

Trip Generation Study: Getty Center

Los Angeles, CA

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Prepared for: Western District ITE

Prepared by: UCLA ITE

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I. Introduction

The Institute of Transportation Engineers (ITE) at the University of California, Los Angeles aims to introduce students to transportation engineering, engaging members ranging from all academic years and various majors in projects related to the diverse and exciting field. UCLA coursework geared towards transportation has expanded in recent years, yet there are still limited opportunities for students to engage in hands-on industry-related work. Therefore, the UCLA student chapter supplements the engineering curriculum by providing students with opportunities that will develop their passions, encourage them to learn more about the transportation field, and ultimately guide students towards a successful career in transportation engineering. With this vision, our chapter provides students with several hands-on opportunities to dive deeper into the field through projects such as design prompts and data collection studies. As such, the data collection study for the Getty Center was conducted by student chapter members of ITE at UCLA to gain a better understanding of traffic demand and mode split at the Museum land use. Further, student members are able to understand changes in travel behavior pre- versus post-pandemic by comparing current data with data collected in 2019.

II. Project Summary / Site Description

The Getty Center is located at 1200 Getty Center Drive in the City of Los Angeles. The data collection will fit under the category of “other underrepresented land use” for Land Use 580: Museum. Our goal for the study is to observe travel changes due to the pandemic and update current data accordingly. The Getty Center, which was opened in December 1997, is a six-floor, 940,000 square foot complex in the Santa Monica Mountains. The Getty Center attracts about 1.5 million visitors a year. Additionally, about 1300 employees and 900 docents currently work at the site. Due to the pandemic, Getty employees have the opportunity to work from home on a rotating basis. The hours of operation are from 10:00 AM to 5:30 PM from Tuesday through Friday and on Sunday, and 10:00 AM to 8:00 PM on Saturday. The museum is closed on Mondays.

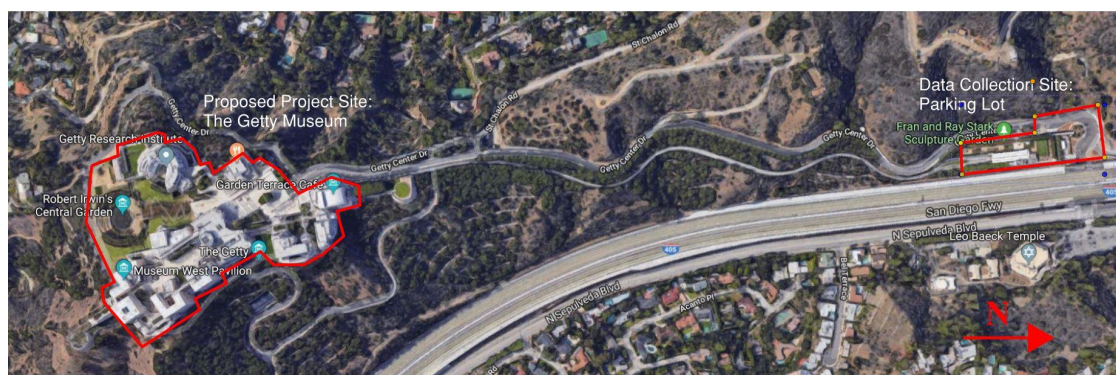


Figure 1: Aerial View of the Site The Getty Museum is outlined on the left and the parking structure is outlined on the right, connected by the Getty tram and service road. Source: Google Maps.

The Getty Center is adjacent to I-405. Getty Center Drive serves as the only entrance to the museum for general visitors. It is an undercrossing that connects North Sepulveda Boulevard with the on-site parking

structure. Employees can bypass this parking structure and continue along the gated service road to access additional parking near the main museum complex. While the isolation of the museum limits the ability for visitors to travel to the Getty Center via walking or biking, it is especially helpful for accurate and comprehensive data collection of drivers.

There is a secondary entrance on the south end of the site on Church Lane. This entrance is mainly utilized by employees, business visitors, and deliveries who will likely park at a smaller parking structure near the main museum complex. This entrance was not considered due to volunteer limitations, negligible share of trip attractions, and lack of inclusion from the previous study in 2019.

The site is located in a suburban environment, with low-density single-family housing as the primary surrounding zoning. A synagogue is located across the street from the entrance to the museum. No street parking is available nearby. As a result, all visitors arriving by private vehicle must utilize the Getty Center parking structure, which offers paid parking and can hold 1170 cars. Other modes of transportation are located nearby on North Sepulveda Boulevard, where the Sepulveda/Getty Center stop serves LA Metro Routes 233 and 761. Furthermore, there is a turnaround for drop-offs and ride-hailing services next to the parking structure entrance. From the parking structure, visitors access the Getty Center Museum by taking the Getty Tram, which brings visitors uphill to the main museum complex. Visitors can also opt to walk or utilize a ground shuttle.



Figure 2: Parking Structure and Surroundings The (a) Getty Tram station terminal is located above the (b) parking structure, and the (c) ride-hail turnaround is west of the structure. Across I-405 are (d) bus stops served by LA Metro.

III. Methodology

Trip generation data was collected from the data collection site. This year's methodology was matched with 2019's methodology to maintain consistency. Data was collected for a single Thursday, Friday, and Saturday from March 9, 2023 through March 11, 2023. The counts began at 7:00 AM and ended at 7:00 PM on weekdays and began at 9:00 AM and ended at 9:00 PM on Saturday to cover the public hours of operation. Volunteers were in a better position to collect data than in 2019, allowing this study to provide more comprehensive results. Specifically, volunteers were stationed at two distinct locations: at the undercrossing of Getty Center Drive at the I-405 and at the rideshare turnaround. Volunteers kept separate tallies for different modes that entered the site. Volunteers stationed at the undercrossing counted vehicle departures and visitors arriving and departing by transit and bicycle. All pedestrian trips were considered as transit trips due to the isolation of the site, making it unlikely that pedestrians walked to reach the site. Volunteers at this location also estimated the number of visitors arriving by school and charter bus. Volunteers stationed near the turnaround counted vehicle arrivals, Transportation Network Companies (TNCs), and traffic utilizing the gated service road. Fleet vehicles were not included as they were internal services and did not affect the number of trips entering or leaving the Getty Center. Trucks were assumed to be occupied by only one person. TNC counts do not include the driver, and empty trips (trips with no passengers) were not considered.

IV. Results

Trip Generation

Volunteers collected data for the number of people and vehicles and mode type entering and exiting the Getty Center at 15-minute intervals. The AM and PM peak hour of each day was determined as the maximum hourly intervals with the greatest number of vehicles entering and exiting the site. Table 1 summarizes the AM and PM peak hours for each day. Table 2 displays the results of the person trip data analysis. Table 3 displays the results from the vehicle trip data analysis. The results are compared against existing results from the tenth edition of the ITE Trip Generation Manual for the museum land use when available. Figures 1, 2, and 3 display the number of vehicles entering and exiting the Getty Center over the 12-hour data collection period for Thursday, Friday, and Saturday, respectively. These trends are illustrated over 15-minute intervals and hourly running averages.

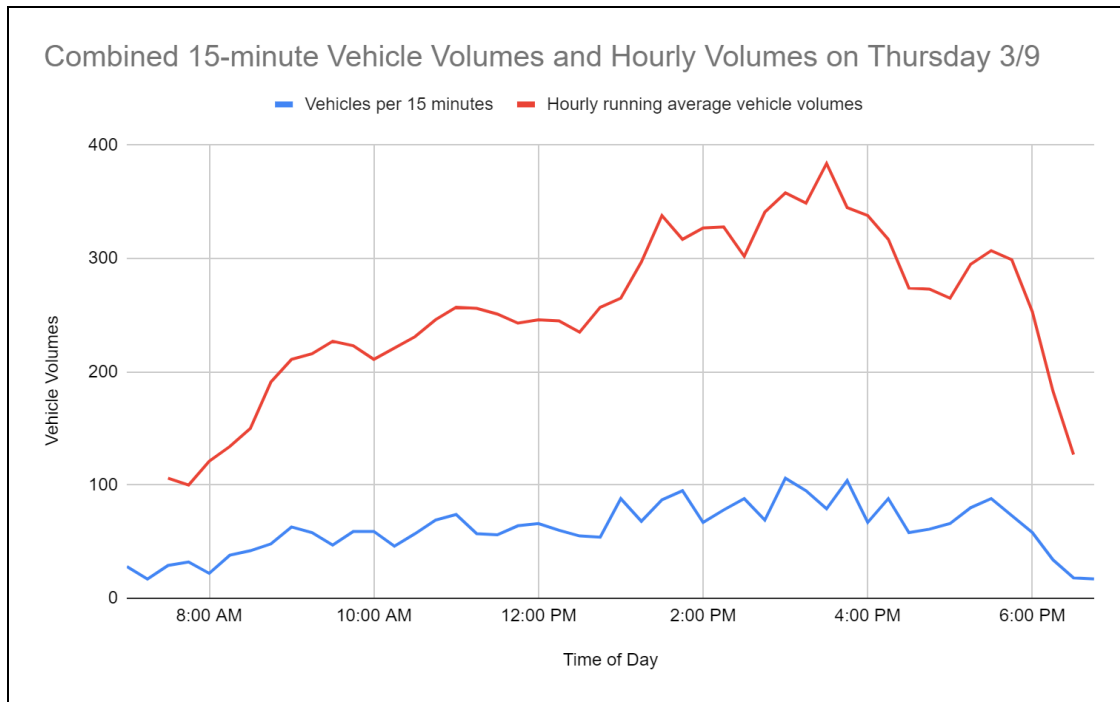


Figure 1: 15-minute and hourly vehicle volumes on Thursday

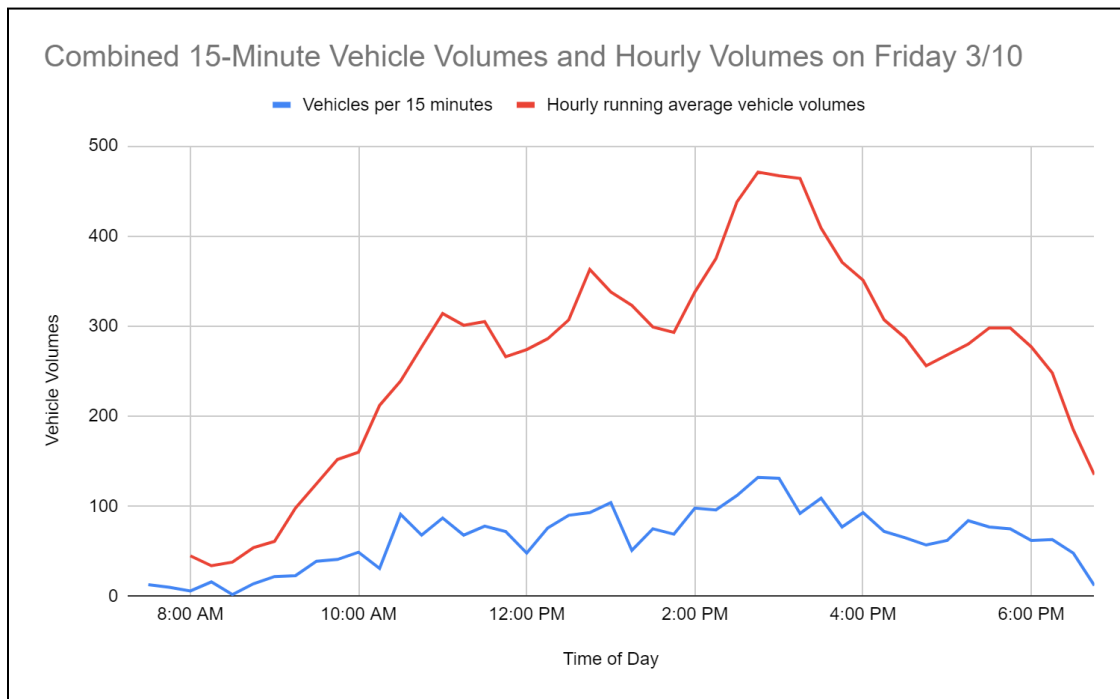


Figure 2: 15-minute and hourly vehicle volumes on Friday

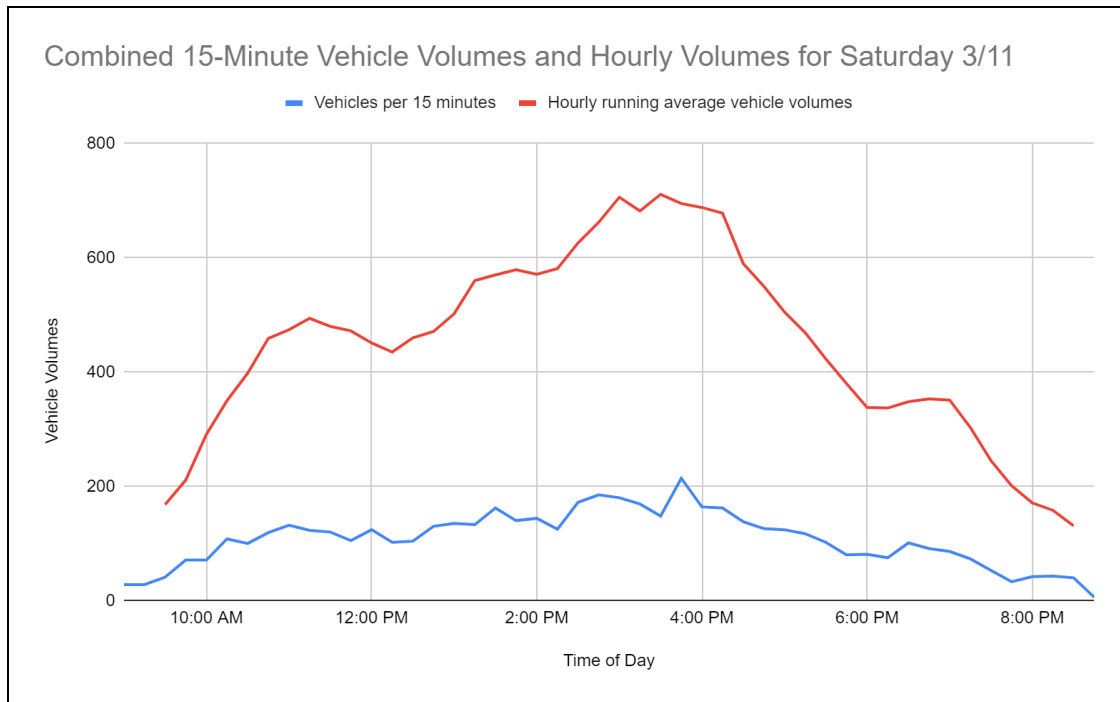


Figure 3: 15-minute and hourly vehicle volumes on Saturday

Table: 1 Summary of Peak Hours

Count Date	AM Peak Hour	PM Peak Hour
3/9/23	10:30-11:30	3:00-4:00
3/10/23	10:00-11:00	1:45-2:45
3/11/23	10:45-11:45	3:00-4:00

Table 2: Estimated AM and PM Peak Hour and Daily Person Trips

Count Date	Site Size (ksf)	12-Hour Trips	12-Hour Trip Rate	ITE TG Daily Rate	AM Peak Hour Trips	AM Peak Hour Trip Rate	ITE TG AM Rate	PM Peak Hour Trips	PM Peak Hour Rate	ITE TG PM Rate
3/9/23	940	5589	5.95		638	0.68		683	0.73	
3/10/23	940	6631	7.05		947	1.01		1079	1.15	
3/11/23	940	11,931	12.69		1116	1.19		1682	1.79	

Table 3: Estimated AM and PM Peak Hour and Daily Vehicle Trips

Count Date	Site Size (ksf)	12-Hour Trips	12-Hour Trip Rate	ITE TG Daily Rate	AM Peak Hour Trips	AM Peak Hour Trip Rate	ITE TG AM Rate	PM Peak Hour Trips	PM Peak Hour Rate	ITE TG PM Rate
3/9/23	940	2926	3.11		256	0.27	0.28	384	0.41	0.18
3/10/23	940	2964	3.15		314	0.33	0.28	471	0.50	0.18
3/11/23	940	5150	5.48		494	0.53		711	0.76	

Trend results reveal that vehicle trips typically peak in the afternoon. There are consistently more trips during the PM peak hour than the AM peak hour across all three days. Trips generated in the morning are predominantly trips entering the site, while trips generated in the after consist of both entering and exiting trips, resulting in higher numbers later in the day. Trips are generated before opening time and after closing time. This is likely due to Getty employees arriving and departing work. The total 12-hour trips generated on the weekends are nearly double the 12-hour trips generated on the weekdays for both person- and vehicle-trips. This is expected since recreational activities are typically conducted over the weekend when most people are not working.

Compared with existing trip generation data from the tenth edition of the ITE Trip Generation Manual, the trip generation rates resulting from this data collection is similar for AM peak hour vehicle trips, but significantly higher for PM peak hour vehicle trips. The current sample size associated with the museum land use in the Trip Generation Manual is significantly small, contributing to the differences in rates. It is likely that existing samples are not representative of museums in similar urban areas, such as the Getty Center.

Mode Split

Tables 4, 5, and 6 summarize the mode split for Thursday, Friday, and Saturday respectively. Mode split was analyzed during the AM peak hour, PM peak hour, and 12-hour durations. Figures 4, 5, and 6 illustrate the 12 hour mode splits for Thursday, Friday, and Saturday respectively. The majority of trips are generated by private vehicles for all days and at all times of day. There are significant proportions of trips generated by Transportation Network Companies (TNC) and school and charter buses. Transit and bicyclists represent the smallest share of generated trips, likely due to the isolation of the Getty Center.

Table 4: 12-Hour Mode Split on Thursday, 3/9/23

	AM Peak Hour Trips	%	PM Peak Hour Trips	%	12-Hour Trips	%
Vehicle Drivers	251	45.14	353	51.38	2659	47.58
Vehicle Passengers	238	42.81	264	38.43	1649	29.50
Bicycle	0	0	1	0.15	2	0.04
Pedestrian/ Transit	9	1.62	13	1.89	104	1.86
Truck	1	0.18	0	0	6	0.11
TNC/Taxi	57	10.25	56	8.15	441	7.89
School/ Charter Bus	115	20.68	0	0	728	13.03

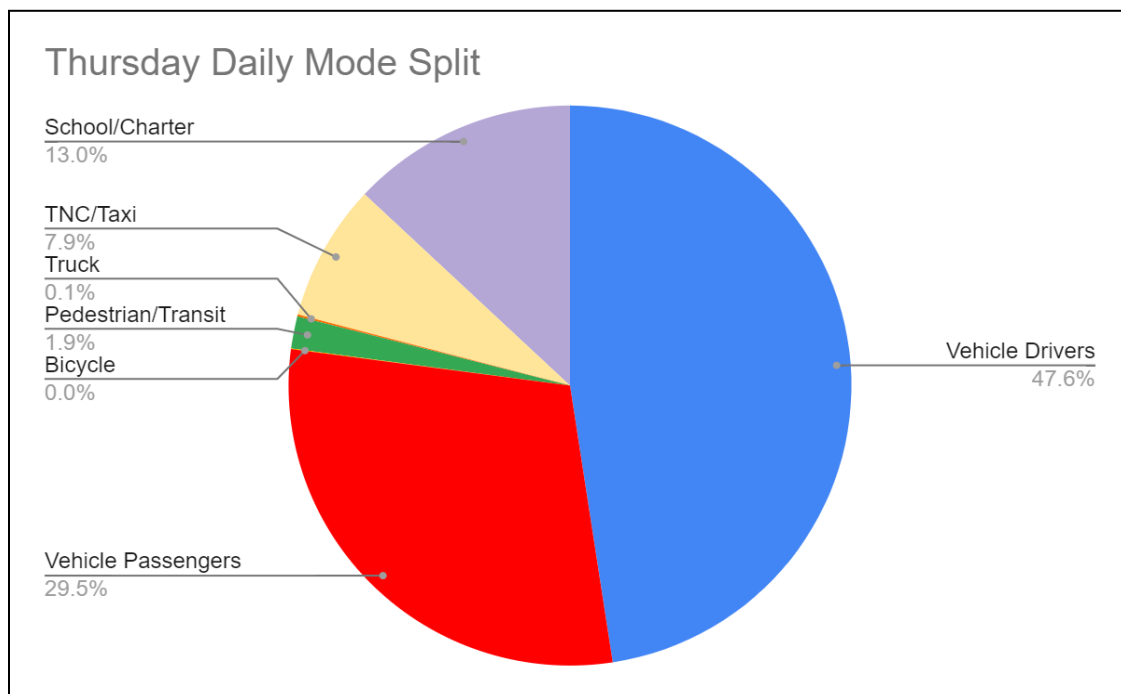


Figure 4: Illustration of Thursday Daily Mode Split

Table 5: 12-Hour Mode Split on Friday, 3/10/23

	AM Peak Hour Trips	%	PM Peak Hour Trips	%	12-Hour Trips	%
Vehicle Drivers	289	30.33	441	40.80	2745	41.40
Vehicle Passengers	292	30.64	395	36.54	2419	36.48
Bicycle	0	0	0	0	0	0
Pedestrian/ Transit	8	0.84	4	0.37	110	1.66
Truck	0	0	0	0	13	0.20
TNC/Taxi	37	3.88	40	3.70	330	4.98
School/ Charter Bus	327	34.31	201	18.59	1014	15.29

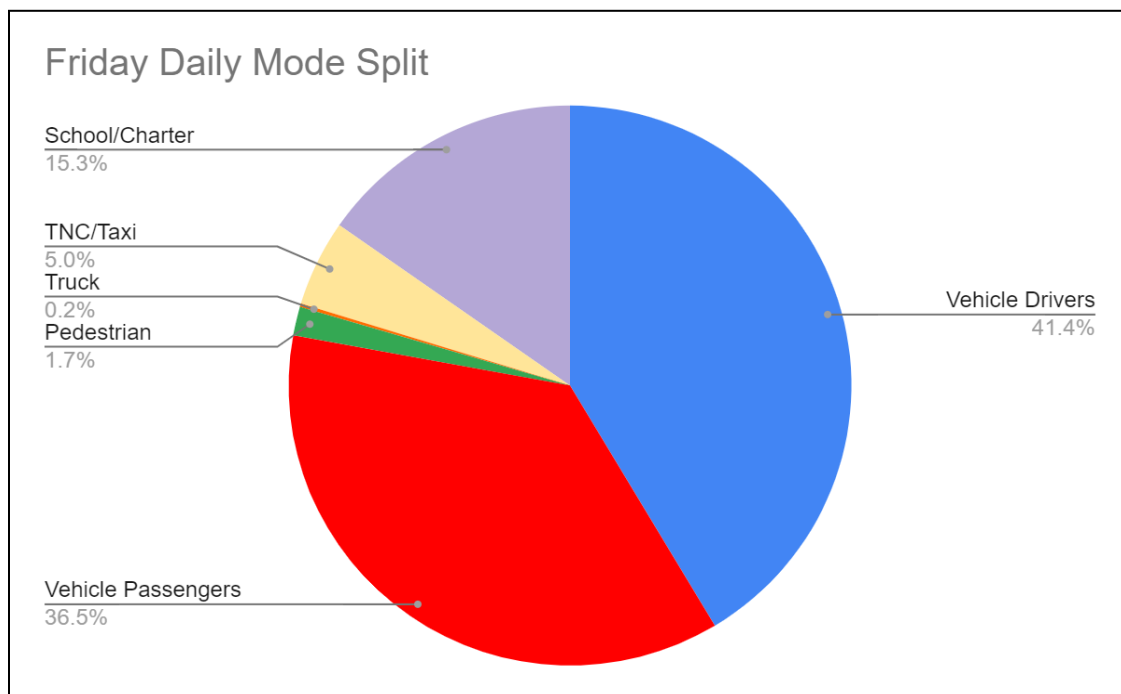
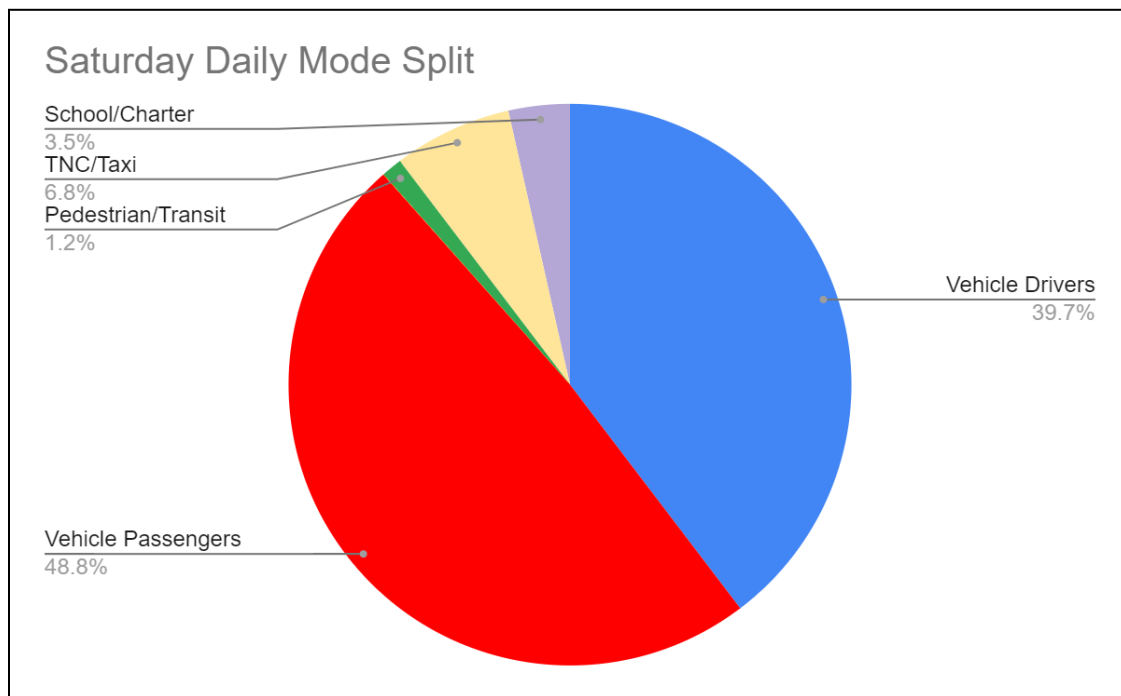


Figure 5: Illustration of Friday Daily Mode Split

Table 6: 12-Hour Mode Split on Saturday, 3/11/23

	AM Peak Hour Trips	%	PM Peak Hour Trips	%	12-Hour Trips	%
Vehicle Drivers	455	44.35	653	38.82	4732	39.66
Vehicle Passengers	490	47.76	809	48.10	5821	48.79
Bicycle	0	0	1	0.06	2	0.02
Pedestrian/ Transit	9	0.88	27	1.61	143	1.20
Truck	0	0	0	0	0	0
TNC/Taxi	72	7.02	114	6.78	813	6.81
School/ Charter Bus	90	8.77	78	4.64	420	3.52

**Figure 6: Illustration of Saturday Daily Mode Split**

V. Comparison to 2019 Data

Table 7: Estimated AM and PM Peak Hour and Daily Person Trips - 2019

Count Date	12-Hour Trips	12-Hour Trip Rate	AM Peak Hour Trips	AM Peak Hour Trip Rate	ITE TG AM Rate	PM Peak Hour Trips	PM Peak Hour Trip Rate	ITE TG PM Rate
2/28/19	5958	6.34	974	1.04		638	0.68	
3/1/19	5526	5.88	808	0.86		581	0.62	
3/2/19	10073	10.72	928	0.99		1292	1.37	

Table 8: Estimated AM and PM Peak Hour and Daily Vehicle Trips - 2019

Count Date	12-Hour Trips	12-Hour Trip Rate	AM Peak Hour Trips	AM Peak Hour Trip Rate	ITE TG AM Rate	PM Peak Hour Trips	PM Peak Hour Rate	ITE TG PM Rate
2/28/19	2340	2.49	380	0.40	0.28	332	0.35	0.18
3/1/19	2353	2.5	302	0.32	0.28	284	0.30	0.18
3/2/19	4566	4.86	414	0.44		578	0.61	

Table 9: Change in 12-Hour, AM, and PM Peak Hour Vehicle Trips since 2019

Count Day of Week	12-Hour Trips Change	12-Hour Trips % Change	AM Peak Hour Trips Change	AM Peak Hour Trips % Change	PM Peak Hour Trips Change	PM Peak Hour Trips % Change
Thurs.	+586	25.04%	-124	-32.63%	+52	15.66%
Fri.	+611	25.97%	+12	3.97%	+187	65.85%
Sat.	+584	12.79%	+80	19.32%	+133	23.01%

Tables 7 and 8 summarize results from the 2019 study. Table 9 summarizes the change in trips generated between 2023 and 2019. There is a consistent increase in the number of trips generated over the 12-hour data collection period for each day. The same is observed during the AM and PM peak hours, except for the Thursday AM peak hour, where the number of trips decreased. However, in general, the number of trips generated has increased since 2019. There could be two explanations for this observation. The increase may be attributed to the rise in popularity of the Getty Center. Over time, the museum may have naturally gained interest among tourists, resulting in the general increase in trips. The increase may also be attributed to the pandemic-induced workplace flexibility, allowing certain workers to take advantage of work-from-home opportunities and flexible work schedules. This employment flexibility allows for more discretionary and recreational trips to be generated during the weekdays. This can be seen in Table 9, where Thursday and Friday were observed to have greater increases in the number of 12 hour trips than Saturday. Though Saturday also saw a greater number of trips, the increase is not as great on the weekdays. Furthermore, at the time the 2023 data was conducted, pandemic-related restrictions in Los Angeles were more relaxed compared to earlier in the pandemic. Therefore, these observations appear to suggest that no pandemic-related effects caused a decrease in trip generation.

Results of the 2019 study included a mode split analysis, but did not differentiate between private vehicles, TNC vehicles, and school and charter buses. The mode split from this study aims to provide a more comprehensive result of the share of trips generated by mode. Though the 2019 mode splits reveal larger shares of vehicle passengers than this year's modal splits, the vehicle passenger shares of 2019 are roughly similar when including TNC and school and charter bus shares from this year, suggesting that these modes were absorbed into the vehicle passenger share in 2019. Changes in the proportion of trips generated by TNC and school/charter buses cannot be fully understood due to the lack of disaggregation from the 2019 data.

Comparing the 2023 results to the 2019 results reveal that the share of vehicle drivers is fairly similar across the surveyed Fridays and Saturdays, but is noticeably greater on Thursday in 2023. This is seen in the larger number of 1-occupant vehicles observed on Thursday. This observation may be attributed to workplace flexibility where visitors working from home can visit the museum on their own time. The share of transit trips this year was greater on Thursday, lower on Friday, and slightly lower on Saturday compared to 2019. This variability of transit trips across all three days introduces difficulties in determining what is influencing these changes. However, the decrease in transit mode split can be attributed to falling transit ridership that began before the pandemic and accelerated due to the pandemic. The mode split is consistent with transit patterns throughout the Los Angeles area that ridership has not fully recovered.

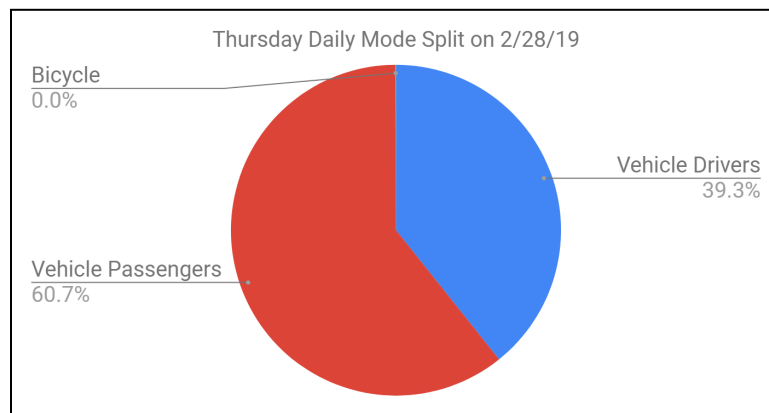


Figure 7: Illustration of Thursday Daily Mode Split from 2019

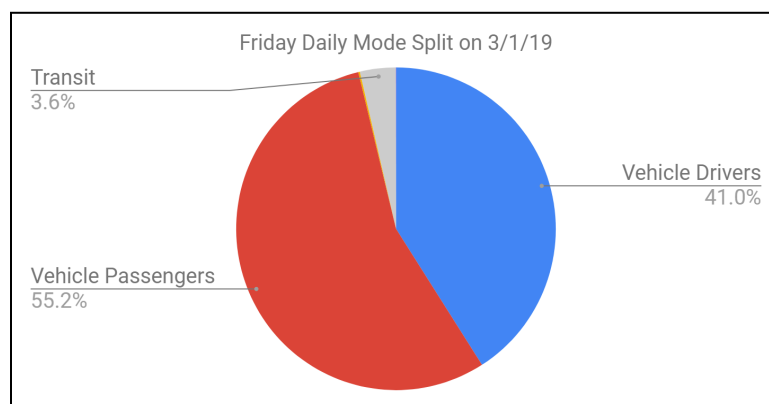


Figure 8: Illustration of Friday Daily Mode Split from 2019

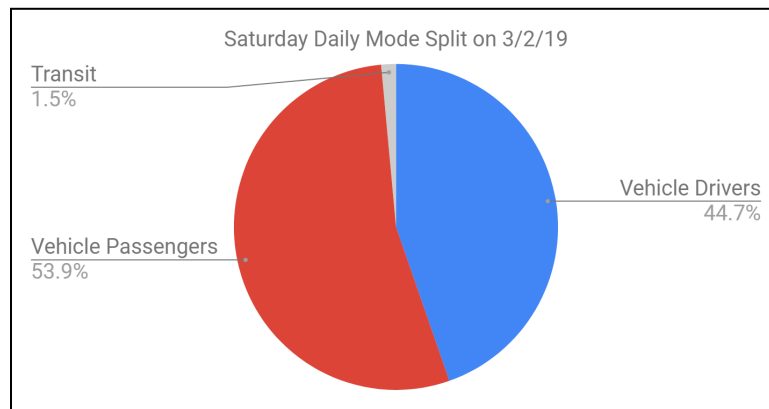


Figure 9: Illustration of Saturday Daily Mode Split from 2019

VI. Conclusion

The data collection study at the Getty Center allows for the understanding of mode split, person-trip generation, and vehicle-trip generation of the museum land use. The results of this study will contribute to the small sample size of this land use in the tenth edition of the ITE Trip Generation Manual. Moreover, the study allowed for the comparison of data before and after the pandemic and attribution of changes to certain causes.

The results reveal that more trips are generated on the weekend than the weekdays. This is reasonable since this is when most recreational trips are conducted. Furthermore, more trips are generated during the PM peak hour than the AM peak hour due to differences in travel patterns at different times of the day. Mode split analysis reveals that most trips are generated by private vehicles with significant secondary shares of trips generated by TNCs and school and charter buses. Very small proportions of trips were generated by transit and bicycles.

Compared to pre-pandemic data in 2019, increases in trips were generally observed across all days during the total 12-hour period, AM peak hour, and PM peak hour. This observation may be attributed to more flexibility in the workplace and a general growing desire to visit the Getty Center by the public. The increase in trips may also reveal that the pandemic no longer has an impact on suppressing visitor numbers to the Getty Center, though historical trip trends would need to confirm this hypothesis. Mode split analysis reveals similar results from 2019 in a more comprehensive manner. Slight variations in the share of vehicle drivers were observed which may be due to pandemic-related effects. Transit shares were variable but were generally lower than 2019, indicating the continued fall or slow recovery of transit ridership from the pandemic.

Compared to the tenth edition of the ITE Trip Generation Manual rates, the data revealed higher daily trip rates for all three days, higher than 2019 data as well. Due to the small sample size in the Trip Generation Manual for the museum land use, current trip rates may not be representative for all museums since differences in the location of museums have influence on trip rates. Therefore, results from the 2023 data collection are important in both updating older data from 2019 and in contributing to a more robust Trip Generation model for the museum land use. Despite the inclusion of this year's data, further trip

generation studies for this land use are still necessary to assemble a model that is representative of a larger variety of museums.

VII. Level of Effort

All work for the data collection was performed by voluntary members of the student chapter of ITE at UCLA. Students signed up for time slots to collect data at the site. Shifts were broken down into 15-minute intervals with at least two volunteers and at most three volunteers on site at all times to ensure consistent data collection in the event that breaks were necessary. In total, we spent 99.25 person-hours on the site over the course of the three days. We also received help from our faculty advisor, Jiaqi Ma, on tips regarding data collection and outreach.

Appendix: Trip Generation Forms

Trip Generation Data Form (Part 1)

Land Use/Building Type: ¹ Museum			ITE Land Use Code: 580		
Source:			Source No. (ITE use only):		
Name of Development: The Getty Center			Day of the Week: Thursday		
City: Los Angeles	State/Province: CA	Zip/Postal Code: 90049	Day: 9	Month: March	Year: 2023
Country: USA			Metropolitan Area: Los Angeles		

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

Location Within Area: <input type="checkbox"/> (1) CBD <input type="checkbox"/> (3) Suburban (Non-CBD) <input type="checkbox"/> (5) Rural <input checked="" type="checkbox"/> (2) Urban (Non-CBD) <input type="checkbox"/> (4) Suburban CBD <input type="checkbox"/> (6) Freeway Interchange Area (Rural) <input type="checkbox"/> (7) Not Given				Detailed Description of Development: ³	
Independent Variable: (include data for as many as possible)²					
	Actual	Estimated		Actual	Estimated
1300 (1) Employees (#)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	(9) Parking Spaces (% occupied: 1170)	<input type="checkbox"/>	<input type="checkbox"/>
(2) Persons (#)	<input type="checkbox"/>	<input type="checkbox"/>	(10) Beds (% occupied:)	<input type="checkbox"/>	<input type="checkbox"/>
(3) Total Units (#) (indicate unit:)	<input type="checkbox"/>	<input type="checkbox"/>	(11) Seats (#)	<input type="checkbox"/>	<input type="checkbox"/>
(4) Occupied Units (#) (indicate unit:)	<input type="checkbox"/>	<input type="checkbox"/>	(12) Servicing Positions/Vehicle Fueling Positions	<input type="checkbox"/>	<input type="checkbox"/>
(5) Gross Floor Area (gross sq. ft.)	<input type="checkbox"/>	<input type="checkbox"/>	(13) Shopping Center % Out-parcels/pads	<input type="checkbox"/>	<input type="checkbox"/>
(% of development occupied)			(14) A.M. Peak Hour Volume of Adjacent Street Traffic	<input type="checkbox"/>	<input type="checkbox"/>
(6) Net Rentable Area (sq. ft.)	<input type="checkbox"/>	<input type="checkbox"/>	(15) P.M. Peak Hour Volume of Adjacent Street Traffic	<input type="checkbox"/>	<input type="checkbox"/>
940,000 (7) Gross Leasable Area (sq. ft.)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	(16) Other	<input type="checkbox"/>	<input type="checkbox"/>
(% of development occupied)			(17) Other	<input type="checkbox"/>	<input type="checkbox"/>
(8) Total Acres (% developed:)	<input type="checkbox"/>	<input type="checkbox"/>			

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

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

Other Data: Vehicle Occupancy (#): 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: First Shift: Start Time End Time Employees (#) Second Shift: Start Time End Time Employees (#) Third Shift: Start Time End Time Employees (#) Parking Cost on Site: Hourly Daily			Transportation Demand Management (TDM) Information: At the time of this study, was there a TDM program (that may have impacted the trip generation characteristics of this site) underway? <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes (If yes, please check appropriate box/boxes, describe the nature of the TDM program(s) and provide a source for any studies that may help quantify this impact. Attach additional sheets if necessary) <div style="display: flex; justify-content: space-between;"> <div> <input type="checkbox"/> (1) Transit Service <input type="checkbox"/> (2) Carpool Programs <input type="checkbox"/> (3) Vanpool Programs <input type="checkbox"/> (4) Bicycle/Pedestrian Facilities and Site Improvements </div> <div> <input type="checkbox"/> (5) Employer Support Measures <input type="checkbox"/> (6) Preferential HOV Treatments <input type="checkbox"/> (7) Transit and Ridesharing Incentives <input type="checkbox"/> (8) Parking Supply and Pricing Management </div> <div> <input type="checkbox"/> (9) Tolls and Congestion Pricing <input type="checkbox"/> (10) Variable Work Hours/Compressed Work Weeks <input type="checkbox"/> (11) Telecommuting <input type="checkbox"/> (12) Other </div> </div>		
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Please Complete Form on Other Side

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

Summary of Driveway Volumes

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

	Average Weekday (M-F)						Saturday						Sunday					
	Enter		Exit		Total		Enter		Exit		Total		Enter		Exit		Total	
	All	Trucks	All	Trucks	All	Trucks	All	Trucks	All	Trucks	All	Trucks	All	Trucks	All	Trucks	All	Trucks
24-Hour Volume																		
A.M. Peak Hour of Adjacent ¹ Street Traffic (7 – 9) Time (ex.: 7:15 - 8:15):																		
P.M. Peak Hour of Adjacent ¹ Street Traffic (4 – 6) Time:																		
A.M. Peak Hour Generator ² Time: 10:30am - 11:30am	228	3	28	1	256	4												
P.M. Peak Hour Generator ² Time: 3:00 pm - 4:00 pm	103	0	281	0	384	0												
Peak Hour Generator ³ Time (Weekend):																		

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

² Highest hourly volume during the a.m. or p.m. period. Please specify the peak hour.

³ Highest hourly volume during the entire day. Please specify the peak hour.

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

Hourly Driveway Volumes- Average Weekday (M-F)

A.M. Period	Enter		Exit		Total		Mid-Day Period	Enter		Exit		Total		P.M. Period	Enter		Exit		Total	
	All	Trucks	All	Trucks	All	Trucks		All	Trucks	All	Trucks	All	Trucks		All	Trucks	All	Trucks	All	Trucks
6:00-7:00							11:00-12:00	217	2	34	0	251	2	3:00-4:00	103	0	281	0	384	0
6:15-7:15							11:15-12:15	195	1	48	0	243	1	3:15-4:15	89	0	256	0	345	0
6:30-7:30							11:30-12:30	170	2	76	0	246	2	3:30-4:30	71	0	267	0	338	0
6:45-7:45							11:45-12:45	155	1	90	3	245	4	3:45-4:45	56	0	261	0	317	0
7:00-8:00	93	0	13	0	106	0	12:00-1:00	136	1	99	5	235	6	4:00-5:00	36	0	238	0	274	0
7:15-8:15	93	0	7	0	100	0	12:15-1:15	132	1	124	6	256	8	4:15-5:15	26	0	247	0	273	0
7:30-8:30	114	0	7	0	121	0	12:30-1:30	140	2	124	7	264	9	4:30-5:30	21	0	244	0	265	0
7:45-8:45	124	0	10	0	134	0	12:45-1:45	146	2	150	5	296	7	4:45-5:45	20	0	273	2	293	2
8:00-9:00	142	0	8	0	150	0	1:00-2:00	158	2	179	3	337	5	5:00-6:00	28	0	277	2	305	2

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

Survey conducted by: Name: Quinlan McKnight
 Organization: ITE at UCLA
 Address: 580 Portola Plaza
 City/State/Zip: Los Angeles, CA 90095
 Telephone #: (310) 606-1568 Fax #: _____ E-mail: quimck@ucla.edu

Please return to: Institute of Transportation Engineers
 Technical Projects Division
 1627 Eye Street, NW, Suite 600
 Washington, DC 20006 USA
 Telephone: +1 202-785-0060
 Fax: +1 202-785-0609
 ITE on the Web: www.ite.org



Institute of Transportation Engineers

Trip Generation Data Form (Part 3)**Name/Organization:** ITE at UCLA**City/State:** Los Angeles, CA**Telephone Number:** _____*Detailed Driveway Volumes: Attach this sheet to Parts 1 and 2 if you are providing additional information.***Day of the week:** Thursday

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

A.M. Period	Enter		Exit		Total		P.M. Period	Enter		Exit		Total	
	All	Trucks	All	Trucks	All	Trucks		All	Trucks	All	Trucks	All	Trucks
12:00-12:15							12:00-12:15	43	0	23	0	66	0
12:15-12:30							12:15-12:30	28	1	32	0	60	1
12:30-12:45							12:30-12:45	33	0	19	3	52	3
12:45-1:00							12:45-1:00	32	0	20	2	52	2
1:00-1:15							1:00-1:15	39	1	48	1	87	2
1:15-1:30							1:15-1:30	36	1	32	1	68	2
1:30-1:45							1:30-1:45	39	0	48	1	87	1
1:45-2:00							1:45-2:00	44	0	51	0	95	0
2:00-2:15							2:00-2:15	30	0	37	0	67	0
2:15-2:30							2:15-2:30	23	0	55	0	78	0
2:30-2:45							2:30-2:45	34	0	54	2	88	2
2:45-3:00							2:45-3:00	29	0	40	2	69	2
3:00-3:15							3:00-3:15	28	0	78	0	106	0
3:15-3:30							3:15-3:30	28	0	67	0	95	0
3:30-3:45							3:30-3:45	22	0	57	0	79	0
3:45-4:00							3:45-4:00	25	0	79	0	104	0
4:00-4:15							4:00-4:15	14	0	53	0	67	0
4:15-4:30							4:15-4:30	10	0	78	0	88	0
4:30-4:45							4:30-4:45	7	0	51	0	58	0
4:45-5:00							4:45-5:00	5	0	56	0	61	0
5:00-5:15							5:00-5:15	4	0	62	0	66	0
5:15-5:30							5:15-5:30	5	0	75	0	80	0
5:30-5:45							5:30-5:45	6	0	80	2	86	2
5:45-6:00							5:45-6:00	13	0	60	0	73	0
6:00-6:15							6:00-6:15	7	0	51	0	58	0
6:15-6:30							6:15-6:30	3	0	29	2	32	2
6:30-6:45							6:30-6:45	2	0	16	0	18	0
6:45-7:00							6:45-7:00	1	0	16	0	17	0
7:00-7:15	21	0	7	0	28	0	7:00-7:15						
7:15-7:30	15	0	2	0	17	0	7:15-7:30						
7:30-7:45	29	0	0	0	29	0	7:30-7:45						
7:45-8:00	28	0	4	0	32	0	7:45-8:00						
8:00-8:15	21	0	1	0	22	0	8:00-8:15						
8:15-8:30	36	0	2	0	38	0	8:15-8:30						
8:30-8:45	39	0	3	0	42	0	8:30-8:45						
8:45-9:00	46	0	2	0	48	0	8:45-9:00						
9:00-9:15	61	0	2	0	63	0	9:00-9:15						
9:15-9:30	58	0	0	0	58	0	9:15-9:30						
9:30-9:45	47	0	0	0	47	0	9:30-9:45						
9:45-10:00	53	1	6	0	59	1	9:45-10:00						
10:00-10:15	57	0	2	0	59	0	10:00-10:15						
10:15-10:30	44	3	2	0	46	3	10:15-10:30						
10:30-10:45	53	2	4	0	57	2	10:30-10:45						
10:45-11:00	57	0	10	1	67	1	10:45-11:00						
11:00-11:15	65	1	9	0	74	1	11:00-11:15						
11:15-11:30	53	0	4	0	57	0	11:15-11:30						
11:30-11:45	48	1	8	0	56	1	11:30-11:45						
11:45-12:00	51	0	13	0	64	0	11:45-12:00						

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Trip Generation Data Form (Part 4)

Summary of Bicycle Volumes

	Average Weekday (M-F)			Saturday			Sunday		
	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
24-Hour Volume									
A.M. Peak Hour of Adjacent ¹ Street Traffic (7 – 9) Time (ex.: 7:15 - 8:15):									
P.M. Peak Hour of Adjacent ¹ Street Traffic (4 – 6) Time:									
A.M. Peak Hour Generator ² Time: 10:30am - 11:30am	0	0	0						
P.M. Peak Hour Generator ² Time: 3:00 pm - 4:00 pm	0	1	1						
Peak Hour Generator ³ Time (Weekend):									

¹. Highest hourly volume between 7 a.m. and 9 a.m. (4 p.m. and 6 p.m.) as defined in Trip Generation Data Form (Part 2). Please specify the peak hour.

². Highest hourly volume during the a.m. or p.m. period. Please specify the peak hour.

³. Highest hourly volume during the entire day. Please specify the peak hour. Please attach supplemental hourly volumes.

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

Summary of Pedestrian Volumes

	Average Weekday (M-F)			Saturday			Sunday		
	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
24-Hour Volume									
A.M. Peak Hour of Adjacent ¹ Street Traffic (7 – 9) Time (ex.: 7:15 - 8:15):									
P.M. Peak Hour of Adjacent ¹ Street Traffic (4 – 6) Time:									
A.M. Peak Hour Generator ² Time: 10:30am - 11:30am	9	0	9						
P.M. Peak Hour Generator ² Time: 3:00 pm - 4:00 pm	1	12	13						
Peak Hour Generator ³ Time (Weekend):									

Survey conducted by: Name: Quinlan McKnight
 Organization: ITE at UCLA
 Address: 580 Portola Plaza
 City/State/Zip: Los Angeles, CA 90095
 Telephone #: (310) 606-1568 Fax #: _____ E-mail: quimck@g.ucla.edu

Please return to: Institute of Transportation Engineers
 Technical Projects Division
 1627 Eye Street, NW, Suite 600
 Washington, DC 20006 USA
 Telephone: +1 202-785-0060
 Fax: +1 202-785-0609
 ITE on the Web: www.ite.org

Trip Generation Data Form (Part 1)

Land Use/Building Type: ¹ Museum			ITE Land Use Code: 580		
Source:			Source No. (ITE use only):		
Name of Development: The Getty Center			Day of the Week: Friday		
City: Los Angeles	State/Province: CA	Zip/Postal Code: 90049	Day: 10	Month: March	Year: 2023
Country: USA			Metropolitan Area: Los Angeles		

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

Location Within Area: <input type="checkbox"/> (1) CBD <input type="checkbox"/> (3) Suburban (Non-CBD) <input type="checkbox"/> (5) Rural <input checked="" type="checkbox"/> (2) Urban (Non-CBD) <input type="checkbox"/> (4) Suburban CBD <input type="checkbox"/> (6) Freeway Interchange Area (Rural) <input type="checkbox"/> (7) Not Given				Detailed Description of Development:³	
Independent Variable: (include data for as many as possible)²					
	Actual	Estimated		Actual	Estimated
1300 (1) Employees (#)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	(9) Parking Spaces (% occupied: 1170)	<input type="checkbox"/>	<input type="checkbox"/>
(2) Persons (#)	<input type="checkbox"/>	<input type="checkbox"/>	(10) Beds (% occupied:)	<input type="checkbox"/>	<input type="checkbox"/>
(3) Total Units (#) (indicate unit:)	<input type="checkbox"/>	<input type="checkbox"/>	(11) Seats (#)	<input type="checkbox"/>	<input type="checkbox"/>
(4) Occupied Units (#) (indicate unit:)	<input type="checkbox"/>	<input type="checkbox"/>	(12) Servicing Positions/Vehicle Fueling Positions	<input type="checkbox"/>	<input type="checkbox"/>
(5) Gross Floor Area (gross sq. ft.)	<input type="checkbox"/>	<input type="checkbox"/>	(13) Shopping Center % Out-parcels/pads	<input type="checkbox"/>	<input type="checkbox"/>
(% of development occupied)			(14) A.M. Peak Hour Volume of Adjacent Street Traffic	<input type="checkbox"/>	<input type="checkbox"/>
(6) Net Rentable Area (sq. ft.)	<input type="checkbox"/>	<input type="checkbox"/>	(15) P.M. Peak Hour Volume of Adjacent Street Traffic	<input type="checkbox"/>	<input type="checkbox"/>
940,000 (7) Gross Leasable Area (sq. ft.)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	(16) Other	<input type="checkbox"/>	<input type="checkbox"/>
(% of development occupied)			(17) Other	<input type="checkbox"/>	<input type="checkbox"/>
(8) Total Acres (% developed:)	<input type="checkbox"/>	<input type="checkbox"/>			

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

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

Other Data: Vehicle Occupancy (#): 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: First Shift: Start Time End Time Employees (#) Second Shift: Start Time End Time Employees (#) Third Shift: Start Time End Time Employees (#) Parking Cost on Site: Hourly Daily			Transportation Demand Management (TDM) Information: At the time of this study, was there a TDM program (that may have impacted the trip generation characteristics of this site) underway? <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes (If yes, please check appropriate box/boxes, describe the nature of the TDM program(s) and provide a source for any studies that may help quantify this impact. Attach additional sheets if necessary) <div style="display: flex; justify-content: space-between;"> <div> <input type="checkbox"/> (1) Transit Service <input type="checkbox"/> (2) Carpool Programs <input type="checkbox"/> (3) Vanpool Programs <input type="checkbox"/> (4) Bicycle/Pedestrian Facilities and Site Improvements </div> <div> <input type="checkbox"/> (5) Employer Support Measures <input type="checkbox"/> (6) Preferential HOV Treatments <input type="checkbox"/> (7) Transit and Ridesharing Incentives <input type="checkbox"/> (8) Parking Supply and Pricing Management </div> <div> <input type="checkbox"/> (9) Tolls and Congestion Pricing <input type="checkbox"/> (10) Variable Work Hours/Compressed Work Weeks <input type="checkbox"/> (11) Telecommuting <input type="checkbox"/> (12) Other </div> </div>		
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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)						Saturday						Sunday					
	Enter		Exit		Total		Enter		Exit		Total		Enter		Exit		Total	
	All	Trucks	All	Trucks	All	Trucks	All	Trucks	All	Trucks	All	Trucks	All	Trucks	All	Trucks	All	Trucks
24-Hour Volume																		
A.M. Peak Hour of Adjacent ¹ Street Traffic (7 – 9) Time (ex.: 7:15 - 8:15):																		
P.M. Peak Hour of Adjacent ¹ Street Traffic (4 – 6) Time:																		
A.M. Peak Hour Generator ² Time: 10:00am - 11:00am	274	6	60	3	334	9												
P.M. Peak Hour Generator ² Time: 1:45pm - 2:45pm	199	1	271	4	470	5												
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	207	1	69	2	276	3	3:00-4:00	129	2	222	3	351	5
6:15-7:15							11:15-12:15	197	2	95	2	292	4	3:15-4:15	111	3	188	3	299	6
6:30-7:30							11:30-12:30	198	3	126	2	324	5	3:30-4:30	84	2	197	3	281	5
6:45-7:45							11:45-12:45	218	3	164	2	382	5	3:45-4:45	61	2	188	2	249	4
7:00-8:00	59	0	5	1	44	1	12:00-1:00	200	3	155	4	355	7	4:00-5:00	48	1	213	0	261	1
7:15-8:15	31	0	3	0	34	0	12:15-1:15	179	2	163	4	342	6	4:15-5:15	34	0	242	1	276	1
7:30-8:30	35	0	3	0	38	0	12:30-1:30	164	1	144	5	308	6	4:30-5:30	28	0	263	2	291	2
7:45-8:45	51	0	3	0	54	0	12:45-1:45	159	1	141	4	300	5	4:45-5:45	22	0	268	2	290	2
8:00-9:00	60	0	1	0	61	0	1:00-2:00	167	1	180	3	347	4	5:00-6:00	14	1	254	3	268	4

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

Survey conducted by: Name: Quinlan McKnight
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 ITE on the Web: www.ite.org



Institute of Transportation Engineers

Trip Generation Data Form (Part 3)Name/Organization: ITE at UCLA City/State: Los Angeles, CA

Telephone Number: _____

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

Day of the week: Friday (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	55	1	34	0	89	1
12:15-12:30							12:15-12:30	62	1	30	1	92	2
12:30-12:45							12:30-12:45	55	1	49	1	104	2
12:45-1:00							12:45-1:00	28	0	21	2	49	2
1:00-1:15							1:00-1:15	34	0	41	0	75	0
1:15-1:30							1:15-1:30	47	0	22	2	69	2
1:30-1:45							1:30-1:45	50	1	48	0	98	1
1:45-2:00							1:45-2:00	36	0	60	1	96	1
2:00-2:15							2:00-2:15	49	0	63	2	112	2
2:15-2:30							2:15-2:30	68	0	64	1	132	1
2:30-2:45							2:30-2:45	46	1	85	0	131	1
2:45-3:00							2:45-3:00	40	0	51	1	91	1
3:00-3:15							3:00-3:15	39	0	70	0	109	0
3:15-3:30							3:15-3:30	34	1	43	0	77	1
3:30-3:45							3:30-3:45	32	0	61	1	93	1
3:45-4:00							3:45-4:00	24	1	45	2	69	3
4:00-4:15							4:00-4:15	21	1	44	0	65	1
4:15-4:30							4:15-4:30	7	0	50	0	57	0
4:30-4:45							4:30-4:45	9	0	53	0	62	0
4:45-5:00							4:45-5:00	11	0	73	0	84	0
5:00-5:15							5:00-5:15	7	0	70	1	77	1
5:15-5:30							5:15-5:30	1	0	74	1	75	1
5:30-5:45							5:30-5:45	3	0	59	0	62	0
5:45-6:00							5:45-6:00	3	1	59	1	62	2
6:00-6:15							6:00-6:15	1	0	47	0	48	0
6:15-6:30							6:15-6:30	0	0	12	0	12	0
6:30-6:45							6:30-6:45	0	0	12	0	12	0
6:45-7:00							6:45-7:00	4	0	8	0	12	0
7:00-7:15	10	0	2	1	12	1	7:00-7:15						
7:15-7:30	10	0	0	0	10	0	7:15-7:30						
7:30-7:45	5	0	1	0	6	0	7:30-7:45						
7:45-8:00	14	0	2	0	16	0	7:45-8:00						
8:00-8:15	2	0	0	0	2	0	8:00-8:15						
8:15-8:30	14	0	0	0	14	0	8:15-8:30						
8:30-8:45	21	0	1	0	22	0	8:30-8:45						
8:45-9:00	23	0	0	0	23	0	8:45-9:00						
9:00-9:15	38	0	1	0	39	0	9:00-9:15						
9:15-9:30	33	0	8	0	41	0	9:15-9:30						
9:30-9:45	37	1	12	0	49	1	9:30-9:45						
9:45-10:00	28	1	3	0	31	1	9:45-10:00						
10:00-10:15	82	2	9	0	91	2	10:00-10:15						
10:15-10:30	60	2	8	1	68	3	10:15-10:30						
10:30-10:45	81	0	6	0	87	0	10:30-10:45						
10:45-11:00	51	2	17	2	68	4	10:45-11:00						
11:00-11:15	65	0	13	0	78	0	11:00-11:15						
11:15-11:30	61	0	10	1	71	1	11:15-11:30						
11:30-11:45	35	1	11	1	46	2	11:30-11:45						
11:45-12:00	46	0	30	0	76	0	11:45-12:00						

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Trip Generation Data Form (Part 4)

Summary of Bicycle Volumes

	Average Weekday (M-F)			Saturday			Sunday		
	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
24-Hour Volume									
A.M. Peak Hour of Adjacent ¹ Street Traffic (7 – 9) Time (ex.: 7:15 - 8:15):									
P.M. Peak Hour of Adjacent ¹ Street Traffic (4 – 6) Time:									
A.M. Peak Hour Generator ² Time: 10:00am - 11:00am	0	0	0						
P.M. Peak Hour Generator ² Time: 1:45pm - 2:45pm	0	0	0						
Peak Hour Generator ³ Time (Weekend):									

¹. Highest hourly volume between 7 a.m. and 9 a.m. (4 p.m. and 6 p.m.) as defined in Trip Generation Data Form (Part 2). Please specify the peak hour.

². Highest hourly volume during the a.m. or p.m. period. Please specify the peak hour.

³. Highest hourly volume during the entire day. Please specify the peak hour. Please attach supplemental hourly volumes.

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

Summary of Pedestrian Volumes

	Average Weekday (M-F)			Saturday			Sunday		
	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
24-Hour Volume									
A.M. Peak Hour of Adjacent ¹ Street Traffic (7 – 9) Time (ex.: 7:15 - 8:15):									
P.M. Peak Hour of Adjacent ¹ Street Traffic (4 – 6) Time:									
A.M. Peak Hour Generator ² Time: 10:00am - 11:00am	8	0	0						
P.M. Peak Hour Generator ² Time: 1:45pm - 2:45pm	0	4	4						
Peak Hour Generator ³ Time (Weekend):									

Survey conducted by: Name: Quinlan McKnight
 Organization: ITE at UCLA
 Address: 580 Portola Plaza
 City/State/Zip: Los Angeles, CA 90095
 Telephone #: (310) 606-1568 Fax #: _____ E-mail: quimck@g.ucla.edu

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 Fax: +1 202-785-0609
 ITE on the Web: www.ite.org

Trip Generation Data Form (Part 1)

Land Use/Building Type: ¹ 580/Museum			ITE Land Use Code: 580		
Source:			Source No. (ITE use only):		
Name of Development: The Getty Center			Day of the Week:		
City: Los Angeles	State/Province: CA	Zip/Postal Code: 90049	Day: 11	Month: March	Year: 2023
Country: USA			Metropolitan Area: Los Angeles		

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

Location Within Area: <input type="checkbox"/> (1) CBD <input type="checkbox"/> (3) Suburban (Non-CBD) <input type="checkbox"/> (5) Rural <input checked="" type="checkbox"/> (2) Urban (Non-CBD) <input type="checkbox"/> (4) Suburban CBD <input type="checkbox"/> (6) Freeway Interchange Area (Rural) <input type="checkbox"/> (7) Not Given				Detailed Description of Development:³	
Independent Variable: (include data for as many as possible)²					
	Actual	Estimated		Actual	Estimated
1300 (1) Employees (#)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	(9) Parking Spaces (% occupied: 1170)	<input type="checkbox"/>	<input type="checkbox"/>
(2) Persons (#)	<input type="checkbox"/>	<input type="checkbox"/>	(10) Beds (% occupied:)	<input type="checkbox"/>	<input type="checkbox"/>
(3) Total Units (#) (indicate unit:)	<input type="checkbox"/>	<input type="checkbox"/>	(11) Seats (#)	<input type="checkbox"/>	<input type="checkbox"/>
(4) Occupied Units (#) (indicate unit:)	<input type="checkbox"/>	<input type="checkbox"/>	(12) Servicing Positions/Vehicle Fueling Positions	<input type="checkbox"/>	<input type="checkbox"/>
(5) Gross Floor Area (gross sq. ft.)	<input type="checkbox"/>	<input type="checkbox"/>	(13) Shopping Center % Out-parcels/pads	<input type="checkbox"/>	<input type="checkbox"/>
(% of development occupied)			(14) A.M. Peak Hour Volume of Adjacent Street Traffic	<input type="checkbox"/>	<input type="checkbox"/>
(6) Net Rentable Area (sq. ft.)	<input type="checkbox"/>	<input type="checkbox"/>	(15) P.M. Peak Hour Volume of Adjacent Street Traffic	<input type="checkbox"/>	<input type="checkbox"/>
940,000 (7) Gross Leasable Area (sq. ft.)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	(16) Other	<input type="checkbox"/>	<input type="checkbox"/>
(% of development occupied)			(17) Other	<input type="checkbox"/>	<input type="checkbox"/>
(8) Total Acres (% developed:)	<input type="checkbox"/>	<input type="checkbox"/>			

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

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

Other Data: Vehicle Occupancy (#): 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: First Shift: Start Time End Time Employees (#) Second Shift: Start Time End Time Employees (#) Third Shift: Start Time End Time Employees (#) Parking Cost on Site: Hourly Daily			Transportation Demand Management (TDM) Information: At the time of this study, was there a TDM program (that may have impacted the trip generation characteristics of this site) underway? <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes (If yes, please check appropriate box/boxes, describe the nature of the TDM program(s) and provide a source for any studies that may help quantify this impact. Attach additional sheets if necessary) <div style="display: flex; justify-content: space-between;"> <div> <input type="checkbox"/> (1) Transit Service <input type="checkbox"/> (2) Carpool Programs <input type="checkbox"/> (3) Vanpool Programs <input type="checkbox"/> (4) Bicycle/Pedestrian Facilities and Site Improvements </div> <div> <input type="checkbox"/> (5) Employer Support Measures <input type="checkbox"/> (6) Preferential HOV Treatments <input type="checkbox"/> (7) Transit and Ridesharing Incentives <input type="checkbox"/> (8) Parking Supply and Pricing Management </div> <div> <input type="checkbox"/> (9) Tolls and Congestion Pricing <input type="checkbox"/> (10) Variable Work Hours/Compressed Work Weeks <input type="checkbox"/> (11) Telecommuting <input type="checkbox"/> (12) Other </div> </div>		
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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)						Saturday						Sunday					
	Enter		Exit		Total		Enter		Exit		Total		Enter		Exit		Total	
	All	Trucks	All	Trucks	All	Trucks	All	Trucks	All	Trucks	All	Trucks	All	Trucks	All	Trucks	All	Trucks
24-Hour Volume																		
A.M. Peak Hour of Adjacent ¹ Street Traffic (7 – 9) Time (ex.: 7:15 - 8:15):																		
P.M. Peak Hour of Adjacent ¹ Street Traffic (4 – 6) Time:																		
A.M. Peak Hour Generator ² Time: 10:45am - 11:45am	302	1	133	0	435	1												
P.M. Peak Hour Generator ² Time: 3:00 pm - 4:00 pm	298	1	413	2	711	3												
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	404	1	76	1	480	2	3:00-4:00	298	1	413	2	711	3
6:15-7:15							11:15-12:15	370	1	102	1	472	2	3:15-4:15	300	1	395	1	695	2
6:30-7:30							11:30-12:30	336	0	115	1	451	1	3:30-4:30	299	1	389	1	688	2
6:45-7:45							11:45-12:45	302	1	133	0	435	1	3:45-4:45	300	0	378	1	678	1
7:00-8:00							12:00-1:00	295	1	165	0	460	1	4:00-5:00	264	0	326	0	590	0
7:15-8:15							12:15-1:15	276	1	195	1	471	2	4:15-5:15	230	0	320	1	550	1
7:30-8:30							12:30-1:30	266	1	236	1	502	2	4:30-5:30	181	0	324	1	505	1
7:45-8:45							12:45-1:45	281	0	279	1	560	1	4:45-5:45	147	0	322	1	469	1
8:00-9:00							1:00-2:00	283	1	287	1	570	2	5:00-6:00	127	0	296	1	423	1

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

Survey conducted by: Name: Quinlan McKnight
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 Address: 580 Portola Plaza
 City/State/Zip: Los Angeles, CA 90095
 Telephone #: (310) 606-1568 Fax #: _____ E-mail: quimck@g.ucla.edu

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Institute of Transportation Engineers

Trip Generation Data Form (Part 3)Name/Organization: ITE at UCLA City/State: Los Angeles, 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 (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	88	0	36	0	124	0
12:15-12:30							12:15-12:30	73	0	29	0	102	0
12:30-12:45							12:30-12:45	62	1	42	0	104	1
12:45-1:00							12:45-1:00	72	0	58	0	130	0
1:00-1:15							1:00-1:15	69	0	66	1	135	1
1:15-1:30							1:15-1:30	63	0	70	0	133	0
1:30-1:45							1:30-1:45	77	0	85	0	162	0
1:45-2:00							1:45-2:00	74	1	66	0	140	1
2:00-2:15							2:00-2:15	84	0	60	0	144	0
2:15-2:30							2:15-2:30	62	0	63	0	125	0
2:30-2:45							2:30-2:45	85	0	87	1	172	1
2:45-3:00							2:45-3:00	77	0	108	1	185	1
3:00-3:15							3:00-3:15	70	0	110	1	180	1
3:15-3:30							3:15-3:30	82	0	87	0	169	0
3:30-3:45							3:30-3:45	62	1	86	0	148	1
3:45-4:00							3:45-4:00	84	0	130	1	214	1
4:00-4:15							4:00-4:15	72	0	92	0	164	0
4:15-4:30							4:15-4:30	81	0	81	0	162	0
4:30-4:45							4:30-4:45	63	0	75	0	138	0
4:45-5:00							4:45-5:00	48	0	78	0	126	0
5:00-5:15							5:00-5:15	38	0	86	1	124	1
5:15-5:30							5:15-5:30	32	0	85	0	117	0
5:30-5:45							5:30-5:45	29	0	73	0	102	0
5:45-6:00							5:45-6:00	28	0	52	0	80	0
6:00-6:15							6:00-6:15	21	0	60	0	81	0
6:15-6:30							6:15-6:30	16	0	59	0	75	0
6:30-6:45							6:30-6:45	12	0	89	0	101	0
6:45-7:00							6:45-7:00	8	0	83	0	91	0
7:00-7:15							7:00-7:15	8	0	78	0	86	0
7:15-7:30							7:15-7:30	1	0	72	0	73	0
7:30-7:45							7:30-7:45	1	0	52	0	53	0
7:45-8:00							7:45-8:00	0	0	33	0	33	0
8:00-8:15							8:00-8:15	1	0	41	0	42	0
8:15-8:30							8:15-8:30	4	0	39	0	43	0
8:30-8:45							8:30-8:45	0	0	40	0	40	0
8:45-9:00							8:45-9:00	1	0	5	0	6	0
9:00-9:15	27	2	1	0	28	2	9:00-9:15						
9:15-9:30	28	0	0	0	28	0	9:15-9:30						
9:30-9:45	39	0	2	0	41	0	9:30-9:45						
9:45-10:00	67	0	4	0	71	0	9:45-10:00						
10:00-10:15	66	0	5	0	71	0	10:00-10:15						
10:15-10:30	99	0	9	0	108	0	10:15-10:30						
10:30-10:45	87	1	13	0	100	1	10:30-10:45						
10:45-11:00	108	0	11	0	119	0	10:45-11:00						
11:00-11:15	122	0	10	0	132	0	11:00-11:15						
11:15-11:30	107	1	16	0	123	1	11:15-11:30						
11:30-11:45	96	0	24	1	120	1	11:30-11:45						
11:45-12:00	79	0	26	0	105	0	11:45-12:00						

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Trip Generation Data Form (Part 4)

Summary of Bicycle Volumes

	Average Weekday (M-F)			Saturday			Sunday		
	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
24-Hour Volume									
A.M. Peak Hour of Adjacent ¹ Street Traffic (7 – 9) Time (ex.: 7:15 - 8:15):									
P.M. Peak Hour of Adjacent ¹ Street Traffic (4 – 6) Time:									
A.M. Peak Hour Generator ² Time: 10:45am - 11:45am	0	0	0						
P.M. Peak Hour Generator ² Time: 3:00 pm - 4:00 pm	1	0	1						
Peak Hour Generator ³ Time (Weekend):									

¹. Highest hourly volume between 7 a.m. and 9 a.m. (4 p.m. and 6 p.m.) as defined in Trip Generation Data Form (Part 2). Please specify the peak hour.

². Highest hourly volume during the a.m. or p.m. period. Please specify the peak hour.

³. Highest hourly volume during the entire day. Please specify the peak hour. Please attach supplemental hourly volumes.

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

Summary of Pedestrian Volumes

	Average Weekday (M-F)			Saturday			Sunday		
	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
24-Hour Volume									
A.M. Peak Hour of Adjacent ¹ Street Traffic (7 – 9) Time (ex.: 7:15 - 8:15):									
P.M. Peak Hour of Adjacent ¹ Street Traffic (4 – 6) Time:									
A.M. Peak Hour Generator ² Time: 10:45am - 11:45am	6	3	9						
P.M. Peak Hour Generator ² Time: 3:00 pm - 4:00 pm	3	24	27						
Peak Hour Generator ³ Time (Weekend):									

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