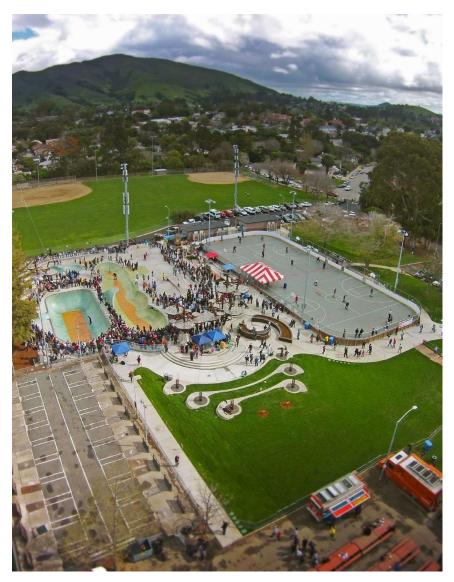
Trip and Parking Generation Study

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 were 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, 1	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, F	ebruary 14, 2021	
Time Period	12-Hr Volume	AM Peak Hour	PM Peak Hour
Peak Hour	<u> </u>	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
	2		0
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.

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

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.



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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Sarah Liu

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William Donovan

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Vy Vu

Hannah Berenjfoorosh

Megan Mannion

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

Trip Generation Data Form (Part 1)

Land Use/Building Type: 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	7.3
City: San Lurs Obss po State/Province: CA Zip/Postal Code: 93401	Day: 10 Month: たら	rcb Year 2021
Country: USA	Metropolitan Area:	
1. For fast-food land use, please specify if hamburger, or nonhamburger, hased		

... or was room mind note product opening in mailibut yet or mornialibut yet based.

						1)				Indep		Local
(8) Total Acres (% developed:	(% of development occupied	(7) Gross Leasable Area (sq. ft.)	(6) Net Rentable Area (sq. ft.)	(% of development occupied	(5) Gross Floor Area (gross sq. ft.)	(4) Occupied Units (#) (indicate unit:	(3) Total Units (#) (indicate unit:	(2) Persons (#)	(1) Employees (#)	Independent Variable: (include data for as many as possible) 2	风 (2) Urban (Non-CBD)	LOCATION VIIIIIII ATEA.
loped:	cupied	a (sq. ft.)	sq. ft.)	upied	ross sq. ft.)	(indicate unit:	cate unit:			as many as possible) 2	(4) Suburban CBD	(A) Contract (A)
	L									Actual	3D 01-000)	
×										Estimated	(5) Not G	(5) D
(17) Other	(16) Other	(15) P.M. Peak Hour Volume of Adjacent Street Traffic	(14) A.M. Peak Hour Volume of Adjacent Street Traffic	(13) Shopping Center % Out-parcels/pads	Positions	(12) Servicing Positions/Vehicle Fueling	(11) Seats (#)	(10) Beds (% occupied:)	15 C (9) Parking Spaces (% occupied:)		(3) Freeway Interchange Area (Rural) (7) Not Given	
		affic 🗆	affic 🗆						X	Actual		
										Estimated		
	- Softball Frelds	- State Park	· Rolle Hockey Kink	- Margrand	Source Land	R This	- Horiceshoe Pit	· Basketball arts	550 A~~		Polito park with the	Detailed Description of Development:

- 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.

Parking Cost on Site: Hourly Daily	Third Shift: Time Employees (#)	Second Shift: Time Employees (#)	Start End Employees (#)	Employees by Shift:	A.M. % P.M. % 24-hour %	Percent by Transit: A.M. % P.M. % 24-hour % Percent by Carpool/Vanpool:	(#): 24-hour %	Other Data:
	Improvements Management		□ (2) Carpool Programs □ (6) Preferential HOV Treatments □ (7) Transit and Ridesharing Incentives	☐ (1) Transit Service ☐ (5) Employer Support Measures		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)	At the time of this study, was there a TDM program (that may have impacted the trip generation characteristics of this site) underway? 🗷 No	Transportation Demand Management (TDM) Information:
		(12) Other	☐ (10) Variable Work Hours/Compressed Work Weeks ☐ (11) Telecommuting	(9) Tolls and Congestion Pricing)M program(s) and provide a source for any studies that	trip generation characteristics of this site) underway?	

Trip Generation Data Form (Part 2)

Summary of Driveway Volumes

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

	Average v	Veekday (M-F) (Average Weekday (M-F) (widnesday)	(hor		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 A Hour Volume 7AM-78M 415		8	018	7	785 15	15												
A.M. Peak Hour of Adjacent: Street Traffic (7 – 9)																		
Time (ex.: 7:15 - 8:15):										in a								
P.M. Peak Hour of Adjacent ¹ Street Traffic (4 – 6)																		
Time:																		
-	-		7		1) -			i i		talica I							
-	41	7	54	8	75	2											ing.	
P.M. Peak Hour Generator	_	À	_		2	2												
Time: 3:00PM - 4:00PM	9 C		6 1	8		8												
Peak Hour Generator																		
Time (Weekend):																		THE REAL PROPERTY.

^{&#}x27;. Highest hourly volume between 7 a.m. and 9 a.m. (4 p.m. and 6 p.m.). Please specify the peak hour.

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	All	Trucks	,	All	Trucks	All	Trucks All	All	Trucks		All	Trucks All	All	Trucks	All	Trucks
6:00-7:00							11:00-12:00	4	2	75	O	75	2	3:00-4:00	82	a	6	Q	119	Ø
6:15-7:15							11:15-12:15	43	W	35	Q	78	W	3:15-4:15	4	٥	72	8	89	0
6:30-7:30							11:30-12:30	49	2	3	-	08	4	3:30-4:30	32	Q	39	e.	71	0
6:45-7:45							11:45-12:45	51	3	34	2	28	N	3:45-4:45	26	ø	36	0	62	Q
7:00-8:00	=	Ø	0	Q	17	Q	12:00-1:00	4	1	32	2	73	3	4:00-5:00	44	Ø.	28	Q	72	0
7:15-8:15	7	_	13	0	30	_	12:15-1:15	40)	38	3	78	4	4:15-5:15	44	Ø.	29	Q	73	Q
7:30-8:30	21	-	15	0	36	-	12:30-1:30	40	2	43	1	83	4	4:30-5:30	49	Q	30	Ø	79	Ø
7:45-8:45	21	-	8.1	-	39	2	12:45-1:45	30	2	40	2	70	4	4:45-5:45	52	Ø	25	Ø	87	Ø
8:00-9:00	19	-	18	_	37	2	1:00-2:00	35	2	49	2	89	4	5:00-6:00	35	0	33	0	89	Œ

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

Telephone #: (510) 493-8179 Fax #: E-mail: py/11/19 @ Cal	City/State/Zip: San Luis obispo, CA 93405	Address: 1 Grand Ave	Organization: Cal Poly SLO ITE	Survey conducted by: Name: Philip Yang
Fax: +1 202-785-0609 ITE on the Web: www.ite.org	Telephone: +1 202-785-0060	1627 Eye Street, NW, Suite 600	Technical Projects Division	Please return to: Institute of Transportation Engineers

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

Trip Generation Data Form (Part 3)

Name/Organization:	Cal	Poly	SLO	ITE	City/State: San Luis Obispo, CA
Telephone Number:	(510)	493 - 8	194		

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	(
12:45-1:00							12:45-1:00	6		5		11	
1:00-1:15							1:00-1:15	10	ı	11	1	21	2
1:15-1:30				_			1:15-1:30	12	1	14	1	26	ı
1:30-1:45							1:30-1:45	2	†	10	1	12	1
1:45-2:00							1:45-2:00	N	T	14	1	25	
2:00-2:15							2:00-2:15	11		L)		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		1)		31	
3:15-3:30	1	†				1	3:15-3:30	16		20	<u> </u>	36	
3:30-3:45						1	3:30-3:45	15		13		28	
3:45-4:00					1	1	3:45-4:00	7	-	17		24	
4:00-4:15	+	 			1		4:00-4:15	6	 	4	 	10	
4:15-4:30	_				 	-	4:15-4:30	4		5	<u> </u>	9	
4:30-4:45					1	 	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		 	5	 	-	
5:15-5:30	+	+	 			-	5:15-5:30	6	-			11	
5:30-5:45					-		5:30-5:45	12	-	15	 	15	
5:45-6:00		-		_		_	5:45-6:00	8	-	7	 	15	
6:00-6:15	 	-		-		+	6:00-6:15		 		<u> </u>		
6:15-6:30		 		-	-	+	6:15-6:30	12	 	29	-	18	
6:30-6:45		 		+			6:30-6:45	4	<u> </u>			9	
6:45-7:00							6:45-7:00	8	 	7	 		
7:00-7:15	^		,	-		-	7:00-7:15	ь	-	<u> </u>		15	
7:15-7:30	3		1	 	3						ļ		
			3		3	+	7:15-7:30						
7:30-7:45	1						7:30-7:45						
7:45-8:00	7	-	3		10		7:45-8:00	_					
8:00-8:15	8		8		10	1	8:00-8:15		<u> </u>		<u> </u>		
8:15-8:30	5		4		9	4	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		9:00-9:15						
9:15-9:30	4			1	5	2	9:15-9:30		<u> </u>				
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		X				
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						

Trip Generation Data Form (Part 4)

Summary of Bicycle Volumes

CALL STATE OF THE PARTY OF THE	CONTRACTOR OF STREET,	COLOR OF THE PARTY OF THE PROPERTY OF THE PARTY OF THE PA							
	Average Weekd	Average Weekday (M-F) (wednesday)	uday)	Saturday			Sunday		
	Enter	Exit	Total	Enter	Exit	Total	Enter	Fxit	Total
5			,						1000
24-Hour Volume 7AM - 7 PM	2	2	42						
A.M. Peak Hour of Adjacent									
Street Traffic (7 – 9)			6						
Time (ex.: 7:15 - 8:15):									
P.M. Peak Hour of Adjacent									
Time:									
A.M. Peak Hour Generator ²		7	J						
Time: 11.00 RM - 12:00PM		7.	\ <u>\</u>						
P.M. Peak Hour Generator	-	١	,						
Time: 3:00 pr - 4 = 00 pr	_	V	σ						
Peak Hour Generator									
Time (Weekend):									
Broszwawanapowacza Struktowaniy wodzieckom zonapowanienie	THE PART OF THE PROPERTY OF THE PARTY OF THE								

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	Average Weekday (M-F) (wednesday)	(4-4)	Saturday			Sunday		
	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
24-Hour Volume 7 Art - 7PM	162	821	290						
A.M. Peak Hour of Adjacent		THE RESERVE OF THE PARTY OF THE							
Street Traffic (7 – 9)							n.		
Time (ex.: 7:15 - 8:15):									
P.M. Peak Hour of Adjacent									
Time:									
A.M. Peak Hour Generator ²									
Time: 11:30 MM - 12:30 PM	7.	7	19						
P.M. Peak Hour Generator	2	10	7 0						
Time: 3200 PM - 4,00PM	27.	9.1	88						
Peak Hour Generator									
Time (Weekend):								MADIS MANAGEMENT	
Summer panducted him Name Philip Yang	DL.1.5 Ve								STREET, STREET

	Telephone # (510) 493 - 8194 Fax# E-mail: 777997 @ Calpuly .do	CA 93405	Address: 1 and Are	Organization: Cal Poly SLO ITE	Survey conducted by: Name: PKILIP YEAS
ITE on the Web: www.ite.org	Fax: +1 202-785-0609	Telephone: +1 202-785-0060	1627 Eye Street, NW, Suite 600	Technical Projects Division	Please return to: Institute of Transportation Engineers

Trip Generation Data Form (Part 1)

Land Use/Building Type: 411 Pobre Park	ITE Land Use Code: 411
Source:	Source No. (ITE use only):
Name of Development: Santa Pora Paris	Day of the Wheek: 0 1 0 1
	Day of the week. Va toro
City: San Luis Obis Po State/Province: CA Zip/Postal Code: 93401	Day: 17 Month: Fc b Year: 2021
	an Area:
1 For fact food land upo phono provide if however a supplicable in the state of the	
1 For tast-tood land use please energy if hamburger or nonhamburger based	

i. For last-look land use, please specify it namburger- or nonnamburger-based.

					-			
- Softball Frelds			(17) Other	×		developed:	(8) Total Acres (% developed:	
7			(16) Other			nt occupied	(% of development occupied	
7558 7578		affic 🗆	(15) P.M. Peak Hour Volume of Adjacent Street Traffic			Area (sq. ft.)	(7) Gross Leasable Area (sq. ft.)	
でのける 一十つくてい アンス		affic	(14) A.M. Peak Hour Volume of Adjacent Street Traffic			rea (sq. ft.)	(6) Net Rentable Area (sq. ft.)	
- Playgrand			(13) Shopping Center % Out-parcels/pads		L	t occupied	(% of development occupied	
12012 [486]			Positions			ea (gross sq. ft.)	(5) Gross Floor Area (gross sq. ft.)	
			(12) Servicing Positions/Vehicle Fueling			(#) (indicate unit:	(4) Occupied Units (#) (indicate unit:	
Total Store D. T.			(11) Seats (#)			(indicate unit:	(3) Total Units (#) (indicate unit:	
- Basket ball Corts			(10) Beds (% occupied:)				(2) Persons (#)	
- SSQ /VS		汰	(9) Parking Spaces (% occupied:)				(1) Employees (#)	
, 4	Estimated	Actual	ä	Estimated	Actual	for as many as possible) 2	Independent Variable: (include data for as many as possible) 2	
following ansites			(7) Not Given	[]				
Public Park with the			□ (5) Rural □ (6) Freeway Interchange Area (Rural)		lon-CBD) BD	☐ (3) Suburban (Non-CBD)☐ (4) Suburban CBD	☐ (1) CBD ☑ (2) Urban (Non-CBD)	
Detailed Description of Development:3							Location Within Area:	

- 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.

Parking Cost on Site: Hourly Daily	Third Shift: Time Employees (#)	Second Shift: Time Employees (#)	First Shift: Time Employees (#)	Employees by Shift:	A.M. % P.M. % 24-hour %	A.M. % Percent by Carpool/Vanpool: 24-hour %	Vehicle Occupancy (#): A.M P.M 24-hour %	Other Data:
	racilities and Site Management Improvements		□ (2) Carpool Programs □ (6) Preferential HOV Treatments □ (3) Vanpool Programs □ (7) Transit and Ridesharing Incentives	☐ (1) Transit Service ☐ (5) Employer Support Measures		☐ 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)	At the time of this study, was there a TDM program (that may have impacted the trip generation characteristics of this site) underway? XI No	Transportation Demand Management (TDM) Information:
		(12) Other	(10) Variable Work Hours/Compressed Work Weeks	(9) Tolls and Congestion Pricing		M program(s) and provide a source for any studies that	trip generation characteristics of this site) underway?	

Trip Generation Data Form (Part 2)

Summary of Driveway Volumes

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

	Average	Average Weekday (M-F)	(M-F)				Saturday	`	RECORDERENCES	Management of the last of the	Particular for Law Section 1980		Sunday			PROPERTY OF PERSONS AND INC.		
	Enter		Exit		Total		Enter		Exit		Total		Enter		Exit		Total	
	All	Trucks	All	Trucks	All	Trucks	All	Trucks	AII	Trucks	All	Trucks	AII	Trucks	All	Trucks	All	Trucks
124-Hour Volume 727-79-1							396	Ø	366	_	762	-						
A.M. Peak Hour of Adjacent ¹ Street Traffic (7 – 9)																		
Time (ex.: 7:15 - 8:15):																		
P.M. Peak Hour of Adjacents Street Traffic (4 – 6)																		
Time:																		
A.M. Peak Hour Generator ²																		
Time:																		
P.M. Peak Hour Generator ²																		
Time:																¥		
Peak Hour Generator Time (Weekend):Γ-3ο-2-3ο ρΗ							50	0	52	B	101	8		8				
	The second secon	The state of the s				-		_	The Party and Personal Property lies, which the Party lies, which				The state of the s	TO SHARING THE PARTY OF THE PAR	THE REAL PROPERTY AND ADDRESS OF THE PERSON NAMED IN			PARTICIPATION OF THE PERSON OF

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.
⁴ 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	COMMON COMPANY OF THE PARTY OF
	All	Trucks	All	Trucks All	All	Trucks		All	Trucks	All	Trucks All		Trucks		All	Trucks All	All	Trucks All	All	Trucks
6:00-7:00						2	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.

	Telephone #: (SIO) 473-8199 Fax #:	City/State/Zip: SAN LUTS OBBPO, CA 93405	Address: Grand Ave	organization: Cal Poly SLO ITE	survey conducted by: Name: Philip Yang
	E-mail: Pyyong @ Colpoly.Cd				٩
ITE on the Web: www.ite.org		Telephone: +1 202-785-006	1627 Eye Street, NW, Suite	Technical Projects Division	Please return to: Institute of Transportation E

600 ngineers

Trip Generation Data Form (Part 3)

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

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
2:00-12:15							12:00-12:15	8		9		17	
2:15-12:30							12:15-12:30	(1		16		27	
2:30-12:45							12:30-12:45	q		10		19	
2:45-1:00							12:45-1:00	12		14		26	
:00-1:15							1:00-1:15	14		13		27	
:15-1:30							1:15-1:30	7		13		20	
:30-1:45							1:30-1:45	10		19		2.9	
:45-2:00							1:45-2:00	10		10		20	
2:00-2:15							2:00-2:15	20		12		32	
:15-2:30							2:15-2:30	10		11		2-1	
:30-2:45	1						2:30-2:45	9		7		16	
:45-3:00						†	2:45-3:00	14		15		29	
:00-3:15				†			3:00-3:15	16		12		28	
:15-3:30		1					3:15-3:30	5		13		18	
:30-3:45	-	+				1	3:30-3:45	13		q		22	i
3:45-4:00			 		 	 	3:45-4:00	14		7		21	
:00-4:15	_	+	 		<u> </u>		4:00-4:15	7		8		15	†
:15-4:30		+	-	<u> </u>	<u> </u>	1	4:15-4:30	10	 	8	+	18	†
:30-4:45				+		—	4:30-4:45	10	 	5	1	15	<u> </u>
:45-5:00	-		<u> </u>	+		<u> </u>	4:45-5:00	5	+	111		16	
:00-5:15				+	<u> </u>		5:00-5:15	6	+	8		14	
:15-5:30		+		_	 	 	5:15-5:30	6	+	10		16	
:30-5:45	_		-		 	-	5:30-5:45	13	 	10		23	
:45-6:00			<u> </u>	 	-	-	5:45-6:00	2		8		10	<u> </u>
:00-6:15		 	 	+			6:00-6:15	4		8		12	
5:15-6:30	_	+	 	+			6:15-6:30	4	 	9		13	
3:30-6:45	+	+			-		6:30-6:45	5		2		17	+
6:45-7:00	_	+		+	 	<u> </u>	6:45-7:00	4	 	6		10	
:00-7:15	2		2	-	4	1	7:00-7:15		+			+ 10	-
7:15-7:30	3			1	3	+	7:15-7:30		 			 	-
:30-7:45	_		-	-			7:30-7:45		+	+		+	-
:45-8:00	3	 	3		6		7:45-8:00	-		+		-	-
:00-8:15	5	+	2				8:00-8:15	-	+	 		-	
:15-8:30		+			7	 	8:15-8:30	-	 	 	-	 	-
:30-8:45	4	+	3		7		8:30-8:45		+	┼			-
:45-9:00		+	1		_	+	8:45-9:00	-	+	+		 	
	2		5	_	7	-	9:00-9:15		-	<u> </u>	-	-	
0:00-9:15	5		3		8	+	9:00-9:15	-				-	-
):15-9:30):30-9:45	6		4	1	10		9:30-9:45	-	+	+		+	+
100 0110	8	-	1				9:45-10:00	+	+	+	+	+	+
0:45-10:00	13		2	-	15		10:00-10:15	-		-	-	+	+
0:00-10:15	6		6	 	12			-				+	
0:15-10:30	10		5		15		10:15-10:30	-	-			+	-
0:30-10:45	10		10	_	20		10:30-10:45						-
0:45-11:00	11		5		16	-	10:45-11:00						-
1:00-11:15	6		4		10		11:00-11:15						
1:15-11:30	8		9		17		11:15-11:30						
1:30-11:45	15		6		21		11:30-11:45						
11:45-12:00	13	1	q	1	22	1	11:45-12:00	1				1	1

Trip Generation Data Form (Part 4)

Summary of Bicycle Volumes

THE RESERVE THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NAMED I	CAPATRICAL SECTION OF THE PROPERTY AND ADDRESS OF THE PARTY OF THE PAR	THE REAL PROPERTY AND PROPERTY ASSESSMENT AS		THE RESERVE THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS					THE REAL PROPERTY AND ADDRESS OF THE PARTY AND
	Average Weekday (M-F)	y (M-F)		Saturday			Sunday		
	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
12				Š	7	1		-	00000000
24-Hour Volume 7KM - 7PM				- 7	C1	54			
A.M. Peak Hour of Adjacent									
Street Traffic (7 – 9)	viga. on								
Time (ex.: 7:15 - 8:15):									
P.M. Peak Hour of Adjacent									
Street Traffic (4 - 6)									
Time:									
A.M. Peak Hour Generator ²			25						
Time:	Ý								
P.M. Peak Hour Generator									
Time:								192	
Peak Hour Generator)			
Time (Weekend): 1:30 - 2:30 PH				_	-	2			
			The second secon	Contract of the Contract of th	And the contract of the contra	The state of the s			

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

									The same of the sa
	Average Weekday (M-F)	(M-F)		Saturday			Sunday		
	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
12				170	100	726			
34-Hour Volume 7AM-7PM				100	901	000	-		
A.M. Peak Hour of Adjacent ¹									
Street Traffic (7 – 9)									
Time (ex.: 7:15 - 8:15):									
P.M. Peak Hour of Adjacent									
Street Traffic (4 – 6)									
Time:					F				
A.M. Peak Hour Generator ²									
Time:									
P.M. Peak Hour Generator ²									
Time:									
Peak Hour Generator				D.	/	- 4			
Time (Weekend): 1:30-2:30 PM				×	σ	7			
THE STREET STREE					Charles of the Control of Control			and the second s	Constitution of the Consti

Telephone # (510) 493 - 8199 Fax # E-mail: Pyyong @ onlpoly cdu	City/State/Zip: San Luis Obis po, CA 93405	Address: (Grand Ave	Organization: Cal POLY SLO ITE	Survey conducted by: Name: Philip Yes
Fax: +1 202-785-0609	Telephone: +1 202-785-0060	- Washington DC 20006 USA	Technical Projects Division	Please return to: Institute of Transportation Engineer

Trip Generation Data Form (Part 1)

Land Use/Building Type: 1 411 PUPIで Park	ITE Land Use Code: 4 1
Source:	Source No. (ITE use only):
Name of Development Santa Posa Pank	Day of the Week: Sunday
City: San Luis Obsipo State/Province: CA Zip/Postal Code: 93401	Day: 14 Month: F-cb Year: 2021
	Metropolitan Area:

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

Location Within Area: ☐ (1) CBD ☐ (3) Suburban (Non-CBD)	on-CBD)	□ (5) Rural	<u>a</u>			Published Description of Development:
⋈ (2) Urban (Non-CBD) □ (4) Suburban CBD	ö	□ (6) Fre	(6) Freeway Interchange Area (Rural)			
Independent Variable: (include data for as many as possible) 2	Actual	Actual Estimated	Given	Actual	Estimated	dollow: J Amenin
(1) Employees (#)			(\$ 2 (9) Parking Spaces (% occupied:)	×		1000
(2) Persons (#)			(10) Beds (% occupied:)			- Basket ball courts
(3) Total Units (#) (indicate unit:			(11) Seats (#)			Torres Pit
(4) Occupied Units (#) (indicate unit:			(12) Servicing Positions/Vehicle Fueling			
(5) Gross Floor Area (gross sq. ft.)			Positions		-/	Picare Tables
(% of development occupied			(13) Shopping Center % Out-parcels/pads			· Playgrand
(6) Net Rentable Area (sq. ft.)			(14) A.M. Peak Hour Volume of Adjacent Street Traffic	ffic		- Roller Hockey Rick
(7) Gross Leasable Area (sq. ft.)			(15) P.M. Peak Hour Volume of Adjacent Street Traffic	ffic		
(% of development occupied	L		(16) Other			いくなった
4.48 (8) Total Acres (% developed:		×	(17) Other			- softball Frelds

- 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 %	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? X No
Percent by Transit: A.M. % P.M. % 24-hour % Percent by Carpool/Vanpool:	☐ 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)
A.M. % P.M. % 24-hour %	
Employees by Shift:	
Start End	☐ (2) Carpool Programs ☐ (6) Preferential HOV Treatments ☐ (10) Variable Work Hours/Compressed Work Weeks
First Shift: Time Employees (#)	☐ (3) Vanpool Programs ☐ (7) Transit and Ridesharing Incentives ☐ (11) Telecommuting
Second Shift: Time End Employees (#)	☐ (8) Parking Supply and Pricing
Third Shift: Time Employees (#)	Improvements
Parking Cost on Site: Hourly Daily	

Trip Generation Data Form (Part 2)

Summary of Driveway Volumes

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

	Average	Average Weekday (M-F)	(M-F)	ASSESSMENT OF THE PARTY OF THE			Saturday	,		ENDSKIPET SKRIPETERS	Seculation of the second	Contract of the Contract of th	Sunday	ACTRICATED STREET, STR	MONTH MANAGEMENT			A STATE OF THE PARTY OF THE PAR
1	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		Trucks
Hour Volume 2414 254													440	-	412	_	857	2
			-															
A.M. Peak Hour of Adjacent ¹ Street Traffic (7 – 9)																		
Time (ex.: 7:15 - 8:15):																		
P.M. Peak Hour of Adjacent																		
Street Traffic (4 - 6)																		
Time:																		
A.M. Peak Hour Generator ²																		
Time:																		
P.M. Peak Hour Generator																		
Time:																		
Peak Hour Generator													77	>	-		2	
Time (Weekend): [:15-2:5秒						7							17	C	8	6	7	B
				The second secon	-	-	The state of the s	The state of the s	AND DESCRIPTION OF THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NA	The second name of the second	CONTRACTOR OF STREET,	CHASCH NOT COMPANY OF STREET,	Mercel harden part of the part of the	Charles sentent from Persons or an	NATIONAL PROPERTY OF STREET, S	CONTRACTOR PROGRAMMENTAL SECTION	THE PROPERTY OF THE PROPERTY O	Sandoning Commencers.

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

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	All	Trucks All		Trucks		All	Trucks All		Trucks All		Trucks		All	Trucks All		Trucks All	All	Trucks
6:00-7:00							11:00-12:00							3:00-4:00						Per China California Propinsi
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		Ш	Ц			
							The second secon				NAME AND ADDRESS OF TAXABLE PARTY.	-	The second name of the second	The Control of the Co	Kathanadanaman	SCHOOL SECTION	Mental designation of the second	NAME AND ADDRESS OF THE OWNER, WHEN PERSONS AND ADDRESS O	NAME AND ADDRESS OF THE OWNER, TH	Sherist september 1900 control to the last

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

□

	Telephone #: (510) 493 - 819 4 Fax #: E-mail: PY	City/State/Zip: San Luis Obispo, CA 93fos	Address: 1 Grand Ave	Organization: Cal Poly SLO ITE	Survey conducted by: Name: Philip Yours	שייים אייים אייים משמייים ווויים וווים וווים וווים ווים ווים
-	E-mail: Pyyon @ calpoly, cd				Please	
ITE on the Web: www.ite.org	Fax: +1 202-785-0609	Telephone: +1 202-785-0060	1627 Eye Street, NW, Suite 600	Technical Projects Division	Please return to: Institute of Transportation Engineers	

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

Trip Generation Data Form (Part 3)

Name/Organization:	Cal	Poly	SLO	ITE	a	City/State:	San	LUB	obispo	CA
Telephone Number:										

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	2.0		22		42	
1:30-1:45						7	1:30-1:45	14		15		29	
1:45-2:00							1:45-2:00	19		12	r-	31	
2:00-2:15							2:00-2:15	21	1	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	2		13		21	
3:30-3:45							3:30-3:45	17		11	1	28	
3:45-4:00							3:45-4:00	q		15		24	
4:00-4:15					<		4:00-4:15	9		5		14	
4:15-4:30							4:15-4:30	17		71		38	
4:30-4:45							4:30-4:45	20		14		34	
4:45-5:00							4:45-5:00	[1		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		(1		16	
6:00-6:15							6:00-6:15	6		7		13	
6:15-6:30		5					6:15-6:30	7		14	1	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		O		0		7:15-7:30	1					
7:30-7:45	()		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						1
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			4 _	7		8:45-9:00						
9:00-9:15	5		4		q		9:00-9:15						1
9:15-9:30	4		7		11		9:15-9:30						
9:30-9:45	7		7		14		9:30-9:45				1		
9:45-10:00	3		4		7		9:45-10:00		1				
10:00-10:15	4		ч		8		10:00-10:15		1				
10:15-10:30	7		0		7		10:15-10:30		1	†	†	 	
10:30-10:45	5		10	†	15		10:30-10:45	\top			 	,	
10:45-11:00	q		5	t	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				+	 	1
11:45-12:00	13		11	+	24	+	11:45-12:00		+	 	+		

Trip Generation Data Form (Part 4)

Summary of Bicycle Volumes

		The state of the s					The second secon		
	Average Weekday (M-F)	ıy (M-F)		Saturday			Sunday		
	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
[2								7	0
¾- Hour Volume							4		×7
A.M. Peak Hour of Adjacent									
Street Traffic (7 - 9)									
Time (ex.: 7:15 - 8:15):									
P.M. Peak Hour of Adjacent									
Time:									
A.M. Peak Hour Generator ²									
Time:									
P.M. Peak Hour Generator				4					
Time:									
Peak Hour Generator								`	,
Time (Weekend):1:15-2:15PM								4	U
. Highest house volume between Ze mend on m. (An mend on m.) so defined in Trin Comparison Data From (Data o). Disconnection to the most form	tupon 7 a m and	Oom // nm on	do 1 an datina	d in Tuin Conception	Total Total (Doub	O) Pi appoid	Alex marally leading		

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)	(M-F)		Saturday			Sunday		
	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
7							0 0		2 2
24-Hour Volume							~	191	7 7 2
A.M. Peak Hour of Adjacent									
Street Traffic (7 – 9)									
Time (ex.: 7:15 - 8:15):									
P.M. Peak Hour of Adjacent Street Traffic (4 – 6)									
Time:									
A.M. Peak Hour Generator ²									
Time:								()	
P.M. Peak Hour Generator									
Time:									
Peak Hour Generator)
Time (Weekend): 1:15-2:15PH							16	_	21
Suprove conducted his Name: Philip Yang	Philip Yo	\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \					Diogno sotum to: In	Bloom satism to: Institute of Transpartation Facinoses	7

	Telephone # (510) 493-8194 Fax #	City/State/Zip: San Lun Ohn po, CA 93+05	Address: Carend Ave	Organization: Cal Poly SUO ITE	Survey conducted by: Name: Philip Yans
	E-mail: PYY = ~ 1 @ Cal poly . Ed				Pleasi
ITE on the Web: www.ite.org	Fax: +1 202-785-0609	Telephone: +1 202-785-0060	Washington DC 20006 HSA	Technical Projects Division	Please return to: Institute of Transportation Engineers

			Dorking C	lamand C	Im/ov/ Eo	MD2	
1		2=		emand S			
1				ransportatio			
1		39	(fill in all highligh	nted cells - * are	required data,		
1						_	
			Land Use Cod		411		
l			Name of Site				
1	-	_	Brief Descript	tion of Site		4	
Transit*			Public Park		Constitution.		
Area*			City	San Luis o	pizbo		
TMP*			State	CA	Country	USA	
Parking P	rice*	\$	Daily Rate	\$	Hourly Rate		·
Site Size*		Units*		Occupancy*		Land	l Use
Site Size		Units		Occupancy			
Site Size		Units		Occupancy			
Site Size		Units		Occupancy			
, _ =							
Number o	f Parking Spaces	Provided at	Site	132			
Highest O	bserved Parking	Demand for	the following	hours of the a	ay (hour be	ginning)*	
Date	2/10	2/13	2/14	CONTROL OF STREET	DISTRICT PARTIES		
Day	wednesday	Saturday	Sunday		The same		
12 Mid	NEW YORK WILLIAM PROPERTY OF	341.0	30,111				
1:00 AM							
2:00 AM							
3:00 AM							
4:00 AM							
5:00 AM							
6:00 AM	AND DESCRIPTION OF THE PARTY OF						
7:00 AM	Name and Address of the Owner, where the Owner, which is the Own	17	12			THE REAL PROPERTY.	
8:00 AM		23	20				
9:00 AM		42	22				
10:00 AM		52	26				SIL
11:00 AM		67	48				
12 Noon		64	55				
1:00 PM	40	54	69				The Factor
2:00 PM		99	72				
3:00 PM	57	52	69				
4:00 PM	52	36	57		7 JE 4 4		
5:00 PM	55	56	A1				
6:00 PM	54	46	38	PER PROPERTY.			
7:00 PM				THE PARTY			The Secretary
8:00 PM			Dayle of Estay	KINDSHIP K		P. W. C. C. C. C.	
9:00 PM				Establish Co.			STATE OF THE
10:00 PM					Parasa		
11:00 PM				MICHELL MARK			
Person	Philip yang			Organization	Cal Dal	SLO ITE	
Phone	(510) 493 - 819	4		- i gainzation	011 7019	010 311	
Fax	(310) 793 - 811						
Email	PYYONG O and	ooly (1)		1			
Notes	Pyyang @ cal	19.00					
1	On the latest the second	APPENDING KIA	·特里·克斯·克斯克	er ver betreet.	Medical Process		
11	the web at www.ite.or	-			Comments to:	ite_staff@ite.org	192
	d on web site, please n						
Institute of Tr	ansportation Engineers	s, 1627 Eye Stre	et, NW Suite 600;	Washington, DC 2	0006		

2021 Cal Poly ITE Data Collection Project - Tally Form

Site:	Santa Rosa Park	People:	
Date:	2/10/21 (wednesday)		网络自然规范中的基础自然自然的自然的对象。

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		icles		ikes		strians
Time	Entering	Exiting	Entering	Exiting	Entering	Exiting
7:00 - 7:15	1		11		11	1
7:15 - 7:30	1	11				
7:30 - 7:45				-	117	
7:45 - 8:00	MIII					[]
8:00 - 8:15	WILLIA	M III			111	TV.
8:15 - 8:30	WII	111				J.
8:30 - 8:45	1	111	1 2 2 4	1 2 16.		11
8:45 - 9:00	444	111			111	4
9:00 - 9:15	HHT II Truck 1	1111		4	11	
9:15 - 9:30	III Truck	1 TNCK 1	[1]	111	111	
9:30 - 9:45	1/1	111			44	11/1
9:45 - 10:00	441	11. Truck			11/	1/
10:00 - 10:15	##	111	i i		1111	I
10:15 - 10:30	+++ 1	1111			11	
10:30 - 10:45	##-##	44+441 11			1	
10:45 - 11:00	## 1	## (11	11	1//1	11
11:00 - 11:15	MIIII	1111		N.S.		1
11:15 - 11:30	MII	IH MIII			W	11
11:30 - 11:45	Min	MM		11	1111	1111
11:45 - 12:00	MIN MI 2 TRUCK	MI	- 2		1//	
12:00 - 12:15	HT HT 1 1 truc	lift			1111	111
12:15 - 12:30	HT 141 11	LATT IIII Itruck			HT	11
12:30 - 12:45	WT W 11	Att III I truck			1	11
12:45 - 1:00	IHI	141			HTT	11
1:00 - 1:15	HTHT I truck	HTHI It			441	111
1:15 - 1:30		HTH 111			111	NI.
1:30 - 1:45	II T	IHH IT			[]	ľ
1:45 - 2:00	W W	JH JH 1111	1		(())	#17 #11
2:00 - 2:15	m+ H+ 1	THE THE	11		1111	11
2:15 - 2:30	44 HU 1111	THE INIT	11	11	744	1111
2:30 - 2:45	THE MAKE III	111/1		1	HH III	MI III
2:45 - 3:00	THE THE THE	THI II	1		111)	111
3:00 - 3:15	IH IN THE THE	HU HU I	A	11	1111	MALI
3:15 - 3:30	I THE THE THE	HIM IM IM		11	1///	lii .
3:30 - 3:45	m m m	III W IW	1		11 ATT	1111/
	HH 11	是美美二		1		1111
4:00 - 4:15	T++ 1	1111			##11	111
4:15 - 4:30	1111	TH			1	HHL.
4:30 - 4:45	JHF 1111	HH HH			44	###
4:45 - 5:00	去干去十十十十十十十十十十十十十十十十十十十十十十十十十十十十十十十十十十十	111 44			111	1111
5:00 - 5:15	MI	M			111	111
5:15 - 5:30	WILL	WII	> .		11	11
5:30 - 5:45	WHILM	UT UT WI	1		1111	111
5:45 - 6:00	imin	IMII	l l		11	1114
6:00 - 6:15	MANI	IMI			12	
6:15 - 6:30	1111	HIM WIMIN			ila	11
6:30 - 6:45	HIII			1	1/11	Atturi
6:45 - 7:00	11111111	HILL			1	

2021 Cal Poly ITE Data Collection Project - Tally Form

Site:	Santa Rosa Park	People:	PARTICIPATION OF THE PROPERTY OF THE PARTY O
Date:	2/13/21 (saturday)		A DESCRIPTION OF THE PROPERTY

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

	T Ve	hicles	Bi	kes	Pede	strians
Time	Entering	Exiting	Entering	Exiting	Entering	Exiting
7:00 - 7:15	Marie M	1 Truck:1			1	1
7:15 - 7:30	111					
7:30 - 7:45	111	111		1		
7:45 - 8:00	11/1	. 111	1	1		
8:00 - 8:15	HT	11			11	11
8:15 - 8:30	1111				111	1
8:30 - 8:45	1111	1			[1	11
8:45 - 9:00	11	HT			1	[]
9:00 - 9:15	441	111	-		441	11
9:15 - 9:30	411	1///			11	#1
9:30 - 9:45	## 111	1			111	.1
9:45 - 10:00	HH HH II)	11				
10:00 - 10:15	HH 1	HH 1	1		(1
10:15 - 10:30	W W	HT			11	1/1/
10:30 - 10:45	HILL	HT HT	1	1	HI	11
10:45 - 11:00	HTHI	HII			111	~
11:00 - 11:15	HH	1111			1111	111\
11:15 - 11:30	HH 111	## \\\\			11	
11:30 - 11:45	生生生	##1			11	
11:45 - 12:00	111 1111 1111	HH 1111			[1	and the second
12:00 - 12:15	IH III	WIIII			1	T
12:15 - 12:30	LHI HI I	LITE DIT LITE	11		1//1	# 1
12:30 - 12:45	441111	HHIH			1111	1
12:45 - 1:00	HT HT II	111 HM 1111			1	1
1:00 - 1:15	THU THU THI	HIMI				
1:15 - 1:30	WI II	W1 141 111				=
1:30 - 1:45	un un	MIN HIM			141	11
1:45 - 2:00	in m	um im				
2:00 - 2:15	W M M M	JH HH II			1	1//1
2:15 - 2:30	HILL THE	HTUNI	1	1	H	1
2:30 - 2:45	WY III	HIII			1	141
2:45 - 3:00	1111 HJ HJ	HIMIM			11	11/1
3:00 - 3:15	UH UH UHI	JHI JHI II		1	m1	[]
3:15 - 3:30	wn	HTURTIN			1011	WH 111
3:30 - 3:45	LHTHMIII	WH IIII		11	uni	M
3:45 - 4:00	HI HI III	IHT II	11	1	UT UT	11
4:00 - 4:15	年二	HT III	U.			1
4:15 - 4:30	HA WI	W 111	1			
4:30 - 4:45	WY YY	IH			1111	411
4:45 - 5:00	IXI	MIMI			111	1
5:00 - 5:15	HT!	111 111		(1)	III	111
5:15 - 5:30	HIII	UK UK			141	ily
5:30 - 5:45	HT IHT III	HT H			111	ÚK III
5:45 - 6:00	HH	H1 H1			#	HH
6:00 - 6:15	1//1	## 111	11	11	1111	
6:15 - 6:30	11/1	HTIII		, I	1	
6:30 - 6:45	Ht .	//		·		HH 111
6:45 - 7:00	1111	HTV		Academic Aca	444 []	11 (

Veh/Bixes/Peds ENTERING/EXITING

2021 Cal Poly ITE Data Collection Project - Tally Form

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

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.

T .	Veh	icles	Bi	kes	Pedes	strians
Time	Entering	Exiting	Entering	Exiting	Entering	Exiting
7:00 - 7:15	111	\			11	111
7:15 - 7:30	V					
7:30 - 7:45		ii ii				1
7:45 - 8:00						1
8:00 - 8:15	11					
8:15 - 8:30	LHT	1			111/	11
8:30 - 8:45	111	[1()			1	11
8:45 - 9:00	441					
9:00 - 9:15	IHT	1111				
9:15 - 9:30	1111	411				1
9:30 - 9:45	14111	141 II	7. A. A. A.		1	11
9:45 - 10:00	111	1111			1()	
10:00 - 10:15		1111			1/1	
10:15 - 10:30	Htu				T ₁	111
10:30 - 10:45	ut	HTT LHT		,		241
10:45 - 11:00	HHT 1111	utt				1
11:00 - 11:15	ILLY LAT LAT III	1111	2		1	11
11:15 - 11:30	MITIN	Ut utt 1			1.1	1 .
11:30 - 11:45	WH 11	UH III		1	HT1	1771
11:45 - 12:00	LHT IHT III	WY WY I			174. 174.111	West \
12:00 - 12:15	UH I	111			IHT	1111
12:15 - 12:30	IHT HT	WH HT III	1		3	111
12:30 - 12:45	WHI WHILL	WY III			144 111	HTIII
12:45 - 1:00	HAT IN	THE IN			IHI IHI	WHI
1:00 - 1:15	un un un un	1111	11	1	111	11
1:15 - 1:30	MHHHH	WI WI WI WITH			UH	11
1:30 - 1:45	LANGE LIE	WY WHILL		1	IM	INT
1:45 - 2:00	ALL PHI MI III	WHITI			in	TH
2:00 - 2:15	HI HI WI HI	MHHMII		111		11
2:15 - 2:30	IMIMINI	141 41 IIII	1		111/11/1	Tin
2:30 - 2:45	HTHINI	WIMI FT:1		1	WH 111	UT HIN
2:45 - 3:00	myth	HAT WAT III	Y		M	11 /41
3:00 - 3:15	MHHIII	THE			11	ĺ
3:15 - 3:30	JH 111	un un III	1	11	1411 111	HU 111
3:30 - 3:45	MIMMIN	MUHI	11	1	144 111	11
3:45 - 4:00	THI III	MMM	()		M	HI HY
4:00 - 4:15	JHT IIII	TH			1111	
4:15 - 4:30	THI THE HILL	I HT HT HT HT			THE	111
4:30 - 4:45	11 11 11 11 11 TH	1111 4111 4111				1
4:45 - 5:00	HT [H]	WHITH THE		l .	IHI	W HT TH
5:00 - 5:15	TH 1111	HT HT HT 1111	11		JH HH HH	THE II
5:15 - 5:30	111	1441	1		ITH	111
5:30 - 5:45	TH HH	#1#		L	110	JH 1/11
5:45 - 6:00	TH	TH MI	1		144 111	1111-11
6:00 - 6:15	## 1	HH 11	1			1
6:15 - 6:30	+++11'	the ten IIII			10	- 11
6:30 - 6:45	411	1/1			(I)	111
6:45 - 7:00	## 11	HT 111			W.	11

Roller Skote-3 Group

32 25