Trip and Parking Generation Study

Santa Rosa Park in San Luis Obispo, CA

Aerial Photo of Santa Rosa Park (Pre-COVID) Credit: RRM Design Group

Institute of Transportation Engineers
Cal Poly, San Luis Obispo Student Chapter

Spring 2021

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Letter of Submittal

May 13, 2021

Patrick Marnell
Technical Committee Chair
ITE Western District

Subject: Letter of Submittal for Cal Poly San Luis Obispo ITE Student Chapter Data Collection

On behalf of the ITE Student Chapter at Cal Poly, San Luis Obispo, I am pleased to present our Trip and Parking Generation Study.

We collected and analyzed trip generation and parking demand data at Santa Rosa Park in San Luis Obispo, CA. This location corresponds with ITE Land Use 411. We collected data on a Wednesday, Saturday, and Sunday in mid-February. Attached is a summary of our data and results from this study. All trip generation and parking demand data forms are included in the appendix.

If you have any questions or require any additional information, please do not hesitate to contact me at (510) 493-8194 or at pyyang@calpoly.edu.

Sincerely,

Philip Yang
Secretary
Cal Poly ITE Student Chapter

Background

The California Polytechnic State University, San Luis Obispo Institute of Transportation Engineers student chapter (Cal Poly ITE) collected trip generation and parking generation data at Santa Rosa Park (SRP) in San Luis Obispo, CA. The park features many amenities including a skate park, a roller hockey rink, softball fields, basketball courts, barbeque areas, and a playground. This is currently an underrepresented land use (LU 411) in the ITE Trip and Parking Generation Manuals as identified in the 2021 Data Collection Projects Request for Proposals. A map of the project site is shown in Figure 1.

Figure 1. Aerial view of the project site (Source: Google)

The site was chosen with the effects of the COVID-19 pandemic on travel patterns in mind. We believe that the number of trips made to public parks are largely unaffected by the pandemic due to the fact that they are mainly outdoor facilities. Because of this, we hope that data collected during such an unusual time may still be of value. Data from this location could also offer insight into how the pandemic has affected the trip and parking generation for this land use type.

Table 1 lists relevant site characteristics of SRP.

Table 1. Site Characteristics of Santa Rosa Park

Santa Rosa Park	
City, Zip Code	San Luis Obispo, CA 93401
Total Acreage (acres)	9.98
Number of Parking Spaces	132
Amenities	Barbecue Area, Basketball Courts, Horseshoe Pits, Picnic Tables, Playground, Roller Hockey Rink, Skate Park, Softball Fields

Methodology

Data collection of vehicle, bicycle, and pedestrian trips and parked vehicles was done through in-person manual counts. 22 student volunteers, most of whom were Cal Poly ITE members, conducted the counts. Volunteers wore masks and practiced social distancing to ensure safety.

Counts were conducted on Wednesday, February 10, 2021; Saturday, February 13, 2021; and Sunday, February 14, 2021. Collection occurred from 7 AM to 7 PM for 12 consecutive hours each day. Data for trip generation and parking generation was collected according to ITE's Trip Generation Manual, 10th Edition and ITE's Parking Generation, 5th Edition, respectively.

Data Collection Results

Table 2, 3, and 4 summarizes the trip generation data for Wednesday, Saturday, and Sunday respectively. It includes the trip totals for each mode, the directional distribution, and acreage trip rate for the 12-hr, AM peak, and PM peak periods.

Table 5 summarizes the parking generation data. The parking peak hours and highest parking demand for each day are shown.

Table 2. Trip Generation Data Summary for Weekday

Wednesday, February 10, 2021			
Time Period	**12-Hr Volume**	**AM Peak Hour**	**PM Peak Hour**
Peak Hour	—	11:00 AM - 12:00 PM	3:00 PM - 4:00 PM
Vehicles In	415	41	58
Vehicles Out	370	34	61
Total Vehicles	785	75	119
Directional Distribution	52.9% in 47.1% out	54.7% in 45.3% out	48.7% in 51.3% out
Trip Rate (Trips/Acre)	78.66	7.52	11.92
Truck Trips	15	2	0
Bicycle Trips	42	3	6
Pedestrian Trips	290	19	38
Total Trips	1132	99	163

Table 3. Trip Generation Data Summary for Saturday

Saturday, February 13, 2021			
Time Period	**12-Hr Volume**	**AM Peak Hour**	**PM Peak Hour**
Peak Hour	—	11:00 AM - 12:00 PM	1:30 AM - 2:30 PM
Vehicles In	396	42	50
Vehicles Out	366	28	52
Total Vehicles	762	70	102
Directional Distribution	52.0% in 48.0% out	60.0% in 40.0% out	49.0% in 51.0% out
Trip Rate (Trips/Acre)	76.35	7.01	10.22
Truck Trips	1	0	0
Bicycle Trips	34	1	2
Pedestrian Trips	236	16	14
Total Trips	1033	87	118

Table 4. Trip Generation Data Summary for Sunday

Sunday, February 14, 2021			
Time Period	**12-Hr Volume**	**AM Peak Hour**	**PM Peak Hour**
Peak Hour	—	11:00 AM - 12:00 PM	1:15 PM - 2:15 PM
Vehicles In	440	47	74
Vehicles Out	412	34	66
Total Vehicles	852	81	140
Directional Distribution	51.6% in 48.4% out	58.0% in 42.0% out	52.9% in 47.1% out
Trip Rate (Trips/Acre)	85.37	8.12	14.02
Truck Trips	2	0	0
Bicycle Trips	28	3	5
Pedestrian Trips	342	31	27
Total Trips	1238	115	172

Table 5. Parking Generation Data Summary

Day	Wednesday	Saturday	Sunday
Peak Hour	3:00 PM - 4:00 PM	11:00 AM - 12:00 PM	2:00 PM - 3:00 PM
Peak Parking Demand	57	67	72
Parking Rate (Parking Demand/Acre)	5.71	6.71	7.21

ITE Trip Generation Comparison

Table 6 shows a comparison between the average trip rates from the 10th Edition ITE Trip Generation Manual and the trip rates at SRP. As seen in the table, the trip rates between the two are orders of magnitude apart.

Table 6. Comparison Between Trip Rates from 10th Edition ITE Trip Generation Manual and SRP Data

Time Period	10th Edition Avg. Trip Rate (Trips/Acre)	SRP Trip Rate (Trips/Acre)
Weekday[1]	0.78	—
Weekday AM	0.15	7.52
Weekday PM	0.11	11.92
Saturday[1]	1.96	—
Saturday Peak[2]	0.28	10.22
Sunday[1]	2.19	—
Sunday Peak[2]	0.31	14.02

[1] The 10th Edition average trip rates are daily (24-hr) counts. The rates collected at SRP are 12-hr rates and therefore are not listed in this table. Daily rates can be assumed to be somewhat higher than 7 AM - 7 PM rates.
[2] The SRP trip rate numbers used for Saturday and Sunday Peak were the PM peak rates from each day. The 10th Edition ITE Trip Generation Manual does not have separate AM and PM peak periods.

ITE Parking Generation Comparison

Table 7 shows a comparison between the daily peak (24-hr) parking demand rates from the 5th Edition ITE Parking Generation Manual and the 12-hr peak parking demand rates at SRP. As seen in the table, the parking rates between the two are also very different. Please note that while the 7 AM - 7 PM data collection period at SRP likely captured the largest daily parking demand, they are 12-hr counts and not daily counts as seen in the 5th Edition ITE Parking Generation Manual.

Table 7. Comparison Between Parking Rates from 5th Edition ITE Parking Generation Manual and SRP Data

Time Period	5th Edition Daily Parking Rate (Parking Demand/Acre)	12-hr SRP Parking Rate (Parking Demand/Acre)
Saturday	0.47	6.71
Sunday	1.21	7.21

Analysis and Conclusion

The large discrepancy between the ITE Trip and Parking Generation Manuals' trip and parking rates and those of SRP is likely due to how much larger the public parks listed in LU 411 are. SRP is 9.98 acres; The parks used in the 10th edition ITE Trip Generation Manual LU 411 have acreages ranging from 290 - 612, and the parks used in the 5th ITE Parking Generation Manual have acreages ranging from 14 - 132.

SRP generates a lot of trips for a public park of its size due to the many amenities and the large number of parking spots available. During the data collection period, we observed many trips generated due to organized events at SRP. On Wednesday, we observed a SLO County YMCA kids basketball camp from 5:00 - 6:15 PM. On Saturday, we observed an organized roller hockey practice with kids and their parents from 7:30 - 8:45 AM, a Central Coast Roller Derby event at 10:00 AM, and organized baseball practice at around noon. On Sunday, we observed another organized roller skating practice at 1:30 PM. Because SRP generates a large amount of trips for a relatively small park, the trip and parking rates for the park are significantly larger than those in the ITE Trip and Parking Generation Manuals.

Acknowledgements

Patrick Marnell

ITE Western District Technical Committee

Student Endowment Fund

ITE Western District (District 6)

Kevin Carstens

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Vy Vu

Hannah Berenjfoorosh

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Blake Thomas

Leonardo Navarro

Andy Zhou

Appendix

Appendix A - ITE Trip Generation Data Forms
- Wednesday, February 10, 2021 Trip Generation Data Form
- Saturday, February 13, 2021 Trip Generation Data Form
- Sunday, February 14, 2021 Trip Generation Data Form

Appendix B - ITE Parking Demand Survey Form (Wednesday, Saturday, & Sunday)

Appendix C - Tally Forms with notes in margins
- Wednesday, February 10, 2021 Tally Form
- Saturday, February 13, 2021 Tally Form
- Sunday, February 14, 2021 Tally Form

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Trip Generation Data Form (Part 1)

Land Use/Building Type:[1] 411, Public Park	ITE Land Use Code: 411
Source:	Source No. (*ITE use only*):
Name of Development: Santa Rosa Park	Day of the Week: Wednesday
City: San Luis Obispo State/Province: CA Zip/Postal Code: 93401	Day: 10 Month: Feb Year: 2021
Country: USA	Metropolitan Area:

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

Location Within Area:

☐ (1) CBD ☐ (3) Suburban (Non-CBD) ☐ (5) Rural
☒ (2) Urban (Non-CBD) ☐ (4) Suburban CBD ☐ (6) Freeway Interchange Area (Rural)
☐ (7) Not Given

Independent Variable: (include data for as many as possible)[2]	Actual	Estimated
_____ (1) Employees (#)	☐	☐
_____ (2) Persons (#)	☐	☐
_____ (3) Total Units (#) (indicate unit: _____)	☐	☐
_____ (4) Occupied Units (#) (indicate unit: _____)	☐	☐
_____ (5) Gross Floor Area (gross sq. ft.)	☐	☐
(% of development occupied _____)		
_____ (6) Net Rentable Area (sq. ft.)	☐	☐
_____ (7) Gross Leasable Area (sq. ft.)	☐	☐
(% of development occupied _____)		
9.98 (8) Total Acres (% developed: _____)	☐	☒
132 (9) Parking Spaces (% occupied: _____)	☒	☐
_____ (10) Beds (% occupied: _____)	☐	☐
_____ (11) Seats (#)	☐	☐
_____ (12) Servicing Positions/Vehicle Fueling Positions	☐	☐
_____ (13) Shopping Center % Out-parcels/pads	☐	☐
_____ (14) A.M. Peak Hour Volume of Adjacent Street Traffic	☐	☐
_____ (15) P.M. Peak Hour Volume of Adjacent Street Traffic	☐	☐
_____ (16) Other _____	☐	☐
_____ (17) Other _____	☐	☐

Detailed Description of Development:[3]

Public park with the following amenities:
- BBQ Area
- Basketball Courts
- Horseshoe Pits
- Picnic Tables
- Playground
- Roller Hockey Rink
- Skate Park
- Softball Fields

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

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

Other Data:

Vehicle Occupancy (#):
_____ A.M. _____ P.M. _____ 24-hour %
Percent by Transit:
_____ A.M. % _____ P.M. % _____ 24-hour %
Percent by Carpool/Vanpool:
_____ A.M. % _____ P.M. % _____ 24-hour %

Employees by Shift:

	Start Time	End Time	Employees (#)
First Shift:	_____	_____	_____
Second Shift:	_____	_____	_____
Third Shift:	_____	_____	_____

Parking Cost on Site: Hourly _____ Daily _____

Transportation Demand Management (TDM) Information:

At the time of this study, was there a TDM program (that may have impacted the trip generation characteristics of this site) underway?

☒ No

☐ 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)

☐ (1) Transit Service
☐ (2) Carpool Programs
☐ (3) Vanpool Programs
☐ (4) Bicycle/Pedestrian Facilities and Site Improvements
☐ (5) Employer Support Measures
☐ (6) Preferential HOV Treatments
☐ (7) Transit and Ridesharing Incentives
☐ (8) Parking Supply and Pricing Management
☐ (9) Tolls and Congestion Pricing
☐ (10) Variable Work Hours/Compressed Work Weeks
☐ (11) Telecommuting
☐ (12) Other _____

Please Complete Form on Other Side

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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) (Wednesday)						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~~ 12-Hour Volume 7AM-7PM	415	8	370	7	785	15												
A.M. Peak Hour of Adjacent[1] Street Traffic (7 – 9) Time (ex.: 7:15 - 8:15):																		
P.M. Peak Hour of Adjacent[1] Street Traffic (4 – 6) Time:																		
A.M. Peak Hour Generator[2] Time: 11:00 AM - 12:00PM	41	2	34	ø	75	2												
P.M. Peak Hour Generator[2] Time: 3:00PM - 4:00PM	58	ø	61	ø	119	ø												
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	41	2	34	ø	75	2	3:00-4:00	58	ø	61	ø	119	ø
6:15-7:15							11:15-12:15	43	3	35	ø	78	3	3:15-4:15	44	ø	54	ø	98	ø
6:30-7:30							11:30-12:30	49	3	31	1	80	4	3:30-4:30	32	ø	39	ø	71	ø
6:45-7:45							11:45-12:45	51	3	34	2	85	5	3:45-4:45	26	ø	36	ø	62	ø
7:00-8:00	11	ø	6	ø	17	ø	12:00-1:00	41	1	32	2	73	3	4:00-5:00	44	ø	28	ø	72	ø
7:15-8:15	17	1	13	ø	30	1	12:15-1:15	40	1	38	3	78	4	4:15-5:15	44	ø	29	ø	73	ø
7:30-8:30	21	1	15	ø	36	1	12:30-1:30	40	2	43	2	83	4	4:30-5:30	49	ø	30	ø	79	ø
7:45-8:45	21	1	18	1	39	2	12:45-1:45	30	2	40	2	70	4	4:45-5:45	52	ø	35	ø	87	ø
8:00-9:00	19	1	18	1	37	2	1:00-2:00	35	2	49	2	84	4	5:00-6:00	35	ø	33	ø	68	ø

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

Survey conducted by: Name: Philip Yang

Organization: Cal Poly SLO ITE

Address: 1 Grand Ave

City/State/Zip: San Luis Obispo, CA 93405

Telephone #: (510) 493-8199 Fax #: E-mail: pyyang@calpoly.edu

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Trip Generation Data Form (Part 3)

Name/Organization: Cal Poly SLO ITE **City/State:** San Luis Obispo, CA

Telephone Number: (510) 493-8194

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

Day of the week: Wednesday 2/10/21 ***(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	11	1	5		16	1
12:15-12:30							12:15-12:30	12		9	1	21	1
12:30-12:45							12:30-12:45	12		13	1	25	1
12:45-1:00							12:45-1:00	6		5		11	
1:00-1:15							1:00-1:15	10	1	11	1	21	2
1:15-1:30							1:15-1:30	12	1	14		26	1
1:30-1:45							1:30-1:45	2		10	1	12	1
1:45-2:00							1:45-2:00	11		14		25	
2:00-2:15							2:00-2:15	11		11		22	
2:15-2:30							2:15-2:30	14		9		23	
2:30-2:45							2:30-2:45	13		7		20	
2:45-3:00							2:45-3:00	14		7		21	
3:00-3:15							3:00-3:15	20		11		31	
3:15-3:30							3:15-3:30	16		20		36	
3:30-3:45							3:30-3:45	15		13		28	
3:45-4:00							3:45-4:00	7		17		24	
4:00-4:15							4:00-4:15	6		4		10	
4:15-4:30							4:15-4:30	4		5		9	
4:30-4:45							4:30-4:45	9		10		19	
4:45-5:00							4:45-5:00	25		9		34	
5:00-5:15							5:00-5:15	6		5		11	
5:15-5:30							5:15-5:30	9		6		15	
5:30-5:45							5:30-5:45	12		15		27	
5:45-6:00							5:45-6:00	8		7		15	
6:00-6:15							6:00-6:15	12		6		18	
6:15-6:30							6:15-6:30	4		24		28	
6:30-6:45							6:30-6:45	7		2		9	
6:45-7:00							6:45-7:00	8		7		15	
7:00-7:15	2		1		3		7:00-7:15						
7:15-7:30	1		2		3		7:15-7:30						
7:30-7:45	1				1		7:30-7:45						
7:45-8:00	7		3		10		7:45-8:00						
8:00-8:15	8	1	8		16	1	8:00-8:15						
8:15-8:30	5		4		9		8:15-8:30						
8:30-8:45	1		3	1	4	1	8:30-8:45						
8:45-9:00	5		3		8		8:45-9:00						
9:00-9:15	7	1	4		11	1	9:00-9:15						
9:15-9:30	4	1	1	1	5	2	9:15-9:30						
9:30-9:45	3		4		7		9:30-9:45						
9:45-10:00	6		2	1	8	1	9:45-10:00						
10:00-10:15	6		3		9		10:00-10:15						
10:15-10:30	6		4		10		10:15-10:30						
10:30-10:45	10		12		22		10:30-10:45						
10:45-11:00	6		6		12		10:45-11:00						
11:00-11:15	9		4		13		11:00-11:15						
11:15-11:30	6		13		19		11:15-11:30						
11:30-11:45	10		10		20		11:30-11:45						
11:45-12:00	16	2	7		23	2	11:45-12:00						

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Trip Generation Data Form (Part 4)

Summary of Bicycle Volumes

	Average Weekday (M-F) (Wednesday)			Saturday			Sunday		
	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
12 ~~24~~-Hour Volume 7AM - 7PM	21	21	42						
A.M. Peak Hour of Adjacent[1] Street Traffic (7 – 9) Time *(ex.: 7:15 - 8:15)*:									
P.M. Peak Hour of Adjacent[1] Street Traffic (4 – 6) Time:									
A.M. Peak Hour Generator[2] Time: 11:00AM - 12:00PM	1	2	3						
P.M. Peak Hour Generator[2] Time: 3:00PM - 4:00PM	1	5	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) (Wednesday)			Saturday			Sunday		
	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
12 ~~24~~-Hour Volume 7 AM - 7PM	162	128	290						
A.M. Peak Hour of Adjacent[1] Street Traffic (7 – 9) Time *(ex.: 7:15 - 8:15)*:									
P.M. Peak Hour of Adjacent[1] Street Traffic (4 – 6) Time:									
A.M. Peak Hour Generator[2] Time: 11:00AM - 12:00PM	12	7	19						
P.M. Peak Hour Generator[2] Time: 3:00 PM - 4:00PM	20	18	38						
Peak Hour Generator[3] Time (Weekend):									

Survey conducted by: Name: Philip Yang

Organization: Cal Poly SLO ITE

Address: 1 Grand Ave

City/State/Zip: San Luis Obispo, CA 93405

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Trip Generation Data Form (Part 1)

Land Use/Building Type:[1] 411, Public Park	ITE Land Use Code: 411
Source:	Source No. (*ITE use only*):
Name of Development: Santa Rosa Park	Day of the Week: Saturday
City: San Luis Obispo State/Province: CA Zip/Postal Code: 93401	Day: 13 Month: Feb Year: 2021
Country: USA	Metropolitan Area:

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

Location Within Area:

☐ (1) CBD ☒ (2) Urban (Non-CBD) ☐ (3) Suburban (Non-CBD) ☐ (4) Suburban CBD ☐ (5) Rural ☐ (6) Freeway Interchange Area (Rural) ☐ (7) Not Given

Independent Variable: (include data for as many as possible)[2]	Actual	Estimated
_____ (1) Employees (#)	☐	☐
_____ (2) Persons (#)	☐	☐
_____ (3) Total Units (#) (indicate unit: _____)	☐	☐
_____ (4) Occupied Units (#) (indicate unit: _____)	☐	☐
_____ (5) Gross Floor Area (gross sq. ft.) (% of development occupied _____)	☐	☐
_____ (6) Net Rentable Area (sq. ft.)	☐	☐
_____ (7) Gross Leasable Area (sq. ft.) (% of development occupied _____)	☐	☐
9.98 (8) Total Acres (% developed: _____)	☐	☒
132 (9) Parking Spaces (% occupied: _____)	☒	☐
_____ (10) Beds (% occupied: _____)	☐	☐
_____ (11) Seats (#)	☐	☐
_____ (12) Servicing Positions/Vehicle Fueling Positions	☐	☐
_____ (13) Shopping Center % Out-parcels/pads	☐	☐
_____ (14) A.M. Peak Hour Volume of Adjacent Street Traffic	☐	☐
_____ (15) P.M. Peak Hour Volume of Adjacent Street Traffic	☐	☐
_____ (16) Other _____	☐	☐
_____ (17) Other _____	☐	☐

Detailed Description of Development:[3]

Public Park with the following amenities

- BBQ Area
- Basketball courts
- Horseshoe pits
- Picnic Tables
- Playground
- Roller Hockey Rink
- Skate park
- Softball Fields

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

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

Other Data:

Vehicle Occupancy (#):
_____ A.M. _____ P.M. _____ 24-hour %

Percent by Transit:
_____ A.M. % _____ P.M. % _____ 24-hour %

Percent by Carpool/Vanpool:
_____ A.M. % _____ P.M. % _____ 24-hour %

Employees by Shift:

	Start Time	End Time	Employees (#)
First Shift:	_____	_____	_____
Second Shift:	_____	_____	_____
Third Shift:	_____	_____	_____

Parking Cost on Site: Hourly _____ Daily _____

Transportation Demand Management (TDM) Information:

At the time of this study, was there a TDM program (that may have impacted the trip generation characteristics of this site) underway?

☒ No

☐ 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)

☐ (1) Transit Service
☐ (2) Carpool Programs
☐ (3) Vanpool Programs
☐ (4) Bicycle/Pedestrian Facilities and Site Improvements
☐ (5) Employer Support Measures
☐ (6) Preferential HOV Treatments
☐ (7) Transit and Ridesharing Incentives
☐ (8) Parking Supply and Pricing Management
☐ (9) Tolls and Congestion Pricing
☐ (10) Variable Work Hours/Compressed Work Weeks
☐ (11) Telecommuting
☐ (12) Other _____

Please Complete Form on Other Side

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
12 24-Hour Volume 7AM - 7PM							396	Ø	366	1	762	1						
A.M. Peak Hour of Adjacent[1] Street Traffic (7 – 9) Time (ex.: 7:15 - 8:15):																		
P.M. Peak Hour of Adjacent[1] Street Traffic (4 – 6) Time:																		
A.M. Peak Hour Generator[2] Time:																		
P.M. Peak Hour Generator[2] Time:																		
Peak Hour Generator[3] Time (Weekend): 1:30-2:30 PM							50	Ø	52	Ø	102	Ø						

1. **Highest hourly volume between 7 a.m. and 9 a.m. (4 p.m. and 6 p.m.). Please specify the peak hour.**
2. **Highest hourly volume during the a.m. or p.m. period. Please specify the peak hour.**
3. **Highest hourly volume during the entire day. Please specify the peak hour.**

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

Hourly Driveway Volumes- Average Weekday (M-F)

A.M. Period	Enter		Exit		Total		Mid-Day Period	Enter		Exit		Total		P.M. Period	Enter		Exit		Total	
	All	Trucks	All	Trucks	All	Trucks		All	Trucks	All	Trucks	All	Trucks		All	Trucks	All	Trucks	All	Trucks
6:00-7:00							11:00-12:00							3:00-4:00						
6:15-7:15							11:15-12:15							3:15-4:15						
6:30-7:30							11:30-12:30							3:30-4:30						
6:45-7:45							11:45-12:45							3:45-4:45						
7:00-8:00							12:00-1:00							4:00-5:00						
7:15-8:15							12:15-1:15							4:15-5:15						
7:30-8:30							12:30-1:30							4:30-5:30						
7:45-8:45							12:45-1:45							4:45-5:45						
8:00-9:00							1:00-2:00							5:00-6:00						

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

Survey conducted by: Name: Philip Yang

Organization: Cal Poly SLO ITE

Address: 1 Grand Ave

City/State/Zip: San Luis Obispo, CA 93405

Telephone #: (510) 493-8199 Fax #: _____ E-mail: pyyang@calpoly.edu

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Institute of Transportation Engineers

Trip Generation Data Form (Part 3)

Name/Organization: Cal Poly SLO ITE **City/State:** San Luis Obispo, CA

Telephone Number: (510) 493-8194

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

Day of the week: Saturday 2/13/21 ***(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	8		9		17	
12:15-12:30							12:15-12:30	11		16		27	
12:30-12:45							12:30-12:45	9		10		19	
12:45-1:00							12:45-1:00	12		14		26	
1:00-1:15							1:00-1:15	14		13		27	
1:15-1:30							1:15-1:30	7		13		20	
1:30-1:45							1:30-1:45	10		19		29	
1:45-2:00							1:45-2:00	10		10		20	
2:00-2:15							2:00-2:15	20		12		32	
2:15-2:30							2:15-2:30	10		11		21	
2:30-2:45							2:30-2:45	9		7		16	
2:45-3:00							2:45-3:00	14		15		29	
3:00-3:15							3:00-3:15	16		12		28	
3:15-3:30							3:15-3:30	5		13		18	
3:30-3:45							3:30-3:45	13		9		22	
3:45-4:00							3:45-4:00	14		7		21	
4:00-4:15							4:00-4:15	7		8		15	
4:15-4:30							4:15-4:30	10		8		18	
4:30-4:45							4:30-4:45	10		5		15	
4:45-5:00							4:45-5:00	5		11		16	
5:00-5:15							5:00-5:15	6		8		14	
5:15-5:30							5:15-5:30	6		10		16	
5:30-5:45							5:30-5:45	13		10		23	
5:45-6:00							5:45-6:00	2		8		10	
6:00-6:15							6:00-6:15	4		8		12	
6:15-6:30							6:15-6:30	4		9		13	
6:30-6:45							6:30-6:45	5		2		7	
6:45-7:00							6:45-7:00	4		6		10	
7:00-7:15	2		2	1	4	1	7:00-7:15						
7:15-7:30	3				3		7:15-7:30						
7:30-7:45	3		3		6		7:30-7:45						
7:45-8:00	4		3		7		7:45-8:00						
8:00-8:15	5		2		7		8:00-8:15						
8:15-8:30	4		3		7		8:15-8:30						
8:30-8:45	4		1		5		8:30-8:45						
8:45-9:00	2		5		7		8:45-9:00						
9:00-9:15	5		3		8		9:00-9:15						
9:15-9:30	6		4		10		9:15-9:30						
9:30-9:45	8		1		9		9:30-9:45						
9:45-10:00	13		2		15		9:45-10:00						
10:00-10:15	6		6		12		10:00-10:15						
10:15-10:30	10		5		15		10:15-10:30						
10:30-10:45	10		10		20		10:30-10:45						
10:45-11:00	11		5		16		10:45-11:00						
11:00-11:15	6		4		10		11:00-11:15						
11:15-11:30	8		9		17		11:15-11:30						
11:30-11:45	15		6		21		11:30-11:45						
11:45-12:00	13		9		22		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
12 ~~24~~-Hour Volume 7AM-7PM				19	15	34			
A.M. Peak Hour of Adjacent[1] Street Traffic (7 – 9) Time (ex.: 7:15 - 8:15):									
P.M. Peak Hour of Adjacent[1] Street Traffic (4 – 6) Time:									
A.M. Peak Hour Generator[2] Time:									
P.M. Peak Hour Generator[2] Time:									
Peak Hour Generator[3] Time (Weekend): 1:30-2:30 PM				1	1	2			

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
12 ~~24~~-Hour Volume 7AM-7PM				130	106	236			
A.M. Peak Hour of Adjacent[1] Street Traffic (7 – 9) Time (ex.: 7:15 - 8:15):									
P.M. Peak Hour of Adjacent[1] Street Traffic (4 – 6) Time:									
A.M. Peak Hour Generator[2] Time:									
P.M. Peak Hour Generator[2] Time:									
Peak Hour Generator[3] Time (Weekend): 1:30-2:30 PM				8	6	14			

Survey conducted by: Name: Philip Yang
Organization: Cal Poly SLO ITE
Address: 1 Grand Ave
City/State/Zip: San Luis Obispo, CA 93405
Telephone #: (510) 493-8194 Fax #: E-mail: pyyang@calpoly.edu

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ITE on the Web: www.ite.org

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Trip Generation Data Form (Part 1)

Land Use/Building Type:[1] 411, Public Park	ITE Land Use Code: 411
Source:	Source No. (*ITE use only*):
Name of Development: Santa Rosa Park	Day of the Week: Sunday
City: San Luis Obispo State/Province: CA Zip/Postal Code: 93401	Day: 14 Month: Feb Year: 2021
Country: USA	Metropolitan Area:

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

Location Within Area:

☐ (1) CBD ☐ (3) Suburban (Non-CBD) ☐ (5) Rural
☒ (2) Urban (Non-CBD) ☐ (4) Suburban CBD ☐ (6) Freeway Interchange Area (Rural)
☐ (7) Not Given

Independent Variable: (include data for as many as possible)[2]	Actual	Estimated		Actual	Estimated
_____ (1) Employees (#)	☐	☐	132 (9) Parking Spaces (% occupied: _____)	☒	☐
_____ (2) Persons (#)	☐	☐	_____ (10) Beds (% occupied: _____)	☐	☐
_____ (3) Total Units (#) (indicate unit:_____)	☐	☐	_____ (11) Seats (#)	☐	☐
_____ (4) Occupied Units (#) (indicate unit:_____)	☐	☐	_____ (12) Servicing Positions/Vehicle Fueling Positions	☐	☐
_____ (5) Gross Floor Area (gross sq. ft.) (% of development occupied _____)	☐	☐	_____ (13) Shopping Center % Out-parcels/pads	☐	☐
_____ (6) Net Rentable Area (sq. ft.)	☐	☐	_____ (14) A.M. Peak Hour Volume of Adjacent Street Traffic	☐	☐
_____ (7) Gross Leasable Area (sq. ft.) (% of development occupied _____)	☐	☐	_____ (15) P.M. Peak Hour Volume of Adjacent Street Traffic	☐	☐
			_____ (16) Other _____	☐	☐
9.98 (8) Total Acres (% developed: _____)	☐	☒	_____ (17) Other _____	☐	☐

Detailed Description of Development:[3]

Public Park with the following amenities
- BBQ Area
- Basketball courts
- Horseshoe Pits
- Picnic Tables
- Playground
- Roller Hockey Rink
- Skate Park
- Softball Fields

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

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

Other Data:

Vehicle Occupancy (#):
_____ A.M. _____ P.M. _____ 24-hour %

Percent by Transit:
_____ A.M. % _____ P.M. % _____ 24-hour %

Percent by Carpool/Vanpool:
_____ A.M. % _____ P.M. % _____ 24-hour %

Employees by Shift:

	Start Time	End Time	Employees (#)
First Shift:	_____	_____	_____
Second Shift:	_____	_____	_____
Third Shift:	_____	_____	_____

Parking Cost on Site: Hourly _____ Daily _____

Transportation Demand Management (TDM) Information:

At the time of this study, was there a TDM program (that may have impacted the trip generation characteristics of this site) underway?

☒ No

☐ 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)

☐ (1) Transit Service
☐ (2) Carpool Programs
☐ (3) Vanpool Programs
☐ (4) Bicycle/Pedestrian Facilities and Site Improvements
☐ (5) Employer Support Measures
☐ (6) Preferential HOV Treatments
☐ (7) Transit and Ridesharing Incentives
☐ (8) Parking Supply and Pricing Management
☐ (9) Tolls and Congestion Pricing
☐ (10) Variable Work Hours/Compressed Work Weeks
☐ (11) Telecommuting
☐ (12) Other _____

Please Complete Form on Other Side

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~~ 12-Hour Volume 7AM-7PM													440	1	412	1	852	2
A.M. Peak Hour of Adjacent[1] Street Traffic (7 – 9) Time *(ex.: 7:15 - 8:15)*:																		
P.M. Peak Hour of Adjacent[1] Street Traffic (4 – 6) Time:																		
A.M. Peak Hour Generator[2] Time:																		
P.M. Peak Hour Generator[2] Time:																		
Peak Hour Generator[3] Time (Weekend): 1:15-2:15PM													74	0	66	0	140	0

[1] **Highest hourly volume between 7 a.m. and 9 a.m. (4 p.m. and 6 p.m.). Please specify the peak hour.**
[2] **Highest hourly volume during the a.m. or p.m. period. Please specify the peak hour.**
[3] **Highest hourly volume during the entire day. Please specify the peak hour.**
Please refer to the *Trip Generation User's Guide* for full definition of terms.

Hourly Driveway Volumes- Average Weekday (M-F)

A.M. Period	Enter		Exit		Total		Mid-Day Period	Enter		Exit		Total		P.M. Period	Enter		Exit		Total	
	All	Trucks	All	Trucks	All	Trucks		All	Trucks	All	Trucks	All	Trucks		All	Trucks	All	Trucks	All	Trucks
6:00-7:00							11:00-12:00							3:00-4:00						
6:15-7:15							11:15-12:15							3:15-4:15						
6:30-7:30							11:30-12:30							3:30-4:30						
6:45-7:45							11:45-12:45							3:45-4:45						
7:00-8:00							12:00-1:00							4:00-5:00						
7:15-8:15							12:15-1:15							4:15-5:15						
7:30-8:30							12:30-1:30							4:30-5:30						
7:45-8:45							12:45-1:45							4:45-5:45						
8:00-9:00							1:00-2:00							5:00-6:00						

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

Survey conducted by: Name: Philip Yang
Organization: Cal Poly SLO ITE
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City/State/Zip: San Luis Obispo, CA 93405
Telephone #: (510) 493-8194 Fax #: E-mail: pyyang@calpoly.edu

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Telephone: +1 202-785-0060
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ITE on the Web: www.ite.org

Institute of Transportation Engineers

Trip Generation Data Form (Part 3)

Name/Organization: Cal Poly SLO ITE **City/State:** San Luis Obispo, CA

Telephone Number: (510) 493-8194

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

Day of the week: Sunday 2/14/21 ***(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	6		3		9	
12:15-12:30							12:15-12:30	10		13		23	
12:30-12:45							12:30-12:45	14		8		22	
12:45-1:00							12:45-1:00	10		8		18	
1:00-1:15							1:00-1:15	20		4		24	
1:15-1:30							1:15-1:30	20		22		42	
1:30-1:45							1:30-1:45	14		15		29	
1:45-2:00							1:45-2:00	19		12		31	
2:00-2:15							2:00-2:15	21		17		38	
2:15-2:30							2:15-2:30	13	1	14		27	1
2:30-2:45							2:30-2:45	14		11	1	25	1
2:45-3:00							2:45-3:00	10		13		23	
3:00-3:15							3:00-3:15	12		11		23	
3:15-3:30							3:15-3:30	8		13		21	
3:30-3:45							3:30-3:45	17		11		28	
3:45-4:00							3:45-4:00	9		15		24	
4:00-4:15							4:00-4:15	9		5		14	
4:15-4:30							4:15-4:30	17		21		38	
4:30-4:45							4:30-4:45	20		14		34	
4:45-5:00							4:45-5:00	11		17		28	
5:00-5:15							5:00-5:15	9		19		28	
5:15-5:30							5:15-5:30	3		6		9	
5:30-5:45							5:30-5:45	10		10		20	
5:45-6:00							5:45-6:00	5		11		16	
6:00-6:15							6:00-6:15	6		7		13	
6:15-6:30							6:15-6:30	7		14		21	
6:30-6:45							6:30-6:45	5		3		8	
6:45-7:00							6:45-7:00	7		8		15	
7:00-7:15	4		1		5		7:00-7:15						
7:15-7:30	0		0		0		7:15-7:30						
7:30-7:45	0		0		0		7:30-7:45						
7:45-8:00	3		2		5		7:45-8:00						
8:00-8:15	2		3		5		8:00-8:15						
8:15-8:30	5		1		6		8:15-8:30						
8:30-8:45	3		4		7		8:30-8:45						
8:45-9:00	6		1		7		8:45-9:00						
9:00-9:15	5		4		9		9:00-9:15						
9:15-9:30	4		7		11		9:15-9:30						
9:30-9:45	7		7		14		9:30-9:45						
9:45-10:00	3		4		7		9:45-10:00						
10:00-10:15	4		4		8		10:00-10:15						
10:15-10:30	7		0		7		10:15-10:30						
10:30-10:45	5		10		15		10:30-10:45						
10:45-11:00	9		5		14		10:45-11:00						
11:00-11:15	19		4		23		11:00-11:15						
11:15-11:30	8		11		19		11:15-11:30						
11:30-11:45	7		8		15		11:30-11:45						
11:45-12:00	13		11		24		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
12 ~~24~~-Hour Volume							14	14	28
A.M. Peak Hour of Adjacent[1] Street Traffic (7 – 9) Time *(ex.: 7:15 - 8:15)*:									
P.M. Peak Hour of Adjacent[1] Street Traffic (4 – 6) Time:									
A.M. Peak Hour Generator[2] Time:									
P.M. Peak Hour Generator[2] Time:									
Peak Hour Generator[3] Time (Weekend): 1:15-2:15PM							1	4	5

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
12 ~~24~~-Hour Volume							180	162	342
A.M. Peak Hour of Adjacent[1] Street Traffic (7 – 9) Time *(ex.: 7:15 - 8:15)*:									
P.M. Peak Hour of Adjacent[1] Street Traffic (4 – 6) Time:									
A.M. Peak Hour Generator[2] Time:									
P.M. Peak Hour Generator[2] Time:									
Peak Hour Generator[3] Time (Weekend): 1:15-2:15PM							16	11	27

Survey conducted by: Name: Philip Yang

Organization: Cal Poly SLO ITE

Address: 1 Grand Ave

City/State/Zip: San Luis Obispo, CA 93405

Telephone #: (510) 193-8194 Fax #: E-mail: pyyang@calpoly.edu

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Parking Demand Survey Form

Institute of Transportation Engineers

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

Land Use Code*	411				
Name of Site	Santa Rosa				
Brief Description of Site	Public Park				
Transit*		**City**	San Luis Obispo		
Area*		**State**	CA	**Country**	USA
TMP*					
Parking Price*	$	Daily Rate	$	Hourly Rate	

Site Size*		**Units***		**Occupancy***		**Land Use**
Site Size		**Units**		**Occupancy**		
Site Size		**Units**		**Occupancy**		
Site Size		**Units**		**Occupancy**		

Number of Parking Spaces Provided at Site 132

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

Date	2/10	2/13	2/14				
Day	Wednesday	Saturday	Sunday				
12 Mid							
1:00 AM							
2:00 AM							
3:00 AM							
4:00 AM							
5:00 AM							
6:00 AM							
7:00 AM	16	17	12				
8:00 AM	19	23	20				
9:00 AM	32	42	22				
10:00 AM	35	52	26				
11:00 AM	39	67	48				
12 Noon	53	64	55				
1:00 PM	40	54	69				
2:00 PM	49	49	72				
3:00 PM	57	52	69				
4:00 PM	52	56	57				
5:00 PM	55	56	41				
6:00 PM	54	46	38				
7:00 PM							
8:00 PM							
9:00 PM							
10:00 PM							
11:00 PM							

Person	Philip Yang	**Organization**	Cal Poly SLO ITE
Phone	(510) 493-8194		
Fax			
Email	pyyang@calpoly.edu		
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

Form version 1.4

2021 Cal Poly ITE Data Collection Project - Tally Form

Site: Santa Rosa Park
Date: 2/10/21 (Wednesday)
People:

Please tally up number of vehicles, bikes and pedestrians entering and exiting here. Fill out the ITE Trip Generation Data Form using by counting up the total number of tallies here.

Time	Vehicles		Bikes		Pedestrians		Parking
	Entering	Exiting	Entering	Exiting	Entering	Exiting	
7:00 - 7:15	11	1	11		11	1	8
7:15 - 7:30	1	11	1				10
7:30 - 7:45	1		1	1	111		10
7:45 - 8:00	111 11	11			11	11	16
8:00 - 8:15	111 111	111 111			111	1	17
8:15 - 8:30	111 1	111			1		19
8:30 - 8:45	1	111				11	15
8:45 - 9:00	1111	111			111		18
9:00 - 9:15	1111 11 TRUCK 1	1111		1	11		16
9:15 - 9:30	1111 TRUCK 1	1 TRUCK 1	111	111	111		25
9:30 - 9:45	111	1111			1111	1111	26
9:45 - 10:00	1111 1	11 TRUCK 1			111	11	32
10:00 - 10:15	1111 1	111			1111	1	32
10:15 - 10:30	1111 1	1111	1		11		34
10:30 - 10:45	1111 1111	1111 1111 11			1		35
10:45 - 11:00	1111 1	1111 1	11	11	1111	11	34
11:00 - 11:15	111 1111	1111				1	28
11:15 - 11:30	111 1	111 111 111			111	11	34
11:30 - 11:45	1111 111	111 111	1	1	1111	111	29
11:45 - 12:00	111 111 111 (2 TRUCK	111 11		1	111	1	32
12:00 - 12:15	1111 1111 1 1 truck	1111			1111	11	50
12:15 - 12:30	1111 1111 11	1111 1111 1 truck			1111	1	53
12:30 - 12:45	1111 1111 11	1111 1111 111 1 truck			1	11	48
12:45 - 1:00	1111 1	1111			1111	11	42
1:00 - 1:15	1111 111 1 truck	1111 1111 1 1 tr			1111	11	
1:15 - 1:30	1111 1111 11 1 truck	1111 1111 1111	1		111	11	
1:30 - 1:45	11 T	1111 111 1 T			11	1	
1:45 - 2:00	1111 1111 1	1111 1111 1111	1	1	1111	1111 1111	
2:00 - 2:15	1111 1111 1	1111 1111 1	11		1111 1	11	
2:15 - 2:30	1111 1111 1111	1111 1111	11	11	1111	1111	
2:30 - 2:45	1111 1111 111	1111 11		1	1111 111	1111 111	
2:45 - 3:00	1111 1111 1111	1111 11	1		1111	1111	
3:00 - 3:15	1111 1111 1111 1111	1111 1111 1		11	1111	1111 11	
3:15 - 3:30	1111 1111 1111 1	1111 1111 1111 1111		11	1111	11	
3:30 - 3:45	1111 1111 1111 111	1111 1111 111	1		1111 11	1111	
3:45 - 4:00	1111 11	1111 1111 1111 11		1	1111	1111	
4:00 - 4:15	1111 1	1111			1111 11	111	
4:15 - 4:30	1111	1111			1	1111	
4:30 - 4:45	1111 1111	1111 1111			1111	1111 1111	
4:45 - 5:00	1111 1111 1111 1111	1111 1111			111	1111 1	
5:00 - 5:15	1111 1	1111 1			111	111	
5:15 - 5:30	1111 1111	1111 1			11	11	
5:30 - 5:45	1111 1111 11	1111 1111 1111	1	1	1111	1111	
5:45 - 6:00	1111 111	1111 1	1		11	1111	
6:00 - 6:15	1111 1111	1111 1			1	11	
6:15 - 6:30	111	1111 1111 1111		1	111	11	
6:30 - 6:45	1111 11	11		1	1111	1111 111	
6:45 - 7:00	1111 111	1111 11			11		

Note:
[Kids Camp @ 5PM? SLO County YMCA]
1 motorcycle

camp Ended 6:15 PM

Vehicles, Bikes, Peds ENTERING / EXITING

2021 Cal Poly ITE Data Collection Project - Tally Form

Site: Santa Rosa Park
Date: 2/13/21 (Saturday)
People:

Please tally up number of vehicles, bikes and pedestrians entering and exiting here. Fill out the ITE Trip Generation Data Form using by counting up the total number of tallies here.

organized roller hockey practice w/ kids & parents

(main trip gen 7:30 - 8:45

central const roller derby →

baseball ended →

Time	Vehicles		Bikes		Pedestrians	
	Entering	Exiting	Entering	Exiting	Entering	Exiting
7:00 - 7:15	11	1 Truck = 1			1	1
7:15 - 7:30	111					
7:30 - 7:45	111	111	1	1		
7:45 - 8:00	1111	111	1	1		
8:00 - 8:15	1111	11			11	11
8:15 - 8:30	1111	111			111	1
8:30 - 8:45	1111	1			11	11
8:45 - 9:00	11	1111			1	11
9:00 - 9:15	1111	111			1111	11
9:15 - 9:30	1111 1	1111			11	1111 1
9:30 - 9:45	1111 111	1			111	1
9:45 - 10:00	1111 1111 111	11				
10:00 - 10:15	1111 1	1111 1	1		1	1
10:15 - 10:30	1111 1111	1111			11	1/11
10:30 - 10:45	1111 1111	1111 1111	1	1	1111	11
10:45 - 11:00	1111 1111 1	1111 1			111	
11:00 - 11:15	1111 1	1111			1111	1111
11:15 - 11:30	1111 111	1111 1111			11	
11:30 - 11:45	1111 1111 1111	1111 1			11	
11:45 - 12:00	1111 1111 111	1111 1111	1		11	11
12:00 - 12:15	1111 111	1111 1 1 1			1	
12:15 - 12:30	1111 1111 1	1111 1111 1111 1	11		1111	1
12:30 - 12:45	1111 1111	1111 1111		1	1111	1111
12:45 - 1:00	1111 1111 11	1111 1111 1111			1	1
1:00 - 1:15	1111 1111 1111	1111 1111 111	1			
1:15 - 1:30	1111 11	1111 1111 111				
1:30 - 1:45	1111 1111	1111 1111 1111 1111			1111	11
1:45 - 2:00	1111 1111	1111 1111				
2:00 - 2:15	1111 1111 1111 1111	1111 1111 11		1	1	111
2:15 - 2:30	1111 1111	1111 1111 1	1		11	1
2:30 - 2:45	1111 1111	1111 11			1	111
2:45 - 3:00	1111 1111 1111	1111 1111 1111			11	1111
3:00 - 3:15	1111 1111 1111	1111 1111 11		1	1111 1	11
3:15 - 3:30	1111	1111 1111 111			1111	1111 111
3:30 - 3:45	1111 1111 111	1111 1111		11	1111 11	1111
3:45 - 4:00	1111 1111 1111	1111 11	11	1	1111 1111	11
4:00 - 4:15	1111 11	1111 111	11		1	1
4:15 - 4:30	1111 1111	1111 111	11	1	1	
4:30 - 4:45	1111 1111	1111			1111	1111 1
4:45 - 5:00	1111	1111 1111 1	1		111	1
5:00 - 5:15	1111 1	1111 111		111	1111	111
5:15 - 5:30	1111 1	1111 1111	1		1111	1111
5:30 - 5:45	1111 1111 111	1111 1111			1111	1111 111
5:45 - 6:00	1111	1111 1111 1			1111	1111
6:00 - 6:15	1111	1111 111	11	11	1111	
6:15 - 6:30	1111	1111 1111		1	1	1
6:30 - 6:45	1111	11			1	1111 111
6:45 - 7:00	1111	1111 1			1111 11	111

Veh / Bikes / Peds ENTERING / EXITING

2021 Cal Poly ITE Data Collection Project - Tally Form

Site: Santa Rosa Park
Date: 2/14/21 (sunday)
People:

Please tally up number of vehicles, bikes and pedestrians entering and exiting here. Fill out the ITE Trip Generation Data Form using by counting up the total number of tallies here.

Time	Vehicles		Bikes		Pedestrians	
	Entering	Exiting	Entering	Exiting	Entering	Exiting
7:00 - 7:15	4	1			2	3
7:15 - 7:30						
7:30 - 7:45						2
7:45 - 8:00	3	2				1
8:00 - 8:15	2	3				
8:15 - 8:30	5	1			4	2
8:30 - 8:45	3	4			1	1
8:45 - 9:00	6	1				
9:00 - 9:15	5	4			1	
9:15 - 9:30	4	6				1
9:30 - 9:45	7	7			1	2
9:45 - 10:00	3	4			4	1
10:00 - 10:15	4	4			3	1
10:15 - 10:30	7				1	3
10:30 - 10:45	5	9				
10:45 - 11:00	9	5				
11:00 - 11:15	14	4			1	2
11:15 - 11:30	8	11			2	1
11:30 - 11:45	7	8		1	6	4
11:45 - 12:00	11	11			8	2
12:00 - 12:15	6	3			5	4
12:15 - 12:30	10	13	1		3	3
12:30 - 12:45	13	8			8	8
12:45 - 1:00	10	7			10	6
1:00 - 1:15	14	4	2	1	3	2
1:15 - 1:30	17	15	1		5	2
1:30 - 1:45	9	3		1	5	4
1:45 - 2:00	12	2			5	3
2:00 - 2:15	13	12		3	1	2
2:15 - 2:30	9	14	1		8	3
2:30 - 2:45	11	5 FT:1		1	7	9
2:45 - 3:00	4	8			3	4
3:00 - 3:15	12	6			2	1
3:15 - 3:30	6	8	1	2	8	6
3:30 - 3:45	11	6	2	1	6	2
3:45 - 4:00	7	9	1		5	5
4:00 - 4:15	6	2		1	4	
4:15 - 4:30	12	11			5	4
4:30 - 4:45	15	9				1
4:45 - 5:00	8	10	1	1	6	8
5:00 - 5:15	9	14	2		12	7
5:15 - 5:30	3	6	1		5	3
5:30 - 5:45	10	7		1	1	6
5:45 - 6:00	5	8			8	7
6:00 - 6:15	6	7	1	1	1	1
6:15 - 6:30	7	9			3	2
6:30 - 6:45	5	3			2	3
6:45 - 7:00	7	8			3	2

Roller Skate → 1:30 - 1:45 Group

Fire Truck: 1 → 2:15 - 2:30

32
25
27