University of California, Los Angeles

Parking Occupancy and Trip Generation of Private High Schools

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1 Introduction

The Institute of Transportation Engineers has been using the Parking Occupancy and Trip Generation Manual for over a thousand different land uses. Many transportation engineers rely on trip data taken from various land uses to create complex gravity models of local, municipal, or regional areas. The determination of trip and parking rates relies on two parameters: a measure of vehicles and people that use the site and a simple, dependent scale factor (such as lot size, number of dwelling units, or number of employees). This way of determining trip generation and parking demand is seemingly simple, but it cannot address every site’s unique demographics, transportation management, or location.

Due to the limited availability of traffic data for private high schools, traffic planners and engineers face the challenge of designing access systems and efficient drop-off/pick-up zones at private schools. Simply providing the correct amount of parking does not resolve the issue of long drop-off/pick-up queues that cause congestion, and thus, designers need trip generation, trip arrival, and parking accumulation data to design private school campuses. The student chapter at University of California, Los Angeles (UCLA) conducted a parking occupancy and trip generation data collection study to capture the trips to and from Marymount High School. This will in turn help further the understanding of the kind of traffic impacts private schools face and appropriate accommodations needed to operate efficiently.

As the transportation industry progresses, we are shifting the focus from designing cities for vehicle traffic to person-trips. From the USDOT, a person-trip is defined as a trip made by one person by any means of transportation. To gather this useful data, we decided to conduct a person-trip count along with a vehicle-trip count utilizing a multi-variable data table. This allowed us to keep track of both the number of cars and the number of people entering the building. This report will also examine the applications of person-trips along with vehicle-trips.

2 Project Dates

As the stated in the request for proposal, we conducted three days of parking occupancy and three days of trip generation data collection. For Marymount: two days of parking occupancy and two days of trip generation. These dates shown in Table 1 were chosen to represent a regular school day and accommodate the schedules of our student volunteers.

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<thead>
<tr>
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<th>Trip Generation</th>
<th>Location</th>
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<td>Date</td>
<td>Day</td>
<td>Date</td>
</tr>
<tr>
<td></td>
<td>11/19/2014</td>
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<td>1/21/2015</td>
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<tr>
<td></td>
<td>11/20/2014</td>
<td>Thursday</td>
<td>1/22/2015</td>
</tr>
<tr>
<td></td>
<td>2/24/2015</td>
<td>Tuesday</td>
<td>4/8/2015</td>
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<tr>
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3 Project Site Background

3.1 Marymount High School

Marymount High School is located at 10643 Sunset Boulevard in Los Angeles. It is an 115,482 square foot Catholic all-girls school for 9th-to-12th graders with a total enrollment of 389 students and 91 employees. The school is located north of UCLA, along Sunset Boulevard and is adjacent to single-family residential neighborhoods which belong to the Bel Air Community. The school’s tuition is around $30,000 per student per year, meaning that most students that attend have an affluent background.

Because of the uniqueness of private schools, we found it challenging to obtain data assuming some students would own and drive their own cars to park while others are dropped off. The majority of parking activity takes place when students arrive before class at 8:00 AM and again when they are dismissed at 3:00 PM. Students take two primary modes of transportation to get to school: school buses and individual vehicles (parents dropping off or students driving in).

Preliminary field check confirmed that there were 140 available parking spots from two parking lots, but could handle up to 155 cars with close parking management according to the security team that controls traffic in the school. In addition to lot size, there are transportation demand management incentives with their carpool program which requires student to carpool with other students to be given a parking permit and tandem parking spots.

3.2 Brentwood East Middle and Upper School

Brentwood East is located at 100 South Barrington Place in Los Angeles and is a 143,644 square foot co-ed school for 7th-to-12th graders with a total enrollment of 696 students and 182 employees. The school has a sports field and is located west of UCLA, along South Barrington Place. It is surrounded by single family residential neighborhoods on three sides and by a small commercial district to the west.

Brentwood is comprised of a middle school (7th – 8th grade) and upper school (9th – 12th grade). Both schools share a start time of 8:00AM, however upper school is dismissed at 3:00PM and middle school at 3:15PM. Similarly to Marymount, students take two primary modes of travel: school buses and vehicles.

Brentwood has 310 demarcated parking spots widely spaced around the school, however additional cars were parallel parked along the curb during peak hours and special events. Buses are allocated a separate space from vehicle traffic. As for transportation demand management, Brentwood grants driving privileges to students who have high academic performance and carpool with other students.
4 Data Collection Procedure

Since this campus is small and privately owned, security was a top priority. Our data collection team (of 35 students) was issued name tags, clipboards, and bright reflective vests to distinguish themselves apart from students and school employees. Brentwood required that our counters undergo a live-scan fingerprinting before stepping on campus. Due to the cost of fingerprinting ($49/person), Brentwood parking occupancy counters were limited to save costs. Finally, each data collector was given the same form and training before collecting data to reduce confusion and inconsistencies.

4.1 Marymount Parking Occupancy

The standard for a parking occupancy count is 12 consecutive hours on a typical business day. We conducted two counts on Wednesday and Thursday from 7:00 AM to 7:00 PM and took parking measurements every 15 minutes. Due to the early morning rush hour of parent drop-off, we anticipated that they might not be captured within the brief 15 minute timeframe. Instead, drop-offs were to be captured as part of the trip generation count. Two data collectors needed to be on site to make observations at each of the two locations. Each counter worked in two hour shifts. Figure 1 shows the location of the lots and data collection counters.

4.2 Marymount Person & Vehicle Trip Generation

This count was also done on a Wednesday and Thursday. Data collectors captured the person-trips generated by counting vehicles and vehicle occupancies to and from Marymount. To account for the school start and dismissal times, data was collected at each site from 7:00 AM to 9:00 AM and from 1:00 PM to 4:00 PM. Counters noted different modes of transportation for the trips. Since Marymount consisted of two driveways, it required three counters. One counter recorded arrivals by bus at the main entrance, one counter recorded arrivals walking in or getting dropped off at the main entrance and one counter recorded the arrivals from the secondary entrance leading to the administration building. At times when Marymount provided nine buses for services, access to the school was restricted to bus traffic only. Refer to Figure 1 below.
4.3 Brentwood Parking Occupancy

During the preliminary site visit, the initial assumption of three close-by parking lots was an underestimate. There were seven widely distributed parking lots available for school related trips. The walking time to different parking lots amounted to fifteen minutes which made the proposed data collection count interval of fifteen minutes difficult to attain. Thus parking occupancy counts had to be taken every thirty minutes. The count took place on a Tuesday from 7:00 AM to 7:00 PM and took parking measurements every thirty minutes. Additionally, one of the counters rode a bike to shorten travel time between parking lots. The counter paths are illustrated in Figure 3.
Figure 2: Brentwood Parking Occupancy Counters on Bikes

Figure 3: Brentwood Parking Occupancy Counter Paths and Parking Lot
4.4 Brentwood Person & Vehicle Trip Generation

The trip generation count had similar procedure to Marymount’s. Data collection at each site occurred from 7:00 AM to 9:00 AM and from 1:00 PM to 4:00 PM. Brentwood only has two main entrances into the school and one main exit which required three counters. One counter stood at the side gate one-way entrance, one stood at the security booth two-way entrance, and one stood where buses arrived and departed. Brentwood has five buses that travel once in the morning and twice in the afternoon. Refer to Figure 4 below.

Figure 4: Entrances to Brentwood High School and Trip Generation Counters
5 Graphs from Data Collection

Figure 4: Parking Occupancy Data for Marymount

Figure 5: Parking Occupancy Data for Brentwood
Figure 6: AM Peak Hour Trip Generation for Marymount

Figure 7: PM Peak Hour Trip Generation for Marymount
Figure 8: AM Peak Hour Trip Generation for Brentwood

Figure 9: PM Peak Hour Trip Generation for Brentwood
6 Analysis

6.1 Parking Occupancy

The Marymount parking occupancy data in Figure 4 shows a typical school day with after school events and without any events. Both days, Wednesday and Thursday, show similar occupancy rates versus time. There is a sharp increase at 8:00 AM when school begins and a steady decline after 3:00 PM when school is dismissed. The sharp increase is due to the routine, strict time when school begins and where everyone rushes around the same time. In comparison, the afternoon is more gradual because students have various dismissal times and after school commitments. Wednesday has a secondary increase in cars due to an after school awards night; its increase is gradual in comparison to that of the morning rush. Brentwood has similar pattern to Marymount (see Figure 4). Table 2 below summarizes the times of high parking occupancy as well as the occupancy rate during its maximum used capacity. For Marymount, the highest recorded occupancy is 76% but can exceed 100% during special events according to one of the security members. For Brentwood, it reached near its maximum potential 94%. This analysis shows that the lot size is adequate for regular school parking purposes. Parking is consistently the highest between lunch hours of 10:00 AM to 2:00 PM. This is usually when staff and students are in the middle of class. To illustrate the parking rates, the inverse (students/car) shows about 4 students to a parking space needed for Marymount and 2.3 students to a parking space needed for Brentwood.

Table 2: Parking High Occupancy Critical Hours

<table>
<thead>
<tr>
<th>School</th>
<th>Day</th>
<th>Consistently Occupied Hours</th>
<th>Maximum Used Capacity</th>
<th>Parking Rates</th>
</tr>
</thead>
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<td></td>
<td></td>
<td>1 Hour High Capacity</td>
<td>Time Counted</td>
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<tr>
<td>Marymount</td>
<td>Wed</td>
<td>10:30 AM - 11:30 AM</td>
<td>2:00 PM</td>
<td>101</td>
</tr>
<tr>
<td>Marymount</td>
<td>Thurs</td>
<td>1:15 PM - 2:15 PM</td>
<td>2:45 PM</td>
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<tr>
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<td>Wed</td>
<td>2:30 PM – 3:30 PM</td>
<td>2:15 PM</td>
<td>291</td>
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</table>

6.2 Marymount Person and Vehicle Trip Generation

From Figure 6, Wednesday and Thursday both have the same peak hour of 7:15 AM – 8:15AM; the peak is sharply defined in comparison to the PM graph on Figure 7. The PM peak hour for Wednesday is 2:30 PM – 3:30 PM and for Thursday is 3:00PM – 4:00PM. The highest peak in trip generation during the PM is a third (43) of the peak of the AM’s (120). During Thursday, the number of students (265) that entered during the AM is almost nearly that of the PM’s students (224). However, during Wednesday, the number of students differed by a larger margin from AM to PM peak hours (259 compared to 159). Many students decided not to leave because of an awards ceremony hosted later in the evening. The AM Table 3 shows that there are approximately 1.5 students and PM Table 4 shows approximately 4 students for every car generated. In summary, there’s a 56% decrease in the number of cars generated the afternoon compared to morning time.
6.3 Brentwood Person and Vehicle Trip Generation

From Figure 9 and 10, AM trips were about four or five times greater than PM trips. Again, the morning peak hour rush is amplified by the start time of the school and afternoon rush hour is gradual due to after school activities. The AM Table 3 shows that there are approximately 1.3 students and PM Table 4 shows approximately 4 students for every car generated. Lastly, there’s a 67% decrease in the number of cars generated the afternoon compared to morning time.

<table>
<thead>
<tr>
<th>School</th>
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<td></td>
<td></td>
<td>AM Peak Hour</td>
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Table 3: Morning Trip Generation Critical Hour

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<th>Trip Rates (per student)</th>
</tr>
</thead>
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<tr>
<td></td>
<td></td>
<td>PM Peak Hour</td>
<td>Vehicles</td>
</tr>
<tr>
<td>Marymount</td>
<td>Wed</td>
<td>2:30 PM - 3:30 PM</td>
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<tr>
<td>Marymount</td>
<td>Thurs</td>
<td>3:00 PM - 4:00 PM</td>
<td>102</td>
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<td>Brentwood</td>
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<td>2:30 PM - 3:30 PM</td>
<td>168</td>
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</table>

Table 4: Afternoon Trip Generation Critical Hour

6.4 Mode Split

Since private school students are generally from high income backgrounds, students and parents prefer driving as their travel mode. While at the site, many luxury cars such as Bentleys, Audis, and Mercedes were parked on school grounds. The mode split chart (Figure 11 and 12) shows that cars and buses were heavily utilized. Marymount has a larger portion of students that ride the bus, 33% bus and 66% cars. Brentwood has 80% cars, 12% bus, and 8% pedestrians. The high pedestrian activity for Brentwood is associated with the school being nearby a small commercial business district as students move back and forth from stores and then back school. The low Brentwood bus users are due to the restriction of our data collection. A second of round of PM buses come to pick up Brentwood students with extracurricular activities, while Marymount only does one PM round. Both schools have only one AM trip for buses.
Figure 10: Marymount Wednesday and Thursday Mode Split

Figure 11: Brentwood Wednesday Mode Split
Table 5: Mode Split Data and Percentages

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<td>589</td>
<td>66%</td>
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<tr>
<td>Marymount</td>
<td>Thurs</td>
<td>715</td>
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<td>357</td>
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<td>Wed</td>
<td>1418</td>
<td>80%</td>
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<td>142</td>
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6.5 Bikes

Although we collected data on bicycle parking and trip generation, our findings showed that bike traffic is minimal. At most, two bikes were parked on campus as shown in the parking occupancy counts. Both schools provided enough space (11 spaces at Marymount and 8 spaces at Brentwood). From trip generation, we counted 0 incoming and outgoing bikes for 3 different days shown in Table 5. The contribution of parking and trip generation from bikes is not significant enough to analyze. Again, private schools have a wider spatial spread of students which make biking inefficient and difficult. Additionally, both schools are located in hilly areas and nearby bike unfriendly traffic corridors such as Sunset Blvd.

7 Conclusion

Schools are unique in their set of challenges such as high early demand, consistent bus traffic, and sporadic special event parking. The parking occupancy levels increase in the morning, plateau, and then decline slowly after school is dismissed. Similarly, trip generation is higher both in terms of persons and vehicles during the AM peak hour; it has a gradual increase and decline in the PM peak hour. As for mode choice, many private school students preferred to take the school bus or drive their own vehicle, or get picked up by their parent/guardian. Due to the size of both campuses, it is possible to manage buses and cars on a daily individual case by case level. Both campuses had parking management staff members for times of high occupancy and regular operations.
References


"Institute of Transportation Engineers -- ITE." Institute of Transportation Engineers -- ITE. N.p., n.d. Web. 31 Mar. 2015.
APPENDIX A:

Parking Occupancy

Forms
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<th>Time</th>
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Institute of Transportation Engineers

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<td>Number of Parking Spaces Provided at Site (Bikes)</td>
<td>11</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Time</th>
<th>Vehicle Parking</th>
<th>Bike Parking (if applicable)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>:00 to :15</td>
<td>:15 to :30</td>
</tr>
<tr>
<td>7:00 AM</td>
<td>14</td>
<td>18</td>
</tr>
<tr>
<td>8:00 AM</td>
<td>82</td>
<td>86</td>
</tr>
<tr>
<td>9:00 AM</td>
<td>99</td>
<td>102</td>
</tr>
<tr>
<td>10:00 AM</td>
<td>104</td>
<td>105</td>
</tr>
<tr>
<td>11:00 AM</td>
<td>105</td>
<td>104</td>
</tr>
<tr>
<td>12 Noon</td>
<td>104</td>
<td>103</td>
</tr>
<tr>
<td>1:00 PM</td>
<td>106</td>
<td>107</td>
</tr>
<tr>
<td>2:00 PM</td>
<td>107</td>
<td>101</td>
</tr>
<tr>
<td>3:00 PM</td>
<td>96</td>
<td>95</td>
</tr>
<tr>
<td>4:00 PM</td>
<td>58</td>
<td>55</td>
</tr>
<tr>
<td>5:00 PM</td>
<td>45</td>
<td>34</td>
</tr>
<tr>
<td>6:00 PM</td>
<td>19</td>
<td>16</td>
</tr>
<tr>
<td>7:00 PM</td>
<td>10</td>
<td></td>
</tr>
</tbody>
</table>

Person: 
Phone: 
Email: 
Notes: 

Please email spreadsheet to michael.tsa2011@gmail.com
**Parking Demand Survey Form**
Institute of Transportation Engineers

**Land Use Code***: 536

**Name of Site**: Brentwood High School

**Brief Description of Site**: Private School with Sports Field (9th-12th Grade)

**Transit***: NO

**Area***: SUB

**City**: Los Angeles

**State**: CA

**Country**: USA

**Weather**

**Units***

**Occupancy***: 100%

**Date**: 8-Apr

**Site Size***: 143,644 sq. ft.

**Number of Parking Spaces Provided at Site (Vehicles)**: 310

**Number of Parking Spaces Provided at Site (Bikes)**: 8

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

<table>
<thead>
<tr>
<th>Time</th>
<th>00 to :15</th>
<th>:15 to :30</th>
<th>:30 to :45</th>
<th>:45 to 00</th>
<th>00 to :15</th>
<th>:15 to :30</th>
<th>:30 to :45</th>
<th>:45 to 00</th>
</tr>
</thead>
<tbody>
<tr>
<td>7:00 AM</td>
<td>58</td>
<td>125</td>
<td>0</td>
<td>0</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>8:00 AM</td>
<td>222</td>
<td>245</td>
<td>0</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>9:00 AM</td>
<td>255</td>
<td>257</td>
<td>1</td>
<td>0</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>10:00 AM</td>
<td>264</td>
<td>260</td>
<td>0</td>
<td>0</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>11:00 AM</td>
<td>260</td>
<td>278</td>
<td>0</td>
<td>0</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>12 Noon</td>
<td>271</td>
<td>275</td>
<td>1</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1:00 PM</td>
<td>268</td>
<td>272</td>
<td>1</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2:00 PM</td>
<td>262</td>
<td>279</td>
<td>1</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3:00 PM</td>
<td>291</td>
<td>262</td>
<td>2</td>
<td>2</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4:00 PM</td>
<td>259</td>
<td>230</td>
<td>2</td>
<td>2</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5:00 PM</td>
<td>195</td>
<td>101</td>
<td>2</td>
<td>0</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6:00 PM</td>
<td>102</td>
<td>81</td>
<td>0</td>
<td>0</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Person**

**Organization**: UCLA Student Chapter ITE

**Phone**

**Email**

**Notes**
APPENDIX B:

Trip Generation

Forms
Institute of Transportation Engineers

**Trip Generation Data Form (Part 1)**

**Land Use/Building Type:** Private School (9 – 12)

**Source:** ITE Land Use Code: 536

**Name of Development:** Marymount High School

**City:** Los Angeles

**State/Province:** CA

**Zip/Postal Code:** 90077

**Country:** United States

**Day:** 21

**Month:** January

**Year:** 2015

**Country:** Metropolitan Area: Los Angeles Area

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

<table>
<thead>
<tr>
<th>Location Within Area:</th>
<th>Actual</th>
<th>Estimated</th>
</tr>
</thead>
<tbody>
<tr>
<td>(1) CBD</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>(2) Urban (Non-CBD)</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>(3) Suburban (Non-CBD)</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>(4) Suburban CBD</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>(5) Rural</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>(6) Freeway Interchange Area (Rural)</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>(7) Not Given</td>
<td>✓</td>
<td>✓</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Independent Variable: (include data for as many as possible)</th>
<th>Actual</th>
<th>Estimated</th>
</tr>
</thead>
<tbody>
<tr>
<td>(1) Employees (#)</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>(2) Students (#)</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>(3) Total Units (#) (indicating unit:_____________)</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>(4) Occupied Units (#) (indicating unit:_____________)</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>(5) Gross Floor Area (gross sq. ft.)</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>(6) Net Rentable Area (sq. ft.)</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>(7) Gross Leasable Area (sq. ft.)</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>(8) Total Acres (% developed:________________________)</td>
<td>✓</td>
<td>✓</td>
</tr>
</tbody>
</table>


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:**

<table>
<thead>
<tr>
<th>Vehicle Occupancy (#):</th>
<th>1.5 A.M.</th>
<th>1.4 P.M.</th>
<th>24-hour</th>
</tr>
</thead>
<tbody>
<tr>
<td>% Percent by Transit:</td>
<td>A.M. %</td>
<td>P.M. %</td>
<td>24-hour %</td>
</tr>
<tr>
<td>% Percent by Carpool/Vanpool:</td>
<td>A.M. %</td>
<td>P.M. %</td>
<td>24-hour %</td>
</tr>
</tbody>
</table>

**Employees by Shift:**

<table>
<thead>
<tr>
<th>First Shift:</th>
<th>Start Time</th>
<th>End Time</th>
<th>Employees (#)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Second Shift:</td>
<td>Start Time</td>
<td>End Time</td>
<td>Employees (#)</td>
</tr>
<tr>
<td>Third Shift:</td>
<td>Start Time</td>
<td>End Time</td>
<td>Employees (#)</td>
</tr>
</tbody>
</table>

**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)

<table>
<thead>
<tr>
<th>(1) Transit Service</th>
<th>(2) Carpool Programs</th>
<th>(3) Vanpool Programs</th>
<th>(4) Bicycle/Pedestrian Facilities and Site Improvements</th>
</tr>
</thead>
<tbody>
<tr>
<td>(9) Tolls and Congestion Pricing</td>
<td>(10) Variable Work Hours/Compressed Work Weeks</td>
<td>(11) Telecommuting</td>
<td>(12) Other School Buses</td>
</tr>
</tbody>
</table>

**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)*

<table>
<thead>
<tr>
<th>Average Weekday (M-F)</th>
<th>Saturday</th>
<th>Sunday</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Enter</strong></td>
<td><strong>Exit</strong></td>
<td><strong>Total</strong></td>
</tr>
<tr>
<td>All</td>
<td>Buses</td>
<td>All</td>
</tr>
<tr>
<td>24-Hour Volume</td>
<td></td>
<td></td>
</tr>
<tr>
<td>A.M. Peak Hour of Adjacent Street Traffic (7 – 9)</td>
<td>148</td>
<td>6</td>
</tr>
<tr>
<td>Time: 7:15 - 8:15</td>
<td></td>
<td></td>
</tr>
<tr>
<td>P.M. Peak Hour of Adjacent Street Traffic (4 – 6)</td>
<td>43</td>
<td>8</td>
</tr>
<tr>
<td>Time:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>A.M. Peak Hour Generator†</td>
<td>148</td>
<td>6</td>
</tr>
<tr>
<td>Time: 7:15 - 8:15</td>
<td></td>
<td></td>
</tr>
<tr>
<td>P.M. Peak Hour Generator‡</td>
<td>148</td>
<td>6</td>
</tr>
<tr>
<td>Time: 2:30 – 3:30</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Peak Hour Generator‡ Time (Weekend):</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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)**

<table>
<thead>
<tr>
<th>A.M. Period</th>
<th>Enter</th>
<th>Exit</th>
<th>Total</th>
<th>Mid-Day Period</th>
<th>Enter</th>
<th>Exit</th>
<th>Total</th>
<th>P.M. Period</th>
<th>Enter</th>
<th>Exit</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>All</td>
<td>Buses</td>
<td>All</td>
<td>Buses</td>
<td>All</td>
<td>Buses</td>
<td>All</td>
<td>Buses</td>
<td>All</td>
<td>Buses</td>
<td>All</td>
<td>Buses</td>
</tr>
<tr>
<td>6:00-7:00</td>
<td></td>
<td></td>
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<td></td>
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<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td>6:15-7:15</td>
<td></td>
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<tr>
<td>6:30-7:30</td>
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<td></td>
</tr>
<tr>
<td>6:45-7:45</td>
<td></td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>7:00-8:00</td>
<td>153</td>
<td>6</td>
<td>73</td>
<td>6</td>
<td>226</td>
<td>12</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>7:15-8:15</td>
<td>148</td>
<td>6</td>
<td>82</td>
<td>6</td>
<td>230</td>
<td>12</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>7:30-8:30</td>
<td>145</td>
<td>6</td>
<td>81</td>
<td>6</td>
<td>226</td>
<td>12</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>7:45-8:45</td>
<td>88</td>
<td>2</td>
<td>53</td>
<td>2</td>
<td>141</td>
<td>4</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>8:00-9:00</td>
<td>22</td>
<td>0</td>
<td>14</td>
<td>0</td>
<td>36</td>
<td>0</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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

---

Survey conducted by: Name: Michael Tsai  
Organization: UCLA ITE  
Address:  
City/State/Zip:  
Telephone #: (510) 493 - 1518  
Fax #: E-mail: michael.tsai2011@gmail.com

Please return to: Institute of Transportation Engineers  
Technical Projects Division  
1827 Eye Street, NW, Suite 600  
Washington, DC 20006 USA  
Telephone: +1 202-785-0609  
Fax: +1 202-785-0609  
ITE on the Web: www.ite.org
## Trip Generation Data Form (Part 3)

**Name/Organization:** UCLA ITE  
**City/State:**

**Telephone Number:**

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

**Day of the week:** WEDNESDAY  
(All = All Vehicles Counted, Including Trucks; Trucks = Heavy Duty Trucks and Buses)

<table>
<thead>
<tr>
<th>A.M. Period</th>
<th>Enter</th>
<th>Exit</th>
<th>Total</th>
<th>P.M. Period</th>
<th>Enter</th>
<th>Exit</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>12:00-12:15</td>
<td></td>
<td></td>
<td></td>
<td>12:00-12:15</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>12:15-12:30</td>
<td></td>
<td></td>
<td></td>
<td>12:15-12:30</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>12:30-12:45</td>
<td></td>
<td></td>
<td></td>
<td>12:30-12:45</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>12:45-1:00</td>
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<td></td>
</tr>
<tr>
<td>1:00-1:15</td>
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<td></td>
<td></td>
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</tr>
<tr>
<td>1:15-1:30</td>
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<td></td>
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<td></td>
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<tr>
<td>1:30-1:45</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>1:45-2:00</td>
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<td>2:00-2:15</td>
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<td>2:15-2:30</td>
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<tr>
<td>2:30-2:45</td>
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<td>2:45-3:00</td>
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<td></td>
</tr>
<tr>
<td>3:00-3:15</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>3:15-3:30</td>
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<tr>
<td>3:30-3:45</td>
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<td></td>
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<td>3:45-4:00</td>
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<td></td>
<td></td>
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<tr>
<td>4:00-4:15</td>
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<td></td>
<td></td>
<td></td>
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<tr>
<td>4:15-4:30</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>4:30-4:45</td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4:45-5:00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5:00-5:15</td>
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<tr>
<td>5:15-5:30</td>
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<td></td>
</tr>
<tr>
<td>5:30-5:45</td>
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<td></td>
</tr>
<tr>
<td>5:45-6:00</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>6:00-6:15</td>
<td></td>
<td></td>
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## Summary of Bicycle Volumes

### Trip Generation Data Form (Part 4)

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<tr>
<td><strong>Enter</strong></td>
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<tr>
<td>24-Hour Volume</td>
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<tr>
<td>A.M. Peak Hour of Adjacent Street Traffic (7 – 9) Time: N/A</td>
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</tr>
<tr>
<td>P.M. Peak Hour of Adjacent Street Traffic (4 – 6) Time: N/A</td>
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<tr>
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<tr>
<td>P.M. Peak Hour Generator Time: N/A</td>
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<tr>
<td>Peak Hour Generator Time (Weekend):</td>
<td></td>
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</tr>
</tbody>
</table>

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

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<thead>
<tr>
<th>Average Weekday (M-F)</th>
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<tr>
<td>24-Hour Volume</td>
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<tr>
<td>A.M. Peak Hour of Adjacent Street Traffic (7 – 9) Time: 7:30 - 8:30</td>
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<tr>
<td>P.M. Peak Hour of Adjacent Street Traffic (4 – 6) Time: N/A</td>
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<td>A.M. Peak Hour Generator Time: 7:30 - 8:30</td>
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<tr>
<td>P.M. Peak Hour Generator Time: 2:45 – 3:45</td>
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<tr>
<td>Peak Hour Generator Time (Weekend):</td>
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</table>

Survey conducted by: Name: Michael Tsai

Organization: UCLA ITE

Address: 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

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
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<th>Total</th>
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</table>
Institute of Transportation Engineers

**Trip Generation Data Form (Part 1)**

| Land Use/Building Type: Private School (9 – 12) | Source: ITE Land Use Code: 536 |
| City: Los Angeles | Source No. (ITE use only): Day of the Week: THURSDAY |
| State/Province: CA | Zip/Postal Code: 90077 |
| Name of Development: Marymount High School | Day: 22 |
| Metropolitan Area: Los Angeles Area | Month: January |
| Country: United States | Year: 2015 |

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

| Location Within Area: | Detailed Description of Development: |
| | Private Catholic All-girls High School (9th – 12th grade) |
| yes (1) CBD | |
| yes (2) Urban (Non-CBD) | |
| √ yes (3) Suburban (Non-CBD) | |
| no (4) Suburban CBD | |
| no (5) Rural | |
| no (6) Freeway Interchange Area (Rural) | |
| no (7) Not Given | |

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<th>Estimated</th>
<th>Actual</th>
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<td><em>389</em> (2) Students (#)</td>
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<td>(% of development occupied__________)</td>
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<td>(% of development occupied__________)</td>
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<td>(% of development occupied__________)</td>
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<td>(<em>9</em>) Parking Spaces (% occupied:______)</td>
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<td>□</td>
<td>□</td>
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</tr>
<tr>
<td>(<em>10</em>) Beds (% occupied:______________)</td>
<td>□</td>
<td>□</td>
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<tr>
<td>(<em>11</em>) Seats (#)</td>
<td>□</td>
<td>□</td>
<td>□</td>
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<td>(<em>12</em>) Servicing Positions/Vehicle Fueling Positions</td>
<td>□</td>
<td>□</td>
<td>□</td>
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</tr>
<tr>
<td>(<em>13</em>) Shopping Center % Out-parcels/pads</td>
<td>□</td>
<td>□</td>
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<tr>
<td>(<em>14</em>) A.M. Peak Hour Volume of Adjacent Street Traffic</td>
<td>□</td>
<td>□</td>
<td>□</td>
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</tr>
<tr>
<td>(<em>15</em>) P.M. Peak Hour Volume of Adjacent Street Traffic</td>
<td>□</td>
<td>□</td>
<td>□</td>
<td>□</td>
</tr>
<tr>
<td>(<em>16</em>) Other</td>
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<td>□</td>
<td>□</td>
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<tr>
<td>(<em>17</em>) Other</td>
<td>□</td>
<td>□</td>
<td>□</td>
<td>□</td>
</tr>
</tbody>
</table>


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

**Other Data:**

| Vehicle Occupancy (#): | |
| _1.5_ A.M. _1.5_ 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?

☐ 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 School Buses |

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)

<table>
<thead>
<tr>
<th></th>
<th>Average Weekday (M-F)</th>
<th>Saturday</th>
<th>Sunday</th>
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<tr>
<td><strong>Enter</strong></td>
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<td><strong>All</strong></td>
<td><strong>Buses</strong></td>
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<td>24-Hour Volume</td>
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<tr>
<td>A.M. Peak Hour of Adjacent Street Traffic (7 – 9)</td>
<td>164</td>
<td>9</td>
<td>84</td>
</tr>
<tr>
<td>Time: 7:15 - 8:15</td>
<td></td>
<td></td>
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<tr>
<td>P.M. Peak Hour of Adjacent Street Traffic (4 – 6)</td>
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<tr>
<td>Time:</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>A.M. Peak Hour Generator+</td>
<td>164</td>
<td>9</td>
<td>84</td>
</tr>
<tr>
<td>Time: 7:15 - 8:15</td>
<td></td>
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</tr>
<tr>
<td>P.M. Peak Hour Generator+</td>
<td>29</td>
<td>4</td>
<td>73</td>
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<tr>
<td>Time: 3:00 - 4:00</td>
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<tr>
<td>Peak Hour Generator+</td>
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<tr>
<td>Time (Weekend):</td>
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</tbody>
</table>

### Notes:

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)**

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<th>Mid-Day Period</th>
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<th>P.M. Period</th>
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</tbody>
</table>

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

Survey conducted by: Name: Michael Tsai

Organization: UCLA ITE

Address: ___________________________________________________________

City/State/Zip: ___________________________________________________

Telephone #: (510) 493 - 1518 Fax #: ____________________________ E-mail: michael.tsai2011@gmail.com

Please return to: Institute of Transportation Engineers

Technical Projects Division

1827 Eye Street, NW, Suite 600

Washington, DC 20006 USA

Telephone: +1 202-785-0600

Fax: +1 202-785-0609

ITE on the Web: www.ite.org
# Trip Generation Data Form (Part 3)

**Name/Organization:** UCLA ITE  
**City/State:**  
**Telephone Number:**

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

**Day of the week:** WEDNESDAY  
(All = All Vehicles Counted, Including Trucks; Trucks = Heavy Duty Trucks and Buses)

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<th>P.M. Period</th>
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</table>

**Institute of Transportation Engineers**

**UCLA ITE**

**Telephone Number:**

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

**Day of the week:** WEDNESDAY  
(All = All Vehicles Counted, Including Trucks; Trucks = Heavy Duty Trucks and Buses)
## Summary of Bicycle Volumes

**Trip Generation Data Form (Part 4)**

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<th>Average Weekday (M-F)</th>
<th>Saturday</th>
<th>Sunday</th>
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<tr>
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<td>Enter</td>
<td>Exit</td>
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<tr>
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<tr>
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<td>Time: 2:30 – 3:30</td>
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<td>Peak Hour Generator</td>
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<tr>
<td>Time (Weekend):</td>
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</tbody>
</table>

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

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<tr>
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<th>Average Weekday (M-F)</th>
<th>Saturday</th>
<th>Sunday</th>
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<tr>
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<tr>
<td>Time: 7:30 - 8:30</td>
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<tr>
<td>P.M. Peak Hour of Adjacent Street Traffic (4 – 6)</td>
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<tr>
<td>A.M. Peak Hour Generator</td>
<td>6</td>
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<td>13</td>
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<td>Time: 7:30 - 8:30</td>
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<tr>
<td>P.M. Peak Hour Generator</td>
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<td>Peak Hour Generator</td>
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<td>Time (Weekend):</td>
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</table>

Survey conducted by: Name: Michael Tsai

Organization: UCLA ITE

Address: 1627 Eye Street, NW, Suite 600

City/State/Zip: Washington, DC 20006 USA

Telephone #: (510) 493 - 1518  Email: michael.tsai2011@gmail.com

Telephone: +1 202-785-0060
Fax: +1 202-785-0609
ITE on the Web: www.ite.org
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<th>Exit Person Trips</th>
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<th>P.M. Period</th>
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</table>
Trip Generation Data Form (Part 1)

Land Use/Building Type: Private School (7 – 12)  ITE Land Use Code: 536
Source: Source No. (ITE use only):
Name of Development: Brentwood East Upper and Middle School  Day of the Week: WEDNESDAY
City: Los Angeles  State/Province: CA  Day: 08  Month: April  Year: 2015
State/Province:  Zip/Postal Code: 90049
Country: United States  Metropolitan Area: Los Angeles Area

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

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<tr>
<th>Location Within Area:</th>
<th>Actual</th>
<th>Estimated</th>
<th>Actual</th>
<th>Estimated</th>
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<td>(2) Urban (Non-CBD)</td>
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<td>(3) Suburban (Non-CBD)</td>
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<tr>
<td>(4) Suburban CBD</td>
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<td></td>
</tr>
<tr>
<td>(5) Rural</td>
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<td></td>
</tr>
<tr>
<td>(6) Freeway Interchange Area (Rural)</td>
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<tr>
<td>(7) Not Given</td>
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Independent Variable: (include data for as many as possible)²

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<tr>
<th>(1) Employees (#)</th>
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</thead>
<tbody>
<tr>
<td>(2) Students (#)</td>
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<td></td>
</tr>
<tr>
<td>(3) Total Units (#) (indicate unit:__________)</td>
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<tr>
<td>(4) Occupied Units (#) (indicate unit:__________)</td>
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<tr>
<td>(5) Gross Floor Area (gross sq. ft.)</td>
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</tr>
<tr>
<td>(6) Net Rentable Area (sq. ft.)</td>
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</tr>
<tr>
<td>(7) Gross Leasable Area (sq. ft.)</td>
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</tr>
<tr>
<td>(8) Total Acres (% developed:__________)</td>
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<td></td>
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</table>

Detailed Description of Development:³

Co-ed Middle and High School (7th – 12th grade)


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 (#):

<table>
<thead>
<tr>
<th>1.6</th>
<th>A.M.</th>
<th>1.3</th>
<th>P.M.</th>
<th>24-hour</th>
</tr>
</thead>
</table>

% 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?

☐ 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 School Buses

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)*

<table>
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<tr>
<th>Time Period</th>
<th>Enter</th>
<th>Exit</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>6:00-7:00</td>
<td>All</td>
<td>Buses</td>
<td>All</td>
</tr>
<tr>
<td>7:00-8:00</td>
<td>151</td>
<td>2</td>
<td>0</td>
</tr>
<tr>
<td>7:30-8:30</td>
<td>333</td>
<td>5</td>
<td>188</td>
</tr>
<tr>
<td>7:45-8:45</td>
<td>316</td>
<td>5</td>
<td>198</td>
</tr>
<tr>
<td>8:00-9:00</td>
<td>278</td>
<td>3</td>
<td>177</td>
</tr>
</tbody>
</table>

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)**

<table>
<thead>
<tr>
<th>Time Period</th>
<th>Enter</th>
<th>Exit</th>
<th>Total</th>
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<tbody>
<tr>
<td>6:00-7:00</td>
<td>All</td>
<td>Buses</td>
<td>All</td>
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<tr>
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<tr>
<td>8:00-9:00</td>
<td>278</td>
<td>3</td>
<td>177</td>
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</tbody>
</table>

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

Survey conducted by: Name: Michael Tsai

Organization: UCLA ITE

Address: __________________________________________________________

City/State/Zip: ____________________________________________________

Telephone #: (510) 493 - 1518 Fax #: __________________ E-mail: michael.tsai2011@gmail.com

Please return to: Institute of Transportation Engineers

Technical Projects Division

1827 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 3)

**Name/Organization:** UCLA ITE  
**City/State:**  
**Telephone Number:**

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

**Day of the week:** WEDNESDAY  
(All = All Vehicles Counted, Including Trucks; Trucks = Heavy Duty Trucks and Buses)

<table>
<thead>
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<th>Enter All</th>
<th>Enter Buses</th>
<th>Exit All</th>
<th>Exit Buses</th>
<th>Total All</th>
<th>Total Buses</th>
<th>P.M. Period</th>
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<th>Enter Buses</th>
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<th>Total All</th>
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*Note: Specific values for each time slot are not provided in the image.*

- **Day:** WEDNESDAY
- **Telephone Number:**
- **City/State:**
- **Name/Organization:** UCLA ITE
- **Detailed Driveway Volumes:** Attach this sheet to Parts 1 and 2 if you are providing additional information.

**Day of the week:** WEDNESDAY  
(All = All Vehicles Counted, Including Trucks; Trucks = Heavy Duty Trucks and Buses)
### Summary of Bicycle Volumes

#### Trip Generation Data Form (Part 4)

<table>
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<th>Average Weekday (M-F)</th>
<th>Saturday</th>
<th>Sunday</th>
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<tr>
<td>Enter</td>
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<td>Total</td>
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<tr>
<td>24-Hour Volume</td>
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<tr>
<td>A.M. Peak Hour of Adjacent Street Traffic (7 – 9)</td>
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<tr>
<td>Time: N/A</td>
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<tr>
<td>P.M. Peak Hour of Adjacent Street Traffic (4 – 6)</td>
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<td>Time: N/A</td>
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<tr>
<td>A.M. Peak Hour Generator¹</td>
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<td>Time: N/A</td>
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<td>P.M. Peak Hour Generator²</td>
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<td>Time: N/A</td>
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<tr>
<td>Peak Hour Generator³</td>
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<tr>
<td>Time (Weekend):</td>
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</table>

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

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<tr>
<td>24-Hour Volume</td>
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<tr>
<td>A.M. Peak Hour of Adjacent Street Traffic (7 – 9)</td>
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<tr>
<td>Time: 7:45 - 8:45</td>
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<tr>
<td>P.M. Peak Hour of Adjacent Street Traffic (4 – 6)</td>
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<td>Time: N/A</td>
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<tr>
<td>A.M. Peak Hour Generator¹</td>
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<td>P.M. Peak Hour Generator²</td>
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<td>Time (Weekend):</td>
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</table>

Survey conducted by: Name: Michael Tsai
Organization: UCLA ITE
Address: 
City/State/Zip: 
Telephone #: (510) 493 - 1518
Fax #: E-mail: michael.tsai2011@gmail.com

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