	Month: April	Year: 2012
Country: United States			Metropolitan Area: San Francisco Bay 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 checked="" type="checkbox"/> (2) Urban (Non-CBD) <input type="checkbox"/> (4) Suburban CBD <input type="checkbox"/> (6) Freeway Interchange Area (Rural) <input type="checkbox"/> (7) Not Given				Detailed Description of Development:³ New Cal Apartments is a 5-story apartment building that provides affordable housing and is catered toward the student population. Completed in 2010, this new development caters to alternative modes of transportation with its proximity to multiple transit lines and dense, commercial activity. On-site bicycle parking can accommodate 80 bicycles. Lastly, the ground floor is home to a grocery store.			
Independent Variable: (include data for as many as possible)²		Actual	Estimated	Actual	Estimated		
_____ (1) Employees (#)	<input type="checkbox"/>	<input type="checkbox"/>	108	(9) Parking Spaces (% occupied: _____)	<input checked="" type="checkbox"/> <input type="checkbox"/>		
312 (2) Persons (#)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	_____	(10) Beds (% occupied: _____)	<input type="checkbox"/> <input type="checkbox"/>		
148 (3) Total Units (#) (indicate unit: <u>dwelling units</u>)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	_____	(11) Seats (#)	<input type="checkbox"/> <input type="checkbox"/>		
148 (4) Occupied Units (#) (indicate unit: <u>dwelling units</u>)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	_____	(12) Servicing Positions/Vehicle Fueling Positions	<input type="checkbox"/> <input type="checkbox"/>		
_____ (5) Gross Floor Area (gross sq. ft.) (% of development occupied _____)	<input type="checkbox"/>	<input type="checkbox"/>	_____	(13) Shopping Center % Out-parcels/pads	<input type="checkbox"/> <input type="checkbox"/>		
_____ (6) Net Rentable Area (sq. ft.)	<input type="checkbox"/>	<input type="checkbox"/>	_____	(14) A.M. Peak Hour Volume of Adjacent Street Traffic	<input type="checkbox"/> <input type="checkbox"/>		
_____ (7) Gross Leasable Area (sq. ft.) (% of development occupied _____)	<input type="checkbox"/>	<input type="checkbox"/>	80	(15) P.M. Peak Hour Volume of Adjacent Street Traffic	<input type="checkbox"/> <input type="checkbox"/>		
_____ (8) Total Acres (% developed: _____)	<input type="checkbox"/>	<input type="checkbox"/>	0	(16) Other <u>Bicycle Parking Spaces</u>	<input checked="" type="checkbox"/> <input type="checkbox"/>		
				(17) Other <u>Car Sharing Spaces</u>	<input checked="" 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 (#): 1.07 A.M. 1.1 P.M. _____ 24-hour % Percent by Transit: 11 A.M. % 5 P.M. % _____ 24-hour % Percent by Carpool/Vanpool: 2.7 A.M. % 1.5 P.M. % _____ 24-hour % Employees by Shift: First Shift: Start Time _____ End Time _____ Employees (#) _____ Second Shift: Start Time _____ End Time _____ Employees (#) _____ Third Shift: Start Time _____ End Time _____ Employees (#) _____ Parking Cost on Site: Hourly _____ Daily _____ Monthly: \$100		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 checked="" 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 Facilities and Site Improvements <input type="checkbox"/> (8) Parking Supply and Pricing Management <input type="checkbox"/> (12) Other _____	
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ite Institute of Transportation Engineers
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)						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): 8:00-9:00	2		8		10													
P.M. Peak Hour of Adjacent ¹ Street Traffic (4 – 6) Time: 4:45-5:45	8		8		16													
A.M. Peak Hour Generator ² Time: 8:00-9:00	2		8		10													
P.M. Peak Hour Generator ² Time: 4:45-5:45	8		8		16													
Peak Hour Generator ³ Time (Weekend):																		

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	0		3		3	3:00-4:00	1		3		4		
6:15-7:15							11:15-12:15	0		4		4	3:15-4:15	2		2		4		
6:30-7:30							11:30-12:30	0		4		4	3:30-4:30	5		2		7		
6:45-7:45							11:45-12:45	0		4		4	3:45-4:45	6		3		9		
7:00-8:00	0		4		4		12:00-1:00	0		3		3	4:00-5:00	6		5		11		
7:15-8:15	0		5		5		12:15-1:15	2		3		5	4:15-5:15	6		7		13		
7:30-8:30	1		4		5		12:30-1:30	2		2		4	4:30-5:30	5		8		13		
7:45-8:45	1		6		7		12:45-1:45	2		4		6	4:45-5:45	8		8		16		
8:00-9:00	2		8		10		1:00-2:00	3		3		6	5:00-6:00	8		7		15		

Check if Part 3, 4 and/or additional information is attached.

Survey conducted by: Name: Nathan Chan and Thomas Wong, Project Coordinators
 Organization: ITE Student Chapter, UC Berkeley
 Address: _____
 City/State/Zip: _____
 Telephone #: (510) 499-2610 Fax #: _____ E-mail: thomaswong@berkeley.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

Trip Generation Data Form (Part 3)

Name/Organization: ITE Student Chapter, UC Berkeley City/State: Berkeley, CA

Telephone Number: (510) 499-2610

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	1		0		1	
12:15-12:30							12:15-12:30	1		0		1	
12:30-12:45							12:30-12:45	0		0		0	
12:45-1:00							12:45-1:00	1		0		1	
1:00-1:15							1:00-1:15	1		2		3	
1:15-1:30							1:15-1:30	0		0		0	
1:30-1:45							1:30-1:45	2		0		2	
1:45-2:00							1:45-2:00	0		1		1	
2:00-2:15							2:00-2:15	1		1		2	
2:15-2:30							2:15-2:30	0		1		1	
2:30-2:45							2:30-2:45	1		1		2	
2:45-3:00							2:45-3:00	0		1		1	
3:00-3:15							3:00-3:15	1		0		1	
3:15-3:30							3:15-3:30	1		0		1	
3:30-3:45							3:30-3:45	1		0		1	
3:45-4:00							3:45-4:00	0		1		1	
4:00-4:15							4:00-4:15	0		0		0	
4:15-4:30							4:15-4:30	1		0		1	
4:30-4:45							4:30-4:45	2		2		4	
4:45-5:00							4:45-5:00	2		0		2	
5:00-5:15							5:00-5:15	2		1		3	
5:15-5:30							5:15-5:30	3		2		5	
5:30-5:45							5:30-5:45	2		4		6	
5:45-6:00							5:45-6:00	1		1		2	
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	0		1		1		7:00-7:15						
7:15-7:30	0		1		1		7:15-7:30						
7:30-7:45	0		0		0		7:30-7:45						
7:45-8:00	0		2		2		7:45-8:00						
8:00-8:15	0		2		2		8:00-8:15						
8:15-8:30	1		0		1		8:15-8:30						
8:30-8:45	0		2		2		8:30-8:45						
8:45-9:00	1		4		5		8:45-9:00						
9:00-9:15	1		0		1		9:00-9:15						
9:15-9:30	0		1		1		9:15-9:30						
9:30-9:45	1		1		2		9:30-9:45						
9:45-10:00	0		2		2		9:45-10:00						
10:00-10:15	0		1		1		10:00-10:15						
10:15-10:30	0		1		1		10:15-10:30						
10:30-10:45	0		1		1		10:30-10:45						
10:45-11:00	0		3		3		10:45-11:00						
11:00-11:15	0		0		0		11:00-11:15						
11:15-11:30	0		1		1		11:15-11:30						
11:30-11:45	0		0		0		11:30-11:45						
11:45-12:00	0		2		2		11:45-12:00						

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

Summary of Bicycle 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): 8:00-9:00	0	1	1						
P.M. Peak Hour of Adjacent ¹ Street Traffic (4 – 6) Time: 5:00-6:00	4	5	9						
A.M. Peak Hour Generator ² Time: 8:00-9:00	0	1	1						
P.M. Peak Hour Generator ² Time: 5:00-6:00	4	5	9						
Peak Hour Generator ³ 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.

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): 7:30-8:30	0	10	10						
P.M. Peak Hour of Adjacent ¹ Street Traffic (4 – 6) Time: 5:00-6:00	8	17	25						
A.M. Peak Hour Generator ² Time: 7:45-8:45	0	10	10						
P.M. Peak Hour Generator ² Time: 5:00-6:00	8	17	25						
Peak Hour Generator ³ Time (Weekend):									

Survey conducted by: Name: Nathan Chan and Thomas Wong, Student Coordinators
 Organization: ITE Student Chapter, UC Berkeley
 Address: _____
 City/State/Zip: _____
 Telephone #: (510) 499-2610 Fax #: _____ E-mail: thomaswong@berkeley.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

Trip Generation Data Form (Part 1)

Land Use/Building Type: ¹ Mid-Rise Apartment			ITE Land Use Code: 223		
Source:			Source No. (ITE use only):		
Name of Development: New Cal Apartments			Day of the Week: Thursday		
City: Berkeley	State/Province: CA	Zip/Postal Code: 94704	Day: 5	Month: April	Year: 2012
Country: United States			Metropolitan Area: San Francisco Bay 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 checked="" type="checkbox"/> (2) Urban (Non-CBD) <input type="checkbox"/> (4) Suburban CBD <input type="checkbox"/> (6) Freeway Interchange Area (Rural) <input type="checkbox"/> (7) Not Given				Detailed Description of Development: ³ New Cal Apartments is a 5-story apartment building that provides affordable housing and is catered toward the student population. Completed in 2010, this new development caters to alternative modes of transportation with its proximity to multiple transit lines and dense, commercial activity. On-site bicycle parking can accommodate 80 bicycles. Lastly, the ground floor is home to a grocery store.			
Independent Variable: (include data for as many as possible) ²		Actual	Estimated	Actual	Estimated		
_____ (1) Employees (#)	<input type="checkbox"/>	<input type="checkbox"/>	108	(9) Parking Spaces (% occupied: _____)	<input checked="" type="checkbox"/> <input type="checkbox"/>		
312 (2) Persons (#)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	_____	(10) Beds (% occupied: _____)	<input type="checkbox"/> <input type="checkbox"/>		
148 (3) Total Units (#) (indicate unit: dwelling units)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	_____	(11) Seats (#)	<input type="checkbox"/> <input type="checkbox"/>		
148 (4) Occupied Units (#) (indicate unit: dwelling units)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	_____	(12) Servicing Positions/Vehicle Fueling Positions	<input type="checkbox"/> <input type="checkbox"/>		
_____ (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 _____)			_____	(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"/>		
_____ (7) Gross Leasable Area (sq. ft.)	<input type="checkbox"/>	<input type="checkbox"/>	80	(16) Other Bicycle Parking Spaces	<input checked="" type="checkbox"/> <input type="checkbox"/>		
_____ (% of development occupied _____)			0	(17) Other Car Sharing Spaces	<input checked="" 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 (#): 1.1 A.M. 1.1 P.M. _____ 24-hour % Percent by Transit: 12 A.M. % 1.9 P.M. % _____ 24-hour % Percent by Carpool/Vanpool: 11 A.M. % 11 P.M. % _____ 24-hour % Employees by Shift: First Shift: Start Time _____ End Time _____ Employees (#) _____ Second Shift: Start Time _____ End Time _____ Employees (#) _____ Third Shift: Start Time _____ End Time _____ Employees (#) _____ Parking Cost on Site: Hourly _____ Daily _____ Monthly: \$100			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 checked="" 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 Facilities and Site Improvements <input type="checkbox"/> (8) Parking Supply and Pricing Management <input type="checkbox"/> (12) Other _____		
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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)						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): 7:30-8:30	2		1	1	1	3												
P.M. Peak Hour of Adjacent ¹ Street Traffic (4 – 6) Time: 4:15-5:15	1	4	9		2	3												
A.M. Peak Hour Generator ² Time: 7:30-8:30	2		11		13													
P.M. Peak Hour Generator ² Time: 4:15-5:15	14		9		23													
Peak Hour Generator ³ Time (Weekend):																		

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		4		7	3:00-4:00	4		5		9		
6:15-7:15							11:15-12:15	3		5		8	3:15-4:15	2		7		9		
6:30-7:30							11:30-12:30	6		8		14	3:30-4:30	2		7		9		
6:45-7:45							11:45-12:45	6		8		14	3:45-4:45	3		9		12		
7:00-8:00	0		6		6		12:00-1:00	6		8		14	4:00-5:00	8		10		18		
7:15-8:15	2		9		11		12:15-1:15	8		7		15	4:15-5:15	14		9		23		
7:30-8:30	2		11		13		12:30-1:30	5		4		9	4:30-5:30	13		7		20		
7:45-8:45	2		10		12		12:45-1:45	5		6		11	4:45-5:45	16		5		21		
8:00-9:00	4		8		12		1:00-2:00	4		4		8	5:00-6:00	11		7		18		

Check if Part 3, 4 and/or additional information is attached.

Survey conducted by: Name: Nathan Chan and Thomas Wong, Project Coordinators
 Organization: ITE Student Chapter, UC Berkeley
 Address: _____
 City/State/Zip: _____
 Telephone #: (510) 499-2610 Fax #: _____ E-mail: thomaswong@berkeley.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

Trip Generation Data Form (Part 3)

Name/Organization: ITE Student Chapter, UC Berkeley City/State: Berkeley, CA

Telephone Number: (510) 499-2610

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	1		2		3	
12:15-12:30							12:15-12:30	3		3		6	
12:30-12:45							12:30-12:45	1		1		2	
12:45-1:00							12:45-1:00	1		2		3	
1:00-1:15							1:00-1:15	3		1		4	
1:15-1:30							1:15-1:30	0		0		0	
1:30-1:45							1:30-1:45	1		3		4	
1:45-2:00							1:45-2:00	0		0		0	
2:00-2:15							2:00-2:15	0		1		1	
2:15-2:30							2:15-2:30	1		4		5	
2:30-2:45							2:30-2:45	2		1		3	
2:45-3:00							2:45-3:00	2		0		2	
3:00-3:15							3:00-3:15	2		1		3	
3:15-3:30							3:15-3:30	1		2		3	
3:30-3:45							3:30-3:45	0		1		1	
3:45-4:00							3:45-4:00	1		1		2	
4:00-4:15							4:00-4:15	0		3		3	
4:15-4:30							4:15-4:30	1		2		3	
4:30-4:45							4:30-4:45	1		3		4	
4:45-5:00							4:45-5:00	6		3		9	
5:00-5:15							5:00-5:15	6		2		8	
5:15-5:30							5:15-5:30	0		0		0	
5:30-5:45							5:30-5:45	4		1		5	
5:45-6:00							5:45-6:00	1		4		5	
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	0		1		1		7:00-7:15						
7:15-7:30	0		0		0		7:15-7:30						
7:30-7:45	0		2		2		7:30-7:45						
7:45-8:00	0		3		3		7:45-8:00						
8:00-8:15	2		4		6		8:00-8:15						
8:15-8:30	0		2		2		8:15-8:30						
8:30-8:45	0		1		1		8:30-8:45						
8:45-9:00	2		1		3		8:45-9:00						
9:00-9:15	0		2		2		9:00-9:15						
9:15-9:30	5		6		11		9:15-9:30						
9:30-9:45	2		0		2		9:30-9:45						
9:45-10:00	0		3		3		9:45-10:00						
10:00-10:15	1		1		2		10:00-10:15						
10:15-10:30	1		3		4		10:15-10:30						
10:30-10:45	0		1		1		10:30-10:45						
10:45-11:00	3		1		4		10:45-11:00						
11:00-11:15	1		1		2		11:00-11:15						
11:15-11:30	0		0		0		11:15-11:30						
11:30-11:45	1		1		2		11:30-11:45						
11:45-12:00	1		2		3		11:45-12:00						

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

Summary of Bicycle 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): 7:45-8:45	1	2	3						
P.M. Peak Hour of Adjacent ¹ Street Traffic (4 – 6) Time: 5:00-6:00	4	2	6						
A.M. Peak Hour Generator ² Time: 7:45-8:45	1	2	3						
P.M. Peak Hour Generator ² Time: 5:00-6:00	4	2	6						
Peak Hour Generator ³ 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.

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): 8:00-9:00	2	14	16						
P.M. Peak Hour of Adjacent ¹ Street Traffic (4 – 6) Time: 5:00-6:00	23	13	36						
A.M. Peak Hour Generator ² Time: 8:00-9:00	2	14	16						
P.M. Peak Hour Generator ² Time: 5:00-6:00	23	13	36						
Peak Hour Generator ³ Time (Weekend):									

Survey conducted by: Name: Nathan Chan and Thomas Wong, Student Coordinators
 Organization: ITE Student Chapter, UC Berkeley
 Address: _____
 City/State/Zip: _____
 Telephone #: (510) 499-2610 Fax #: _____ E-mail: thomaswong@berkeley.edu

Please return to: Institute of Transportation Engineers
 Technical Projects Division
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 Fax: +1 202-289-7722
 ITE on the Web: www.ite.org

Trip Generation Data Form (Part 1)

Land Use/Building Type: ¹ Mid-Rise Apartment			ITE Land Use Code: 223		
Source:			Source No. (ITE use only):		
Name of Development: New Cal Apartments			Day of the Week: Wednesday		
City: Berkeley	State/Province: CA	Zip/Postal Code: 94704	Day: 11	Month: April	Year: 2012
Country: United States			Metropolitan Area: San Francisco Bay 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 checked="" type="checkbox"/> (2) Urban (Non-CBD) <input type="checkbox"/> (4) Suburban CBD <input type="checkbox"/> (6) Freeway Interchange Area (Rural) <input type="checkbox"/> (7) Not Given				Detailed Description of Development:³ New Cal Apartments is a 5-story apartment building that provides affordable housing and is catered toward the student population. Completed in 2010, this new development caters to alternative modes of transportation with its proximity to multiple transit lines and dense, commercial activity. On-site bicycle parking can accommodate 80 bicycles. Lastly, the ground floor is home to a grocery store.			
Independent Variable: (include data for as many as possible)²		Actual	Estimated	Actual	Estimated		
_____ (1) Employees (#)	<input type="checkbox"/>	<input type="checkbox"/>	108	(9) Parking Spaces (% occupied: _____)	<input checked="" type="checkbox"/> <input type="checkbox"/>		
312 (2) Persons (#)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	_____	(10) Beds (% occupied: _____)	<input type="checkbox"/> <input type="checkbox"/>		
148 (3) Total Units (#) (indicate unit: <u>dwelling units</u>)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	_____	(11) Seats (#)	<input type="checkbox"/> <input type="checkbox"/>		
148 (4) Occupied Units (#) (indicate unit: <u>dwelling units</u>)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	_____	(12) Servicing Positions/Vehicle Fueling Positions	<input type="checkbox"/> <input type="checkbox"/>		
_____ (5) Gross Floor Area (gross sq. ft.) (% of development occupied _____)	<input type="checkbox"/>	<input type="checkbox"/>	_____	(13) Shopping Center % Out-parcels/pads	<input type="checkbox"/> <input type="checkbox"/>		
_____ (6) Net Rentable Area (sq. ft.)	<input type="checkbox"/>	<input type="checkbox"/>	_____	(14) A.M. Peak Hour Volume of Adjacent Street Traffic	<input type="checkbox"/> <input type="checkbox"/>		
_____ (7) Gross Leasable Area (sq. ft.) (% of development occupied _____)	<input type="checkbox"/>	<input type="checkbox"/>	80	(15) P.M. Peak Hour Volume of Adjacent Street Traffic	<input type="checkbox"/> <input type="checkbox"/>		
_____ (8) Total Acres (% developed: _____)	<input type="checkbox"/>	<input type="checkbox"/>	0	(16) Other <u>Bicycle Parking Spaces</u>	<input checked="" type="checkbox"/> <input type="checkbox"/>		
				(17) Other <u>Car Sharing Spaces</u>	<input checked="" 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 (#): 1.1 A.M. 1.07 P.M. _____ 24-hour % Percent by Transit: 40 A.M. % 6.2 P.M. % _____ 24-hour % Percent by Carpool/Vanpool: 6.3 A.M. % 7 P.M. % _____ 24-hour % Employees by Shift: First Shift: Start Time _____ End Time _____ Employees (#) _____ Second Shift: Start Time _____ End Time _____ Employees (#) _____ Third Shift: Start Time _____ End Time _____ Employees (#) _____ Parking Cost on Site: Hourly _____ Daily _____ Monthly: \$100		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 checked="" 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 Facilities and Site Improvements <input type="checkbox"/> (8) Parking Supply and Pricing Management <input type="checkbox"/> (12) Other _____	
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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)						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): 7:15-8:15	0		1	1	1	1												
P.M. Peak Hour of Adjacent ¹ Street Traffic (4 – 6) Time: 5:00-6:00	1	6	1	4	3	0												
A.M. Peak Hour Generator ² Time: 7:15-8:15	0		1	1	1	1												
P.M. Peak Hour Generator ² Time: 5:00-6:00	1	6	1	4	3	0												
Peak Hour Generator ³ Time (Weekend):																		

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		2		5		3:00-4:00	1		3		4	
6:15-7:15							11:15-12:15	4		2		6		3:15-4:15	2		2		4	
6:30-7:30							11:30-12:30	3		2		5		3:30-4:30	5		2		7	
6:45-7:45							11:45-12:45	3		2		5		3:45-4:45	7		3		10	
7:00-8:00	0		10		10		12:00-1:00	1		2		3		4:00-5:00	8		5		13	
7:15-8:15	0		11		11		12:15-1:15	2		3		5		4:15-5:15	11		10		21	
7:30-8:30	0		9		9		12:30-1:30	2		2		4		4:30-5:30	10		12		22	
7:45-8:45	1		6		7		12:45-1:45	2		4		6		4:45-5:45	14		12		26	
8:00-9:00	1		4		5		1:00-2:00	3		3		6		5:00-6:00	16		14		30	

Check if Part 3, 4 and/or additional information is attached.

Survey conducted by: Name: Nathan Chan and Thomas Wong, Project Coordinators
 Organization: ITE Student Chapter, UC Berkeley
 Address: _____
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 Telephone #: (510) 499-2610 Fax #: _____ E-mail: thomaswong@berkeley.edu

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Trip Generation Data Form (Part 3)

Name/Organization: ITE Student Chapter, UC Berkeley City/State: Berkeley, CA

Telephone Number: (510) 499-2610

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

Day of the week: Wednesday (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	1		0		1	
12:15-12:30							12:15-12:30	0		1		1	
12:30-12:45							12:30-12:45	0		0		0	
12:45-1:00							12:45-1:00	0		1		1	
1:00-1:15							1:00-1:15	2		1		3	
1:15-1:30							1:15-1:30	0		0		0	
1:30-1:45							1:30-1:45	0		2		2	
1:45-2:00							1:45-2:00	1		0		1	
2:00-2:15							2:00-2:15	1		1		2	
2:15-2:30							2:15-2:30	1		0		1	
2:30-2:45							2:30-2:45	1		1		2	
2:45-3:00							2:45-3:00	1		0		1	
3:00-3:15							3:00-3:15	0		1		1	
3:15-3:30							3:15-3:30	0		1		1	
3:30-3:45							3:30-3:45	0		1		1	
3:45-4:00							3:45-4:00	1		0		1	
4:00-4:15							4:00-4:15	1		0		1	
4:15-4:30							4:15-4:30	3		1		4	
4:30-4:45							4:30-4:45	2		2		4	
4:45-5:00							4:45-5:00	2		2		4	
5:00-5:15							5:00-5:15	5		4		9	
5:15-5:30							5:15-5:30	3		2		5	
5:30-5:45							5:30-5:45	2		6		8	
5:45-6:00							5:45-6:00	4		4		8	
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	0		1		1		7:00-7:15						
7:15-7:30	0		2		2		7:15-7:30						
7:30-7:45	0		4		4		7:30-7:45						
7:45-8:00	0		3		3		7:45-8:00						
8:00-8:15	0		2		2		8:00-8:15						
8:15-8:30	0		0		0		8:15-8:30						
8:30-8:45	1		1		2		8:30-8:45						
8:45-9:00	0		1		1		8:45-9:00						
9:00-9:15	0		0		0		9:00-9:15						
9:15-9:30	0		0		0		9:15-9:30						
9:30-9:45	0		0		0		9:30-9:45						
9:45-10:00	2		0		2		9:45-10:00						
10:00-10:15	1		1		2		10:00-10:15						
10:15-10:30	0		0		0		10:15-10:30						
10:30-10:45	0		1		1		10:30-10:45						
10:45-11:00	0		1		1		10:45-11:00						
11:00-11:15	0		0		0		11:00-11:15						
11:15-11:30	1		1		2		11:15-11:30						
11:30-11:45	0		0		0		11:30-11:45						
11:45-12:00	2		1		3		11:45-12:00						

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Trip Generation Data Form (Part 4)

Summary of Bicycle 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): 7:45-8:45	0	1	1						
P.M. Peak Hour of Adjacent ¹ Street Traffic (4 – 6) Time: 5:00-6:00	1	0	1						
A.M. Peak Hour Generator ² Time: 7:45-8:45	0	1	1						
P.M. Peak Hour Generator ² Time: 5:00-6:00	1	0	1						
Peak Hour Generator ³ 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.

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): 7:45-8:45	1	6	7						
P.M. Peak Hour of Adjacent ¹ Street Traffic (4 – 6) Time: 4:30-5:30	18	16	34						
A.M. Peak Hour Generator ² Time: 7:45-8:45	1	6	7						
P.M. Peak Hour Generator ² Time: 4:30-5:30	18	16	34						
Peak Hour Generator ³ Time (Weekend):									

Survey conducted by: Name: Nathan Chan and Thomas Wong, Student Coordinators
 Organization: ITE Student Chapter, UC Berkeley
 Address: _____
 City/State/Zip: _____
 Telephone #: (510) 499-2610 Fax #: _____ E-mail: thomaswong@berkeley.edu

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 Technical Projects Division
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 Washington, DC 20005-3438 USA
 Telephone: +1 202-289-0222
 Fax: +1 202-289-7722
 ITE on the Web: www.ite.org



Parking Demand Survey Form

Institute of Transportation Engineers

(fill in all highlighted cells - * are required data)

Land Use Code*

Name of Site

Brief Description of Site

Transit*

Area*

TMP*

City

State Country

Parking Price* \$ Daily Rate \$ Hourly Rate

Site Size*

Units* Dwelling Units Occupancy* Land Use

Site Size Units Occupancy

Site Size Units Occupancy

Site Size Units Occupancy

Number of Parking Spaces Provided at Site

Highest Observed Parking Demand for the following hours of the day (hour beginning)*

Date	4/3/2012	4/5/2012	4/11/2012				
Day	Tuesday	Wednesday	Thursday				
12 Mid							
1:00 AM							
2:00 AM							
3:00 AM							
4:00 AM							
5:00 AM							
6:00 AM							
7:00 AM	71	71	71				
8:00 AM	66	61	65				
9:00 AM	60	55	61				
10:00 AM	58	57	57				
11:00 AM	52	52	56				
12 Noon	47	50	55				
1:00 PM	44	49	53				
2:00 PM	44	49	51				
3:00 PM	46	51	50				
4:00 PM	44	49	49				
5:00 PM	49	54	42				
6:00 PM	48	55	47				
7:00 PM							
8:00 PM							
9:00 PM							
10:00 PM							
11:00 PM							

Person

Organization

Phone

Fax

Email

Notes

Enter data on the web at www.ite.org

Comments to: ite_staff@ite.org

IF not entered on web site, please mail to:

Institute of Transportation Engineers, 1627 Eye Street, NW Suite 600; Washington, DC 20006