**UNIVERSITY OF WASHINGTON**

January 12, 2007

Re: 2007 Data Collection Projects

Dear Karen Aspelin:

Please find enclosed the data collected during the University of Washington's Special Parking, Trip, and Queuing Data Collection Project: Coffee Shops with Drive-Through Service. Members of the University of Washington's ITE Chapter and Transportation Engineering program collected parking, trip generation and queuing information at coffee shops with drive-through service in the Seattle area and compiled the results as requested. Data collection occurred on January 8th and 9th, 2007.

Please note that one of the coffee shops selected for data collection was only open until 5pm. We collected the required data from 3 to 5pm, instead of 4 to 6 pm. In talking with a coffee shop employee, it was determined that the shop, which has been open to 6 pm in the past, changed operating hours because business was slow in the afternoon. The employee commented that most of the shop's clientele arrived at work early, and left work early.

Please contact me at 206.351.3383 or kpitera@u.washington.edu if you have any questions about the data collected.

Regards,

Kelly Pitera, PE
UW ITE Student Chapter President

ite Institute of Transportation Engineers

# Trip Generation Data Form (Part 1)

*Land Use/Building Type:*[1] Coffeeshop with Drive-Through

ITE Land Use Code

Source:

**Source No. (*ITE use only*):**

Name of Development: Java Jazz Espresso

Day of the Week: Monday

City: Seattle State/Province: WA Zip/Postal Code: 98107

Day: 8 Month January Year 2007

Country US

Metropolitan Area: Seattle

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

*Location Within Area*

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

*Independent Variable (include data for as many as possible)*[2]

| | | Actual | Estimated |
|---|---|---|---|
| _____ | (1) Employees (#) | | |
| _____ | (2) Persons (#) | | |
| _____ | (3) Units (#) | | |
| _____ | (4) Occupied Units (#) | | |
| 800 | (5) Gross Floor Area (gross sq. ft.) | X | |
| | (% of development occupied _____ ) | | |
| _____ | (6) Net Rentable Area (sq. ft.) | | |
| _____ | (7) Gross Leasable Area (sq. ft.) | | |
| _____ | (8) Occupied Gross Leasable Area (sq. ft.) | | |
| _____ | (9) Acres | | |
| 10 | (10) Parking Spaces (#) | X | |
| _____ | (11) Occupied Beds (#) | | |
| 8 | (12) Seats (#) | X | |
| _____ | (13) Servicing Positions/Vehicle Fueling Positions _____ | | |
| _____ | (14) Shopping Center % Out-parcels/pads | | |
| _____ | (15) A.M. Peak Hour Volume of Adjacent Street Traffic | | |
| _____ | (16) P.M. Peak Hour Volume of Adjacent Street Traffic | | |
| _____ | (17) Other _____ | | |
| _____ | (18) Other _____ | | |

*Detailed Description of Development*[3]

Coffeeshop with indoor seating, drive-through service, and parking.

Two employees work per shift.

Shop is located along a bus route and within a few blocks of a stop. There are also sidewalks along road.

2. Definitions for several independent variables can be found in the *Trip Generation Handbook* Glossary.

3. Please provide all pertinent information that helps to describe the subject project. If necessary, attach a detailed report.

*Other Data*

Vehicle Occupancy (#)

_____ A.M. _____ P.M. _____ 24-hour %

Percent by Transit:

_____ A.M. % _____ P.M. % _____ 24-hour %

Percent by Carpool/Vanpool:

_____ A.M. % _____ P.M. % _____ 24-hour %

Employees by Shift:

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

Parking Cost on Site: Hourly _____ Daily _____

*Transportation Demand Management (TDM) Information*

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

No

Yes (If yes, please check appropriate box/boxes, describe the nature of the TDM program(s) and provide a source for any studies that may help quantify this impact. Attach additional sheets if necessary.)

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

**Please Complete Form on Other Side**

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# Trip Generation Data Form (Part 2)

**Summary of Driveway Volumes** (All = All Vehicles Counted, Including Trucks; Trucks = Heavy Duty Trucks and Buses)

| | Average Weekday (M-F) | | | | | | 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 | N/A | | | | | | | | | | | | | | | | | |
| A.M. Peak Hour of Adjacent[1] Street Traffic (7 – 9) Time (ex. 7:15 - 8:15): | 23 | 0 | 23 | 0 | 46 | 0 | | | | | | | | | | | | |
| P.M. Peak Hour of Adjacent[1] Street Traffic (4 – 6) Time: 4:45-5:45 & 5:00-6:00 | 5 | 0 | 5 | 0 | 10 | 0 | | | | | | | | | | | | |
| A.M. Peak Hour Generator[2] Time: 7:15 - 8:15 | 23 | 0 | 23 | 0 | 46 | 0 | | | | | | | | | | | | |
| P.M. Peak Hour Generator[2] Time: 4:45-5:45 & 5:00-6:00 | 5 | 0 | 5 | 0 | 10 | 0 | | | | | | | | | | | | |
| Peak Hour Generator[3] Time (Weekend): | | | | | | | | | | | | | | | | | | |

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

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

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

| 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 | 12 | 0 | 11 | 0 | 23 | 0 | 3:00-4:00 | | | | | | |
| 6:15-7:15 | | | | | | | 11:15-12:15 | 10 | 0 | 8 | 0 | 18 | 0 | 3:15-4:15 | | | | | | |
| 6:30-7:30 | | | | | | | 11:30-12:30 | 12 | 0 | 7 | 0 | 19 | 0 | 3:30-4:30 | | | | | | |
| 6:45-7:45 | | | | | | | 11:45-12:45 | 9 | 0 | 9 | 0 | 18 | 0 | 3:45-4:45 | | | | | | |
| 7:00-8:00 | 22 | 0 | 19 | 0 | 41 | 0 | 12:00-1:00 | 7 | 0 | 7 | 0 | 14 | 0 | 4:00-5:00 | 5 | 0 | 4 | 0 | 9 | 0 |
| 7:15-8:15 | 23 | 0 | 23 | 0 | 46 | 0 | 12:15-1:15 | 9 | 0 | 11 | 0 | 20 | 0 | 4:15-5:15 | 4 | 0 | 3 | 0 | 7 | 0 |
| 7:30-8:30 | 21 | 0 | 22 | 0 | 43 | 0 | 12:30-1:30 | 6 | 0 | 9 | 0 | 15 | 0 | 4:30-5:30 | 3 | 0 | 4 | 0 | 7 | 0 |
| 7:45-8:45 | 22 | 0 | 22 | 0 | 44 | 0 | 12:45-1:45 | 7 | 0 | 7 | 0 | 14 | 0 | 4:45-5:45 | 5 | 0 | 5 | 0 | 10 | 0 |
| 8:00-9:00 | 18 | 1 | 21 | 1 | 39 | 1 | 1:00-2:00 | 10 | 0 | 8 | 0 | 18 | 0 | 5:00-6:00 | 5 | 0 | 5 | 0 | 10 | 0 |

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


*Survey conducted by* Name: Kelly Pitera and Yao-Jan Wu

Organization: University of Washington ITE Chapter

Address: Civil & Environmental Engineering, University of Washington, 201 More Hall, Box 352700

City/State/Zip: Seattle, WA 98195

Telephone # 206.685.6817 Fax # _____ E-mail kpitera@u.washington.edu

206.351.3383


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ITE on the Web: www.ite.org


JJ-M

Institute of Transportation Engineers

# Trip Generation Data Form (Part 3)

**Name/Organization:** University of Washington ITE / Kelly Pitera **City/State:** Seattle, WA

**Telephone Number:** 206.685.6817
206.351.3383

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

**Day of the Week:** Monday

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

| A.M. Period | Enter | | Exit | | Total | | P.M. Period | Enter | | Exit | | Total | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | All | Trucks | All | Trucks | All | Trucks | | All | Trucks | All | Trucks | All | Trucks |
| 12:00-12:15 | | | | | | | 12:00-12:15 | 1 | 0 | 0 | 0 | 1 | 0 |
| 12:15-12:30 | | | | | | | 12:15-12:30 | 3 | 0 | 2 | 0 | 5 | 0 |
| 12:30-12:45 | | | | | | | 12:30-12:45 | 1 | 0 | 3 | 0 | 4 | 0 |
| 12:45-1:00 | | | | | | | 12:45-1:00 | 2 | 0 | 2 | 0 | 4 | 0 |
| 1:00-1:15 | | | | | | | 1:00-1:15 | 3 | 0 | 4 | 0 | 7 | 0 |
| 1:15-1:30 | | | | | | | 1:15-1:30 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30-1:45 | | | | | | | 1:30-1:45 | 2 | 0 | 1 | 0 | 3 | 0 |
| 1:45-2:00 | | | | | | | 1:45-2:00 | 5 | 0 | 3 | 0 | 8 | 0 |
| 2:00-2:15 | | | | | | | 2:00-2:15 | | | | | | |
| 2:15-2:30 | | | | | | | 2:15-2:30 | | | | | | |
| 2:30-2:45 | | | | | | | 2:30-2:45 | | | | | | |
| 2:45-3:00 | | | | | | | 2:45-3:00 | | | | | | |
| 3:00-3:15 | | | | | | | 3:00-3:15 | | | | | | |
| 3:15-3:30 | | | | | | | 3:15-3:30 | | | | | | |
| 3:30-3:45 | | | | | | | 3:30-3:45 | | | | | | |
| 3:45-4:00 | | | | | | | 3:45-4:00 | | | | | | |
| 4:00-4:15 | | | | | | | 4:00-4:15 | 2 | 0 | 1 | 0 | 3 | 0 |
| 4:15-4:30 | | | | | | | 4:15-4:30 | 0 | 0 | 1 | 0 | 1 | 0 |
| 4:30-4:45 | | | | | | | 4:30-4:45 | 2 | 0 | 1 | 0 | 3 | 0 |
| 4:45-5:00 | | | | | | | 4:45-5:00 | 1 | 0 | 1 | 0 | 2 | 0 |
| 5:00-5:15 | | | | | | | 5:00-5:15 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15-5:30 | | | | | | | 5:15-5:30 | 0 | 0 | 2 | 0 | 2 | 0 |
| 5:30-5:45 | | | | | | | 5:30-5:45 | 4 | 0 | 2 | 0 | 6 | 0 |
| 5:45-6:00 | | | | | | | 5:45-6:00 | 1 | 0 | 1 | 0 | 2 | 0 |
| 6:00-6:15 | | | | | | | 6:00-6:15 | | | | | | |
| 6:15-6:30 | | | | | | | 6:15-6:30 | | | | | | |
| 6:30-6:45 | | | | | | | 6:30-6:45 | | | | | | |
| 6:45-7:00 | | | | | | | 6:45-7:00 | | | | | | |
| 7:00-7:15 | 3 | 0 | 3 | 0 | 6 | 0 | 7:00-7:15 | | | | | | |
| 7:15-7:30 | 7 | 0 | 6 | 0 | 13 | 0 | 7:15-7:30 | | | | | | |
| 7:30-7:45 | 4 | 0 | 5 | 0 | 9 | 0 | 7:30-7:45 | | | | | | |
| 7:45-8:00 | 8 | 0 | 5 | 0 | 13 | 0 | 7:45-8:00 | | | | | | |
| 8:00-8:15 | 4 | 0 | 7 | 0 | 11 | 0 | 8:00-8:15 | | | | | | |
| 8:15-8:30 | 5 | 0 | 5 | 0 | 10 | 0 | 8:15-8:30 | | | | | | |
| 8:30-8:45 | 5 | 0 | 5 | 0 | 10 | 0 | 8:30-8:45 | | | | | | |
| 8:45-9:00 | 4 | 1 | 4 | 1 | 8 | 2 | 8:45-9:00 | | | | | | |
| 9:00-9:15 | | | | | | | 9:00-9:15 | | | | | | |
| 9:15-9:30 | | | | | | | 9:15-9:30 | | | | | | |
| 9:30-9:45 | | | | | | | 9:30-9:45 | | | | | | |
| 9:45-10:00 | | | | | | | 9:45-10:00 | | | | | | |
| 10:00-10:15 | | | | | | | 10:00-10:15 | | | | | | |
| 10:15-10:30 | | | | | | | 10:15-10:30 | | | | | | |
| 10:30-10:45 | | | | | | | 10:30-10:45 | | | | | | |
| 10:45-11:00 | | | | | | | 10:45-11:00 | | | | | | |
| 11:00-11:15 | 3 | 0 | 3 | 0 | 6 | 0 | 11:00-11:15 | | | | | | |
| 11:15-11:30 | 1 | 0 | 3 | 0 | 4 | 0 | 11:15-11:30 | | | | | | |
| 11:30-11:45 | 4 | 0 | 1 | 0 | 5 | 0 | 11:30-11:45 | | | | | | |
| 11:45-12:00 | 4 | 0 | 4 | 0 | 8 | 0 | 11:45-12:00 | | | | | | |

JJ-M

Institute of Transportation Engineers

# Trip Generation Data Form (Part 1)

Land Use/Building Type [1]: Coffee shop with Drive-Through
Source:
Name of Development: Java Jazz Espresso
City: Seattle State/Province: WA Zip/Postal Code: 98107
Country: US

ITE Land Use Code:
Source No. (*ITE use only*):
Day of the Week: Tuesday
Day: 9 Month: January Year: 2007
Metropolitan Area: Seattle

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

*Location Within Area*

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

*Independent Variable (include data for as many as possible)* [2]

| | | Actual | Estimated |
|---|---|---|---|
| | (1) Employees (#) | | |
| | (2) Persons (#) | | |
| | (3) Units (#) | | |
| | (4) Occupied Units (#) | | |
| 800 | (5) Gross Floor Area (gross sq. ft.) | X | |
| | (% of development occupied ) | | |
| | (6) Net Rentable Area (sq. ft.) | | |
| | (7) Gross Leasable Area (sq. ft.) | | |
| | (8) Occupied Gross Leasable Area (sq. ft.) | | |
| | (9) Acres | | |
| 10 | (10) Parking Spaces (#) | X | |
| | (11) Occupied Beds (#) | | |
| 8 | (12) Seats (#) | X | |
| | (13) Servicing Positions/Vehicle Fueling Positions | | |
| | (14) Shopping Center % Out-parcels/pads | | |
| | (15) A.M. Peak Hour Volume of Adjacent Street Traffic | | |
| | (16) P.M. Peak Hour Volume of Adjacent Street Traffic | | |
| | (17) Other | | |
| | (18) Other | | |

*Detailed Description of Development* [3]

Coffeeshop with indoor seating, drive-through service, and parking.

Two employees work per shift.

Shop is located along a bus route and within a few blocks of a stop. There are also sidewalks along road.

2. Definitions for several independent variables can be found in the *Trip Generation Handbook* Glossary.

3. Please provide all pertinent information that helps to describe the subject project. If necessary, attach a detailed report.

*Other Data*

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

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

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

Employees by Shift:

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

Parking Cost on Site: Hourly ____ Daily ____

*Transportation Demand Management (TDM) Information:*

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

No

Yes (If yes, please check appropriate box/boxes, describe the nature of the TDM program(s) and provide a source for any studies that may help quantify this impact. Attach additional sheets if necessary)

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

**Please Complete Form on Other Side**

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# Trip Generation Data Form (Part 2)

**Summary of Driveway Volumes** (All = All Vehicles Counted, Including Trucks; Trucks = Heavy Duty Trucks and Buses)

| | Average Weekday (M-F) | | | | | | 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 | N/A | | | | | | | | | | | | | | | | | |
| A.M. Peak Hour of Adjacent[1] Street Traffic (7 – 9) Time (ex. 7:15 - 8:15) | 37 | 1 | 33 24 | 1 | 70 | 2 | | | | | | | | | | | | |
| P.M. Peak Hour of Adjacent[1] Street Traffic (4 – 6) Time: 4:00 - 5:00 | 11 | 0 | 9 | 1 | 20 | 1 | | | | | | | | | | | | |
| A.M. Peak Hour Generator[2] Time: 7:15 - 8:15 | 37 | 1 | 33 | 1 | 70 | 2 | | | | | | | | | | | | |
| P.M. Peak Hour Generator[2] Time 4:00 - 5:00 | 11 | 0 | 9 | 1 | 20 | 1 | | | | | | | | | | | | |
| Peak Hour Generator[3] Time (Weekend) | | | | | | | | | | | | | | | | | | |

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

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

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

| 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 | 8 | 1 | 10 | 1 | 18 | 2 | 3:00-4:00 | | | | | | |
| 6:15-7:15 | | | | | | | 11:15-12:15 | 8 | 1 | 10 | 1 | 18 | 2 | 3:15-4:15 | | | | | | |
| 6:30-7:30 | | | | | | | 11:30-12:30 | 10 | 1 | 10 | 1 | 20 | 2 | 3:30-4:30 | | | | | | |
| 6:45-7:45 | | | | | | | 11:45-12:45 | 8 | 1 | 9 | 1 | 17 | 2 | 3:45-4:45 | | | | | | |
| 7:00-8:00 | 32 | 1 | 27 | 1 | 59 | 2 | 12:00-1:00 | 7 | 0 | 6 | 0 | 13 | 0 | 4:00-5:00 | 11 | 0 | 9 | 1 | 20 | 1 |
| 7:15-8:15 | 37 | 1 | 33 | 1 | 70 | 2 | 12:15-1:15 | 8 | 0 | 8 | 0 | 16 | 0 | 4:15-5:15 | 8 | 1 | 11 | 1 | 19 | 2 |
| 7:30-8:30 | 33 | 1 | 29 | 1 | 62 | 2 | 12:30-1:30 | 6 | 0 | 6 | 0 | 12 | 0 | 4:30-5:30 | 8 | 1 | 7 | 1 | 15 | 2 |
| 7:45-8:45 | 31 | 0 | 32 | 0 | 63 | 0 | 12:45-1:45 | 7 | 0 | 7 | 0 | 14 | 0 | 4:45-5:45 | 9 | 1 | 7 | 1 | 16 | 2 |
| 8:00-9:00 | 27 | 0 | 25 | 0 | 52 | 0 | 1:00-2:00 | 5 | 0 | 8 | 0 | 13 | 0 | 5:00-6:00 | 8 | 1 | 8 | 1 | 16 | 2 |

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


*Survey conducted by* Name: Kelly Pitera and Yao-Jan Wu

Organization: University of Washington ITE

Address: Civil & Environmental Engineering, University of Washington 201 More Hall, Box 352700

City/State/Zip: Seattle, WA 98195

Telephone #: 206.685.6817 Fax #: _____ E-mail: kpitera@u.washington.edu

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ITE on the Web: www.ite.org


JJ-T

Institute of Transportation Engineers

# Trip Generation Data Form (Part 3)

**Name/Organization:** UW - ITE / Kelly Pitera **City/State:** Seattle, WA

**Telephone Number:** 206.685.6817 / 206.351.3383

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

**Day of the week:** Tuesday

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

| A.M. Period | Entry | | Exit | | Total | |
|---|---|---|---|---|---|---|
| | All | Trucks | All | Trucks | All | Trucks |
| 12:00-12:15 | | | | | | |
| 12:15-12:30 | | | | | | |
| 12:30-12:45 | | | | | | |
| 12:45-1:00 | | | | | | |
| 1:00-1:15 | | | | | | |
| 1:15-1:30 | | | | | | |
| 1:30-1:45 | | | | | | |
| 1:45-2:00 | | | | | | |
| 2:00-2:15 | | | | | | |
| 2:15-2:30 | | | | | | |
| 2:30-2:45 | | | | | | |
| 2:45-3:00 | | | | | | |
| 3:00-3:15 | | | | | | |
| 3:15-3:30 | | | | | | |
| 3:30-3:45 | | | | | | |
| 3:45-4:00 | | | | | | |
| 4:00-4:15 | | | | | | |
| 4:15-4:30 | | | | | | |
| 4:30-4:45 | | | | | | |
| 4:45-5:00 | | | | | | |
| 5:00-5:15 | | | | | | |
| 5:15-5:30 | | | | | | |
| 5:30-5:45 | | | | | | |
| 5:45-6:00 | | | | | | |
| 6:00-6:15 | | | | | | |
| 6:15-6:30 | | | | | | |
| 6:30-6:45 | | | | | | |
| 6:45-7:00 | | | | | | |
| 7:00-7:15 | 2 | 0 | 2 | 0 | 4 | |
| 7:15-7:30 | 12 | 6 | 10 | 0 | 22 | |
| 7:30-7:45 | 8 | 1 | 4 | 1 | 12 | |
| 7:45-8:00 | 10 | 0 | 11 | 0 | 21 | |
| 8:00-8:15 | 7 | 0 | 8 | 0 | 15 | |
| 8:15-8:30 | 8 | 0 | 6 | 0 | 14 | |
| 8:30-8:45 | 6 | 0 | 7 | 0 | 13 | |
| 8:45-9:00 | 6 | 0 | 4 | 0 | 10 | |
| 9:00-9:15 | | | | | | |
| 9:15-9:30 | | | | | | |
| 9:30-9:45 | | | | | | |
| 9:45-10:00 | | | | | | |
| 10:00-10:15 | | | | | | |
| 10:15-10:30 | | | | | | |
| 10:30-10:45 | | | | | | |
| 10:45-11:00 | | | | | | |
| 11:00-11:15 | 1 | 0 | 1 | 0 | 2 | 0 |
| 11:15-11:30 | 0 | 0 | 2 | 0 | 2 | 0 |
| 11:30-11:45 | 3 | 0 | 3 | 0 | 6 | 0 |
| 11:45-12:00 | 4 | 1 | 4 | 1 | 8 | 2 |

| P.M. Period | Entry | | Exit | | Total | |
|---|---|---|---|---|---|---|
| | All | Trucks | All | Trucks | All | Trucks |
| 12:00-12:15 | 1 | 0 | 1 | 0 | 2 | 0 |
| 12:15-12:30 | 2 | 0 | 2 | 0 | 4 | 0 |
| 12:30-12:45 | 1 | 0 | 2 | 0 | 3 | 0 |
| 12:45-1:00 | 3 | 0 | 1 | 0 | 4 | 0 |
| 1:00-1:15 | 2 | 0 | 3 | 0 | 5 | 0 |
| 1:15-1:30 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30-1:45 | 2 | 0 | 3 | 0 | 5 | 0 |
| 1:45-2:00 | 1 | 0 | 2 | 0 | 3 | 0 |
| 2:00-2:15 | | | | | | |
| 2:15-2:30 | | | | | | |
| 2:30-2:45 | | | | | | |
| 2:45-3:00 | | | | | | |
| 3:00-3:15 | | | | | | |
| 3:15-3:30 | | | | | | |
| 3:30-3:45 | | | | | | |
| 3:45-4:00 | | | | | | |
| 4:00-4:15 | 3 | 6 | 0 | 0 | 3 | 6 |
| 4:15-4:30 | 3 | 0 | 5 | 0 | 8 | 0 |
| 4:30-4:45 | 2 | 0 | 1 | 0 | 3 | 0 |
| 4:45-5:00 | 3 | 0 | 3 | 0 | 6 | 0 |
| 5:00-5:15 | 0 | 1 | 2 | 1 | 2 | 2 |
| 5:15-5:30 | 3 | 0 | 1 | 0 | 4 | 0 |
| 5:30-5:45 | 3 | 0 | 1 | 0 | 4 | 0 |
| 5:45-6:00 | 2 | 0 | 4 | 0 | 6 | 0 |
| 6:00-6:15 | | | | | | |
| 6:15-6:30 | | | | | | |
| 6:30-6:45 | | | | | | |
| 6:45-7:00 | | | | | | |
| 7:00-7:15 | | | | | | |
| 7:15-7:30 | | | | | | |
| 7:30-7:45 | | | | | | |
| 7:45-8:00 | | | | | | |
| 8:00-8:15 | | | | | | |
| 8:15-8:30 | | | | | | |
| 8:30-8:45 | | | | | | |
| 8:45-9:00 | | | | | | |
| 9:00-9:15 | | | | | | |
| 9:15-9:30 | | | | | | |
| 9:30-9:45 | | | | | | |
| 9:45-10:00 | | | | | | |
| 10:00-10:15 | | | | | | |
| 10:15-10:30 | | | | | | |
| 10:30-10:45 | | | | | | |
| 10:45-11:00 | | | | | | |
| 11:00-11:15 | | | | | | |
| 11:15-11:30 | | | | | | |
| 11:30-11:45 | | | | | | |
| 11:45-12:00 | | | | | | |

JJ-T

ite Institute of Transportation Engineers

# Trip Generation Data Form (Part 1)

*Land Use/Building Type* [1] Coffeeshop with Drive-Through

Source

Name of Development: ShortStop Coffee Shop

City: Seattle State/Province: WA Zip/Postal Code: 98107

Country: US

ITE Land Use Code:

**Source No.** ***(ITE use only)***:

Day of the Week: Monday

Day: 8 Month: January Year: 2007

Metropolitan Area: Seattle

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

*Location Within Area*

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

| *Independent Variable (include data for as many as possible)* [2] | Actual | Estimated |
|---|---|---|
| _____ (1) Employees (#) | | |
| _____ (2) Persons (#) | | |
| _____ (3) Units (#) | | |
| _____ (4) Occupied Units (#) | | |
| 920 (5) Gross Floor Area (gross sq. ft.) | X | |
| (% of development occupied _____ ) | | |
| _____ (6) Net Rentable Area (sq. ft.) | | |
| _____ (7) Gross Leasable Area (sq. ft.) | | |
| _____ (8) Occupied Gross Leasable Area (sq. ft.) | | |
| _____ (9) Acres | | |
| 6 (10) Parking Spaces (#) | | |
| _____ (11) Occupied Beds (#) | | |
| 13 (12) Seats (#) | X | |
| _____ (13) Servicing Positions/Vehicle Fueling Positions _____ | | |
| _____ (14) Shopping Center % Out-parcels/pads | | |
| _____ (15) A.M. Peak Hour Volume of Adjacent Street Traffic | | |
| _____ (16) P.M. Peak Hour Volume of Adjacent Street Traffic | | |
| _____ (17) Other _____ | | |
| _____ (18) Other _____ | | |

*Detailed Description of Development* [3]

Coffeeshop with indoor seating, drive-through & parking.

One to two employees work per shift.

Bus stop within one block. Sidewalks along street. Slightly industrial area

**2. Definitions for several independent variables can be found in the *Trip Generation Handbook* Glossary.**

**3. Please provide all pertinent information that helps to describe the subject project. If necessary, attach a detailed report.**

*Other Data:*

Vehicle Occupancy (#)

_____ A.M. _____ P.M. _____ 24-hour %

Percent by Transit

_____ A.M. % _____ P.M. % _____ 24-hour %

Percent by Carpool/Vanpool

_____ A.M. % _____ P.M. % _____ 24-hour %

Employees by Shift

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

Parking Cost on Site Hourly _____ Daily _____

*Transportation Demand Management (TDM) Information*

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

No

Yes (If yes, please check appropriate box/boxes, describe the nature of the TDM program(s) and provide a source for any studies that may help quantify this impact. Attach additional sheets if necessary):

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

**Please Complete Form on Other Side**

Institute of Transportation Engineers

# Trip Generation Data Form (Part 2)

**Summary of Driveway Volumes** (All = All Vehicles Counted, Including Trucks; Trucks = Heavy Duty Trucks and Buses)

| | Average Weekday (M-F) | | | | | | Saturday | | | | | | Sunday | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Enter | | Exit | | Total | | Enter | | Exit | | Total | | Enter | | Exit | | Total | |
| | All | Trucks | All | Trucks | All | Trucks | All | Trucks | All | Trucks | All | Trucks | All | Trucks | All | Trucks | All | Trucks |
| 24-Hour Volume | N/A | | | | | | | | | | | | | | | | | |
| A.M. Peak Hour of Adjacent[1] Street Traffic (7 – 9) Time (ex. 7:15 - 8:15): 8:00 - 9:00 | 17 | 0 | 18 | 0 | 35 | 0 | | | | | | | | | | | | |
| P.M. Peak Hour of Adjacent[1] Street Traffic (4 – 6) Time: 4:00 - 5:00 | 2 | 0 | 2 | 0 | 4 | 0 | | | | | | | | | | | | |
| A.M. Peak Hour Generator[2] Time: 8:00 - 9:00 | 17 | 0 | 18 | 0 | 35 | 0 | | | | | | | | | | | | |
| P.M. Peak Hour Generator[2] Time: 3:00-4:00/3:15-4:15 | 8 | 0 | 7 | 0 | 15 | 0 | | | | | | | | | | | | |
| Peak Hour Generator[3] Time (Weekend) | | | | | | | | | | | | | | | | | | |

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

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

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

| 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 | 6 | 3 | 4 | 3 | 10 | 6 | 3:00-4:00 | 8 | 0 | 7 | 0 | 15 | 0 |
| 6:15-7:15 | | | | | | | 11:15-12:15 | 7 | 3 | 7 | 3 | 14 | 6 | 3:15-4:15 | 8 | 0 | 7 | 0 | 15 | 0 |
| 6:30-7:30 | | | | | | | 11:30-12:30 | 6 | 1 | 5 | 2 | 11 | 3 | 3:30-4:30 | 4 | 0 | 3 | 0 | 7 | 0 |
| 6:45-7:45 | | | | | | | 11:45-12:45 | 5 | 0 | 8 | 1 | 13 | 1 | 3:45-4:45 | 3 | 0 | 2 | 0 | 5 | 0 |
| 7:00-8:00 | 13 | 0 | 12 | 0 | 25 | 0 | 12:00-1:00 | 8 | 0 | 7 | 0 | 15 | 0 | 4:00-5:00 | 2 | 0 | 2 | 0 | 4 | 0 |
| 7:15-8:15 | 14 | 0 | 13 | 0 | 27 | 0 | 12:15-1:15 | 6 | 0 | 7 | 0 | 13 | 0 | 4:15-5:15 | | | | | | |
| 7:30-8:30 | 13 | 0 | 13 | 0 | 26 | 0 | 12:30-1:30 | 6 | 0 | 8 | 0 | 14 | 0 | 4:30-5:30 | | | | | | |
| 7:45-8:45 | 16 | 0 | 15 | 0 | 31 | 0 | 12:45-1:45 | 6 | 0 | 6 | 0 | 12 | 0 | 4:45-5:45 | | | | | | |
| 8:00-9:00 | 17 | 0 | 18 | 0 | 35 | 0 | 1:00-2:00 | 4 | 0 | 6 | 0 | 10 | 0 | 5:00-6:00 | | | | | | |

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


*Survey conducted by* Name: Kelly Pitera and Yao-Jan Wu

Organization: University of Washington ITE chapter

Address: Civil & Environmental Engineering, University of Washington, 201 More Hall, Box 352700

City/State/Zip: Seattle, WA 98195

Telephone # 206.351.3383 Fax # _____ E-mail: kpitera@u.washington.edu

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


SS-M

Institute of Transportation Engineers

# Trip Generation Data Form (Part 3)

**Name/Organization:** UW ITE / Kelly Pitera **City/State:** Seattle, WA

**Telephone Number:** 206.685.6817 / 206.351.3383

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

**Day of the week:** Monday

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

| A.M. Period | Enter | | Exit | | Total | | P.M. Period | Enter | | Exit | | Total | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | All | Trucks | All | Trucks | All | Trucks | | All | Trucks | All | Trucks | All | Trucks |
| 12:00-12:15 | | | | | | | 12:00-12:15 | 4 | 0 | 3 | 0 | 7 | 0 |
| 12:15-12:30 | | | | | | | 12:15-12:30 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30-12:45 | | | | | | | 12:30-12:45 | 1 | 0 | 3 | 0 | 4 | 0 |
| 12:45-1:00 | | | | | | | 12:45-1:00 | 3 | 0 | 1 | 0 | 4 | 0 |
| 1:00-1:15 | | | | | | | 1:00-1:15 | 2 | 0 | 3 | 0 | 5 | 0 |
| 1:15-1:30 | | | | | | | 1:15-1:30 | 0 | 0 | 1 | 0 | 1 | 0 |
| 1:30-1:45 | | | | | | | 1:30-1:45 | 1 | 0 | 1 | 0 | 2 | 0 |
| 1:45-2:00 | | | | | | | 1:45-2:00 | 1 | 0 | 1 | 0 | 2 | 0 |
| 2:00-2:15 | | | | | | | 2:00-2:15 | | | | | | |
| 2:15-2:30 | | | | | | | 2:15-2:30 | | | | | | |
| 2:30-2:45 | | | | | | | 2:30-2:45 | | | | | | |
| 2:45-3:00 | | | | | | | 2:45-3:00 | | | | | | |
| 3:00-3:15 | | | | | | | 3:00-3:15 | 1 | 0 | 1 | 0 | 2 | 0 |
| 3:15-3:30 | | | | | | | 3:15-3:30 | 5 | 0 | 5 | 0 | 10 | 0 |
| 3:30-3:45 | | | | | | | 3:30-3:45 | 1 | 0 | 1 | 0 | 2 | 0 |
| 3:45-4:00 | | | | | | | 3:45-4:00 | 1 | 0 | 0 | 0 | 1 | 0 |
| 4:00-4:15 | | | | | | | 4:00-4:15 | 1 | 0 | 1 | 0 | 2 | 0 |
| 4:15-4:30 | | | | | | | 4:15-4:30 | 1 | 0 | 1 | 0 | 2 | 0 |
| 4:30-4:45 | | | | | | | 4:30-4:45 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45-5:00 | | | | | | | 4:45-5:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00-5:15 | | | | | | | 5:00-5:15 | | | | | | |
| 5:15-5:30 | | | | | | | 5:15-5:30 | | | | | | |
| 5:30-5:45 | | | | | | | 5:30-5:45 | | | | | | |
| 5:45-6:00 | | | | | | | 5:45-6:00 | | | | | | |
| 6:00-6:15 | | | | | | | 6:00-6:15 | | | | | | |
| 6:15-6:30 | | | | | | | 6:15-6:30 | | | | | | |
| 6:30-6:45 | | | | | | | 6:30-6:45 | | | | | | |
| 6:45-7:00 | | | | | | | 6:45-7:00 | | | | | | |
| 7:00-7:15 | 7 | 0 | 7 | 0 | 14 | 0 | 7:00-7:15 | | | | | | |
| 7:15-7:30 | 4 | 0 | 4 | 0 | 8 | 0 | 7:15-7:30 | | | | | | |
| 7:30-7:45 | 0 | 0 | 0 | 0 | 0 | 0 | 7:30-7:45 | | | | | | |
| 7:45-8:00 | 2 | 0 | 1 | 0 | 3 | 0 | 7:45-8:00 | | | | | | |
| 8:00-8:15 | 8 | 0 | 8 | 0 | 16 | 0 | 8:00-8:15 | | | | | | |
| 8:15-8:30 | 3 | 0 | 4 | 0 | 7 | 0 | 8:15-8:30 | | | | | | |
| 8:30-8:45 | 3 | 0 | 2 | 0 | 5 | 0 | 8:30-8:45 | | | | | | |
| 8:45-9:00 | 3 | 0 | 4 | 0 | 7 | 0 | 8:45-9:00 | | | | | | |
| 9:00-9:15 | | | | | | | 9:00-9:15 | | | | | | |
| 9:15-9:30 | | | | | | | 9:15-9:30 | | | | | | |
| 9:30-9:45 | | | | | | | 9:30-9:45 | | | | | | |
| 9:45-10:00 | | | | | | | 9:45-10:00 | | | | | | |
| 10:00-10:15 | | | | | | | 10:00-10:15 | | | | | | |
| 10:15-10:30 | | | | | | | 10:15-10:30 | | | | | | |
| 10:30-10:45 | | | | | | | 10:30-10:45 | | | | | | |
| 10:45-11:00 | | | | | | | 10:45-11:00 | | | | | | |
| 11:00-11:15 | 3 | 0 | 0 | 0 | 3 | 0 | 11:00-11:15 | | | | | | |
| 11:15-11:30 | 1 | 2 | 2 | 1 | 3 | 3 | 11:15-11:30 | | | | | | |
| 11:30-11:45 | 2 | 1 | 0 | 1 | 2 | 2 | 11:30-11:45 | | | | | | |
| 11:45-12:00 | 0 | 0 | 2 | 1 | 2 | 1 | 11:45-12:00 | | | | | | |

SFM

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1\

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| UW ITE Student Chapter | Vice President 11/10/06 |
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**Title of Paper** (as it will be published):

Special Parking, Trip, and Queuing Data Collection Project Proposal:

Coffee Shops with Drive-Through Service

**By** (list all authors)**:**

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