

TRANSPORTATION

Appendix 21-C1

Percent New Trips Data

St. Johns County – Table 1

**Elementary School Trip Generation Letter and
Supporting Data**

Table 1
St. Johns County P.M. Peak Hour Trip Rate and Percent New Trips Data

ITE Land Use Code	Land Use Description	Independent Variable	P.M. Peak Hour Trip End Estimation Method	Land Use Maximum Size Threshold By Unit			Percentage New Trips
				Small < 4.00 PHT Trips	Minor 4.00 to 29.99 PHT Trips	Major (LDTA) >= 30.00 PHT Trips	
022	General Aviation Airport	Average Flights Per Day	0.30	13	99	> 99	90%
110	General Light Industrial < 150,000 sf GFA	1,000 sf GFA	0.98	4,000	30,607	> 30,607	92%
110	General Light Industrial > or = 150,000 sf GFA	1,000 sf GFA	$T = 1.43(X) - 163.42$	N/A	N/A	> 0	92%
130	Industrial Park	1,000 sf GFA	$T = 0.77(X) + 42.11$	N/A	N/A	> 0	92%
140	Manufacturing	1,000 sf GFA	$T = 0.78(X) - 12.89$	N/A	54,980	> 54,980	92%
150	Warehousing	1,000 sf GFA	$\text{Ln}(T) = 0.79 * \text{Ln}(X) + 0.54$	N/A	37,300	> 37,300	92%
151	Mini-Warehousing	1,000 sf GFA	$\text{Ln}(T) = 1.02 * \text{Ln}(X) - 1.49$	16,700	120,900	> 120,900	92%
210	Single Family Detached Housing	Dwelling Units	$\text{Ln}(T) = 0.90 * \text{Ln}(X) + 0.53$	2	24	> 24	100%
220	Apartment	Dwelling Units	$T = 0.55(X) + 17.65$	N/A	22	> 22	100%
230	Residential Condominium/Townhouse	Dwelling Units	$\text{Ln}(T) = 0.82 * \text{Ln}(X) + 0.32$	3	42	> 42	100%
240	Mobile Home Park	Occupied Dwelling	$T = 0.57(X) + 2.06$	3	49	> 49	100%
253	Congregate Care Facility	Occupied Dwelling	0.17	23	176	> 176	74%
254	Assisted Living	Beds	0.22	18	136	> 136	100%
270	Residential Planned Unit Development (PUD)	Dwelling Units	$\text{Ln}(T) = 0.90 * \text{Ln}(X) + 0.27$	3	32	> 32	100%
310	Hotel	Occupied Rooms	$\text{Ln}(T) = 1.20 * \text{Ln}(X) - 1.55$	N/A	61	> 61	71%
311	All-Suites Hotel	Occupied Rooms	0.55	N/A	54	> 54	71%
320	Motel	Occupied Rooms	$T = 0.53(X) + 5.95$	N/A	45	> 45	59%
330	Resort Hotel	Occupied Rooms	$\text{Ln}(T) = 1.13 * \text{Ln}(X) - 1.52$	N/A	77	> 77	75%
412	County Park	Acres	0.06	66	499	> 499	90%
416	Campground/Recreational Vehicle Park	Occupied Camp Sites	0.37	10	81	> 81	90%
417	Regional Park	Acres	0.20	19	149	> 149	90%
420	Marina	Berths	0.19	21	157	> 157	90%
430	Golf Course	Acres	$T = 0.13(X) + 31.30$	N/A	N/A	> 0	90%
432	Golf Driving Range	Driving Positions	1.25	3	23	> 23	75%
437	Bowling Alley	1,000 sf GFA	3.13	N/A	9,582	> 9,582	75%
444	Movie Theatre with Matinee	Movie Screens	45.91	N/A	N/A	> 0	85%
492	Health/Fitness Club	1,000 sf GFA	4.05	N/A	7,405	> 7,405	75%
520	Elementary School	1,000 sf GFA	3.13	N/A	9,582	> 9,582	80%
530	High School	1,000 sf GFA	0.97	N/A	30,918	> 30,918	90%
540	Junior/Community College	1,000 sf GFA	2.54	N/A	11,807	> 11,807	90%
550	University/College	Students	$T = 0.19(X) + 125.35$	N/A	N/A	> 0	90%
560	Church (without school)	1,000 sf GFA	0.66	6,053	45,446	> 45,446	90%
565	Day Care Center	1,000 sf GFA	$\text{Ln}(T) = 0.67 * \text{Ln}(X) + 3.02$	N/A	1,765	> 1,765	74%
590	Library	1,000 sf GFA	7.09	N/A	4,230	> 4,230	90%
610	Hospital	1,000 sf GFA	1.18	N/A	25,415	> 25,415	77%
620	Nursing Home	1,000 sf GFA	0.42	9,500	71,405	> 71,405	75%
630	Clinic	1,000 sf GFA	5.18	N/A	5,790	> 5,790	92%
710	General Office Building < 21,000 sf GFA	1,000 sf GFA	1.49	2,681	20,130	> 20,130	92%
710	General Office Building > or = 21,000 sf GFA	1,000 sf GFA	$T = 1.12(X) + 78.81$	N/A	N/A	> 21,000	92%
720	Medical/Dental Office Building	1,000 sf GFA	$\text{Ln}(T) = 0.93 * \text{Ln}(X) + 1.47$	N/A	7,974	> 7,974	77%
732	United States Post Office	1,000 sf GFA	10.89	N/A	2,754	> 2,754	25%
750	Office Park	1,000 sf GFA	$T = 1.21(X) + 106.22$	N/A	N/A	> 0	92%
760	Research and Development Centers	1,000 sf GFA	$\text{Ln}(T) = 0.83 * \text{Ln}(X) + 1.06$	N/A	16,782	> 16,782	92%
770	Business Park	1,000 sf GFA	$\text{Ln}(T) = 0.92 * \text{Ln}(X) + 0.78$	N/A	17,266	> 17,266	92%
813	Free-Standing Discount Superstore	1,000 sf GFA	3.87	N/A	7,749	> 7,749	61%
814	Specialty Retail Center	1,000 sf GLA	2.71	N/A	11,066	> 11,066	50%
815	Free-Standing Discount Store	1,000 sf GFA	5.06	N/A	5,927	> 5,927	83%
820	Shopping Center	1,000 sf GLA	$\text{Ln}(T) = 0.66 * \text{Ln}(X) + 3.40$	N/A	N/A	> 0	Equation
823	Factory Outlet Center	1,000 sf GFA	$\text{Ln}(T) = 0.43 * \text{Ln}(X) + 3.68$	N/A	N/A	> 0	Equation
843	Automobile Parts Sales	1,000 sf GFA	$T = 7.87(X) - 14.86$	2,395	5,699	> 5,699	72%
848	Tire Store	Service Bays	3.79	1	7	> 7	72%
849	Tire Superstore	Service Bays	3.17	1	9	> 9	72%
850	Supermarket	1,000 sf GFA	$\text{Ln}(T) = 0.79 * \text{Ln}(X) + 3.20$	N/A	1,290	> 1,290	64%
851	Convenience Market (Open 24 Hours)	1,000 sf GFA	52.41	N/A	N/A	> 0	39%
853	Convenience Market with Gasoline Pumps	Vehicle Fueling Positions	19.22	N/A	1	> 1	34%
861	Discount Club	1,000 sf GFA	4.24	N/A	7,073	> 7,073	83%
862	Home Improvement Superstore	1,000 sf GFA	2.45	N/A	12,240	> 12,240	52%
863	Electronics Superstore	1,000 sf GFA	4.50	N/A	6,665	> 6,665	60%
880	Pharmacy/Drugstore without Drive-Through Window	1,000 sf GFA	8.42	N/A	3,562	> 3,562	47%
881	Pharmacy/Drugstore with Drive-Through Window	1,000 sf GFA	8.62	N/A	3,479	> 3,479	51%
890	Furniture Store	1,000 sf GFA	0.46	8,674	65,196	> 65,196	47%
896	Video Rental Store	1,000 sf GFA	$\text{Ln}(T) = 0.93 * \text{Ln}(X) + 2.61$	N/A	2,341	> 2,341	70%
911	Walk-In Bank	1,000 sf GFA	33.15	N/A	N/A	> 0	80%
912	Drive-In Bank	Drive-In Windows	51.08	N/A	N/A	> 0	53%
931	Quality Restaurant	1,000 sf GFA	7.49	N/A	4,004	> 4,004	56%
932	High-Turnover (Sit-Down) Restaurant	1,000 sf GFA	10.92	N/A	2,746	> 2,746	57%
933	Fast-Food Restaurant without Drive-Through Window	1,000 sf GFA	26.15	N/A	1,147	> 1,147	57%
934	Fast-Food Restaurant with Drive-Through Window	1,000 sf GFA	34.64	N/A	N/A	> 0	50%
935	Fast-Food Restaurant with Drive-Through & No Indoor Seating	1,000 sf GFA	153.85	N/A	N/A	> 0	50%
936	Drinking Place	1,000 sf GFA	11.34	N/A	2,645	> 2,645	56%
941	Quick Lubrication Vehicle Shop	Service Positions	5.19	N/A	5	> 5	72%
945	Gasoline/Service Station with Convenience Market	Vehicle Fueling Positions	13.38	N/A	2	> 2	23%
947	Self-Service Car Wash	Wash Stalls	5.54	N/A	5	> 5	67%
N/A	Auto Repair/Detailing Center (a)	1,000 sf GFA	2.75	1,452	10,907	> 10,907	83%
N/A	Veterinary Clinic (b)	1,000 sf GFA	5.54	N/A	5,414	> 5,414	70%

Sources:

- Institute of Transportation Engineers, Trip Generation, Seventh Edition, 2003.
- Institute of Transportation Engineers, Trip Generation, Sixth Edition, 1997.
- Institute of Transportation Engineers, Trip Generation, Fifth Edition, 1991.
- Institute of Transportation Engineers, Trip Generation Handbook, 1998.
- Tindale, Oliver & Associates, Inc.

Notes:

- a Land Use 843 peak hour rate (5.98) divided by daily rate (61.91) produces a peak-to-daily ratio of 0.097. Auto Repair/Detailing Center daily rate (28.40) multiplied by 0.097 produces a 2.75 peak hour average rate
- b Land Use 630 peak hour rate (1.31) divided by daily rate (7.75) produces a peak-to-daily ratio of 0.169. Veterinary Clinic daily rate (32.80) multiplied by 0.169 produces a 5.54 peak hour average rate



July 1, 2004

Mr. Jim Welu
 Director for Student Services and Testing
 St. Johns County School District
 40 Orange Street
 St. Augustine, FL 32084

RE: School Traffic Counts

Dear Mr. Welu:

Attached for your use are the traffic counts that were taken recently at Mill Creek Elementary School, Otis Mason Elementary School, and Cunningham Creek Elementary School.

The traffic counts are in two types. First is a tabulation of turning movements at each of the school driveways where they intersect a public street. This data actually indicates the number of vehicles at each intersection and the action they take. These counts were made on each of three mornings from 7:00 A.M. to 9:00 A.M. and on one afternoon from 1:00 P.M. to 6:00 P.M. and two afternoons from 4:00 P.M. to 6:00 P.M. As you can see, this data is tabulated in fifteen minute intervals. The second type of vehicle count was a daily count made for a three day period taken on the road adjacent to the school as well as the school driveways. This data was collected by direction and is also tabulated in fifteen minute intervals.

For our purposes, we tabulated the traffic volumes at the school intersections during the afternoon peak hour, typically between 4:00 P.M. and 6:00 P.M. The table below shows a summary of this data and the average number of trips per 1,000 square feet of school area.

School Trip Generation

School Site	Entering		Exiting		Total Vol. (vph)	School Size (sf)	PM Peak Hour	Trips/1000sf
	Vol	%	Vol	%				
Cunningham Creek	85	45.5%	102	54.5%	187	83,000	5:00 - 6:00	2.25
Otis Mason	35	47.9%	38	52.1%	73	83,500	4:45 - 5:45	0.87
Mill Creek	59	47.2%	66	52.8%	125	83,250	4:45 - 5:45	1.50
Total	179	46.5%	206	53.5%	385		Aveg. Trips /1000sf	1.54

Mr. Jim Welu
July 1, 2004
Page 2

I trust this information is helpful. Please feel free to give me a call if I can be of any assistance in your use of this data.

Sincerely,

PROSSER HALLOCK, INC.

A handwritten signature in black ink, appearing to read "Fred Kyle". The signature is fluid and cursive, with a large initial "F" and a long, sweeping underline.

Fred Kyle, PE
Senior Transportation Engineer

Enclosures

copies: Mr. Dick Prosser
Mr. David Toner



July 29, 2004

Institute of Transportation Engineers
Technical Projects Division
1099 14th Street, NW
Suite 300 West
Washington, DC 20005

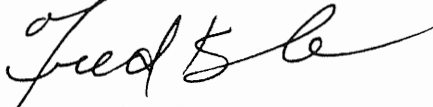
Re: Trip Generation Data

Dear Sir or Madam:

Attached you will find trip generation information for three elementary schools in the Jacksonville, Florida area. In addition to the Trip Generation Data Form for each location, I have included copies of the 72-hour traffic counts, and turning movement counts that were taken at each school. I have also included a copy of an aerial photograph for each site showing the locations of the 72-hour counts and the turning movement counts as well as the site layout. This information was collected to assist in developing elementary school trip generation rates for the peak hour of the adjacent street traffic.

I trust that this information will be helpful. Please feel free to give me a call at 904-739-3655 if I can be of any additional assistance.

Sincerely,



Fred Kyle, P.E.
Senior Transportation Engineer

Attachments

Trip Generation Data Form (Part I)

Land Use/Building Type: Elementary School ITE Land Use Code: 520

Source: _____

Name of Development: Cunningham Creek Elementary

City: St. Johns County State/Province: FL Zip/Postal Code: _____

Country: USA

Day of the Week: Tu-We-Th Year: 2004

Day: 20-22 Month: April

Metropolitan Area: Jacksonville

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

Location Within Area:

(1) CBD (3) Suburban (Non-CBD) (5) Rural

(2) Urban (Non-CBD) (4) Suburban CBD (6) Freeway Interchange Area (Rural)

(7) Not Given

Independent Variable: (include data for as many as possible)²

Variable	Actual	Estimated
(1) Employees (#)		
(2) Persons (#)		
(3) Total Units (#) (indicate unit: _____)		
(4) Occupied Units (#) (indicate unit: _____)		
(5) Gross Floor Area (sq. ft.)	<u>83,000</u>	
(% of development occupied: _____)		
(6) Net Rentable Area (sq. ft.)		
(7) Gross Leasable Area (sq. ft.)		
(% of development occupied: _____)		
(8) Total Acres (% developed: _____)		
(9) Parking Spaces (% occupied: _____)		
(10) Beds (% occupied: _____)		
(11) Seats (#)		
(12) Servicing Positions/Vehicle Fueling Positions		
(13) Shopping Center % Out-parcels/pads		
(14) A.M. Peak Hour Volume of Adjacent Street Traffic		
(15) P.M. Peak Hour Volume of Adjacent Street Traffic		
(16) Other _____		
(17) Other _____		

Detailed Description of Development:³

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

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

Other Data:

Vehicle Occupancy (#): _____ 24-hour % _____

A.M. _____ P.M. _____

Percent by Transit: _____ 24-hour % _____

A.M. % _____ P.M. % _____

Percent by Carpool/Vanpool: _____ 24-hour % _____

A.M. % _____ P.M. % _____

Employees by Shift:

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 (5) Employer Support Measures (9) Tolls and Congestion Pricing

(2) Carpool Programs (6) Preferential HOV Treatments (10) Variable Work Hours/Compressed Work Weeks

(3) Vanpool Programs (7) Transit and Ridesharing Incentives (11) Telecommuting

(4) Bicycle/Pedestrian Facilities and Site Improvements (8) Parking Supply and Pricing Management (12) Other _____

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	Trucks	Total	Enter	Trucks	Total	Enter	Trucks	Total
24-Hour Volume	1315	1104	2419						
A.M. Peak Hour of Adjacent Street Traffic (7 - 9) Time (ex.: 7:15 - 8:15): 7:30 - 8:30	427	345	772						
P.M. Peak Hour of Adjacent Street Traffic (4 - 6) Time: 5-6	85	102	187						
A.M. Peak Hour Generator ¹ Time: 7-8	599	393	992						
P.M. Peak Hour Generator ² Time: 2-3	140	106	306						
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.).

² Highest hourly volume during the a.m. or p.m. period.

³ Highest hourly volume during the entire day.

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	
6:00-7:00						11:00-12:00						3:00-4:00					
6:15-7:15						11:15-12:15						3:15-4:15					
6:30-7:30						11:30-12:30						3:30-4:30					
6:45-7:45						11:45-12:45						3:45-4:45					
7:00-8:00						12:00-1:00						4:00-5:00					
7:15-8:15						12:15-1:15						4:15-5:15					
7:30-8:30						12:30-1:30						4:30-5:30					
7:45-8:45						12:45-1:45						4:45-5:45					
8:00-9:00						1:00-2:00						5:00-6:00					

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

Survey conducted by: Name: Fred Kyle

Organization: Prosser Hallmark Inc.

Address: 13901 Sutton Park Dr. S. Suite 200

City/State/Zip: Jacksonville, FL 32224

Telephone #: 904-739-3655 Fax #: 904-730-3413 E-mail: FKyle@ProsserHallmark.com

Please return to:

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 Washington, DC 20005-3438 USA
 Telephone: +1 202-289-0222
 FAX: +1 202-289-7722
 ITE on the Web: www.ite.org

Trip Generation Data Form (Part I)

Land Use/Building Type: Elementary School ITE Land Use Code: 520

Source: _____

Name of Development: Mill Creek Elementary Day of the Week: Tu-We-Th

City: St. Johns County State/Province: FL Zip/Postal Code: _____ Month: May Year: 2004

Country: USA Metropolitan Area: Jacksonville

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

Location Within Area:

(1) CBD (3) Suburban (Non-CBD) (5) Rural

(2) Urban (Non-CBD) (4) Suburban CBD (6) Freeway Interchange Area (Rural)

(7) Not Given

Independent Variable: (include data for as many as possible)²

	Actual	Estimated
(1) Employees (#)	<input type="checkbox"/>	<input type="checkbox"/>
(2) Persons (#)	<input type="checkbox"/>	<input type="checkbox"/>
(3) Total Units (#) (indicate unit: _____)	<input type="checkbox"/>	<input type="checkbox"/>
(4) Occupied Units (#) (indicate unit: _____)	<input type="checkbox"/>	<input type="checkbox"/>
(5) Gross Floor Area (sq. ft.)	<u>85,250</u>	<input type="checkbox"/>
(% of development occupied: _____)		
(6) Net Rentable Area (sq. ft.)	<input type="checkbox"/>	<input type="checkbox"/>
(7) Gross Leasable Area (sq. ft.)	<input type="checkbox"/>	<input type="checkbox"/>
(% of development occupied: _____)		
(8) Total Acres (% developed: _____)	<input type="checkbox"/>	<input type="checkbox"/>

(9) Parking Spaces (% occupied: _____)

(10) Beds (% occupied: _____)

(11) Seats (#)

(12) Servicing Positions/Vehicle Fueling Positions

(13) Shopping Center % Out-parcels/pads

(14) A.M. Peak Hour Volume of Adjacent Street Traffic

(15) P.M. Peak Hour Volume of Adjacent Street Traffic

(16) Other _____

(17) Other _____

Detailed Description of Development:³

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

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

Other Data:

Vehicle Occupancy (#): _____ 24-hour % _____

Percent by Transit: _____ 24-hour % _____

Percent by Carpool/Vanpool: _____ 24-hour % _____

Employees by Shift:

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)

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

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	904		818		1782														
A.M. Peak Hour of Adjacent Street Traffic (7-9)	435		282		717														
Time (e.g. 7:15 - 8:15):																			
P.M. Peak Hour of Adjacent Street Traffic (4-6)	59		66		125														
Time (e.g. 4:15 - 5:15):																			
A.M. Peak Hour Generator ¹	435		282		717														
Time: 7:15-8:15																			
P.M. Peak Hour Generator ²	139		173		312														
Time: 1:15-2:15																			
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.).
 - ² Highest hourly volume during the a.m. or p.m. period.
 - ³ Highest hourly volume during the entire day.
- Please refer to the Trip Generation User's Guide for full definition of terms.

Hourly Driveway Volumes - Average Weekday (M-F)

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

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

Survey conducted by: Name: Erned Kyle

Organization: Prosser Hallack, Inc.

Address: 13901 Sutton Park Dr. S. Suite 200

City/State/Zip: Jacksonville, FL 32224

Telephone #: 904-739-3055 Fax #: 904-30-3413 E-mail: ERKYLE@ProsserHallack.com

Please return to:

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 Technical Projects Division
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Trip Generation Data Form (Part 1)

Land Use/Building Type: Elementary School ITE Land Use Code: 520
 Source: _____
 Name of Development: Otis Mason Elementary School
 City: St. Johns County FL State/Province: _____ Zip/Postal Code: _____
 Day of the Week: TU - We - TH Year: 2004
 Day: 4-6 Month: May
 Country: USA Metropolitan Area: Jacksonville

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

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

Independent Variable: (include data for as many as possible)

	Actual	Estimated
(1) Employees (#)		
(2) Persons (#)		
(3) Total Units (#) (indicate unit: _____)		
(4) Occupied Units (#) (indicate unit: _____)		
(5) Gross Floor Area (sq. ft.) <u>83,500</u>		
(% of development occupied: _____)		
(6) Net Rentable Area (sq. ft.)		
(7) Gross Leasable Area (sq. ft.)		
(% of development occupied: _____)		
(8) Total Acres (% developed: _____)		

(9) Parking Spaces (% occupied: _____)
 (10) Beds (% occupied: _____)
 (11) Seats (#)
 (12) Servicing Positions/Vehicle Fueling Positions
 (13) Shopping Center % Out-parcels/pads
 (14) A.M. Peak Hour Volume of Adjacent Street Traffic
 (15) P.M. Peak Hour Volume of Adjacent Street Traffic
 (16) Other
 (17) Other

Detailed Description of Development:

2. Definitions for several independent variables can be found in the Trip Generation User's Guide 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:

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?
 Yes 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)

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

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 All	Trucks All	Exit All	Trucks All	Enter All	Trucks All	Exit All	Trucks All	Enter All	Trucks All	Exit All	Trucks All
24-Hour Volume	592	590	1182	496								
A.M. Peak Hour of Adjacent Street Traffic (7-9) Time (ex: 7:15-8:15)	273	223	496									
P.M. Peak Hour of Adjacent Street Traffic (4-6) Time: 4:45-5:45	35	38	73									
A.M. Peak Hour Generator ¹ Time: 7:15-8:15	273	223	496									
P.M. Peak Hour Generator ² Time: 1:30-2:30	61	64	125									
Peak Hour Generator ³ Time (Weekend):												

- Highest hourly volume between 7 a.m. and 9 a.m. (4 p.m. and 6 p.m.).
 - Highest hourly volume during the a.m. or p.m. period.
 - Highest hourly volume during the entire day.
- 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	
6:00-7:00						11:00-12:00						3:00-4:00					
6:15-7:15						11:15-12:15						3:15-4:15					
6:30-7:30						11:30-12:30						3:30-4:30					
6:45-7:45						11:45-12:45						3:45-4:45					
7:00-8:00						12:00-1:00						4:00-5:00					
7:15-8:15						12:15-1:15						4:15-5:15					
7:30-8:30						12:30-1:30						4:30-5:30					
7:45-8:45						12:45-1:45						4:45-5:45					
8:00-9:00						1:00-2:00						5:00-6:00					

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

Survey conducted by: Name: Fred Kyle

Please return to:

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