

MIXED USE TRIP GENERATION MODEL V6 - BASIC INPUT

All shaded cells are inputs

Regular inputs (project-specific)

Inputs that may depend on regional values from census data, travel demand model, etc...

Section 1 - General Site Information

Site Name

Redwood Shores

Geographic

Developed Area (in acres)

2,000

Notes / Ins

Number of Intersections

33

Include stre

Is Transit (bus or rail) present within the site or across the street?

Yes

Count inter:

Proportion of households within 1/4 mile of a transit stop

75%

Note: This i

Enter as a |

Land Use - Surrounding Area

Is the site in a Central Business District and/or TOD?

No

Answering should be t

Employment within one mile of the MXD

13,000

Do not incl

Employment within a 30 minute Transit Trip (Door-to-door)

100,666

Include em

Total Regional Employment

3,498,590

Employmer

Site Demographics

Enter Population Directly?

No

If "No", will

Population

You do not

Average HH Size by type within MXD

Single Family

2.25

These HH :

Multi-Family

2.25

average Hf

High Rise Condo

2.25

Use Census Block Group Data for Average HH Size?

Yes

If no projec

Use Census Block Group Data for Average Vehicle Ownership?

Yes

If no projec

Average Vehicles Owned per Dwelling Unit within site

Surrounding Area (Block Group) Demographics

Average HH size near Site

2.25

For guidar

Average Vehicles Owned per Dwelling Unit near Site

1.83

For guidar

Section 2 - Trip Generation

Quantity Units

Number of Dwelling Units

Single Family	2,204	DU
Multi-Family	2,256	DU
High Rise Condo	0	DU

Retail (note: if you use job units for retail, the spreadsheet will convert before applying trip rates, using the rate in section 2 which you can change)

General Retail other than those listed below	228	ksf
Supermarket	50	ksf
Bank	10	ksf
Health Club	78	ksf
Restaurant (non-fast food)	30	ksf
Fast-Food Restaurant	0	ksf
Gas Station	0	ksf
Auto Repair	0	ksf

Office

Non-Medical	5,877	ksf
Medical	0	ksf

Industrial

Light Industrial	172	ksf
Manufacturing	0	ksf
Warehousing / Self-Storage	0	ksf

Hotel (including restaurant, facilities, etc...)

Motel	421	Rooms
Movie Theater	0	Screens
School		

University		Students
High School		Students
Middle School		Students
Elementary	1,038	Students

Trips from Land uses not covered above ==>

Daily	
AM Peak Hour	
PM Peak Hour	
Jobs in those Land Uses	0

	Daily	AM Peak Hour
Total "Raw" ITE Trips	92,966	9,410

Instructions

sets, ROW, parking lots, pocket parks. Do not include open space, vacant lots. sections either within or on the perimeter of the MXD. Do not count most unsignalized driveways or alleys, but is only used as a way to zero out the probability of external trips if no transit is present. percentage

"Yes" will reduce the HBO and NHB purpose splits for retail use to those found in smaller stores. The nature of the primary factor in the selection here. Include employment within the MXD itself. Employment within the MXD itself. This can be a difficult number to get - some suggestions. If in the 9 county Bay Area, can use the MTCJobsWithin3mi at MPO or similar level

Apply average HH size factors (immediately below) to dwelling unit totals in section 2. Need to enter population here. It will be calculated based on dwelling units below and average HH sizes.

Size inputs by dwelling type are used to calculate population if it is not entered above, and are also used for HH size if block group average HH size option is "No" below

If block-specific information exists, can use block group average HH size (see below). If block-specific information exists, can use block group average veh owned (see below)

Once, one can look up Census 2000 Summary File 3 block group data for the closest block group to the site, at the URL indicated to the right, choosing table H18 when it prompts you for a table

Once, one can look up Census 2000 Summary File 3 block group data for the closest block group to the site, at the URL indicated to the right, choosing table H44 when it prompts you for a table

Trip Equation Method

Trips

Daily

AM Peak Hour

PM Peak Hour

Daily

AM Peak Hour

Log Equation	Linear Equation	Log Equation	17,893	1,553
Linear Equation	Linear Equation	Linear Equation	13,795	1,109
Linear Equation	Linear Equation	Linear Equation	0	0
Log Equation	Log Equation	Log Equation	11,604	250
Average Rate	Average Rate	Average Rate	5,112	180
Average Rate	Average Rate	Average Rate	1,482	124
Average Rate	Average Rate	Average Rate	2,569	108
Average Rate	Average Rate	Average Rate	3,815	346
Average Rate	Average Rate	Average Rate	0	0
Average Rate	Average Rate	Average Rate	0	0
Average Rate	Average Rate	Average Rate	0	0
Log Equation	Log Equation	Linear Equation	30,720	4,881
Average Rate	Average Rate	Average Rate	0	0
Average Rate	Average Rate	Average Rate	1,199	158
Average Rate	Average Rate	Average Rate	0	0
Average Rate	Average Rate	Average Rate	0	0
Average Rate	Average Rate	Average Rate	3,440	236
Average Rate	Average Rate	Average Rate	0	0
Average Rate	Average Rate	Average Rate	0	0
Linear Equation	Average Rate	Average Rate	0	0
Average Rate	Average Rate	Average Rate	0	0
Average Rate	Average Rate	Average Rate	0	0
Average Rate	Average Rate	Average Rate	1,339	467

PM Peak
Hour
12,688

ut DO count major entrances to shopping areas or residential developments.

of the stores (large vs. small)

are in the instructions tab in "disclaimers and warnings"
30MinutesByTransit.xls sheet on the wiki!

http://factfinder.census.gov/servlet/CTGeoSearchByListServlet?ds_name=DEC_2000_SF3_U&_lang=en&_ts=257951516373

http://factfinder.census.gov/servlet/CTGeoSearchByListServlet?ds_name=DEC_2000_SF3_U&_lang=en&_ts=257951516373

ITE Daily Parameters

AM PEAK F

PM Peak
Hour

Code	Average Rate	Linear Multiplier	Linear Constant	Log Multiplier	Log Constant
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Average
Rate

1,700		210	9.57			0.92	2.71
1,258		220	6.65	6.06	123.56		
0		232	4.18	3.77	223.66		
1,105	Note the	820	42.94			0.65	5.83
525	formulas	850	102.24	66.95	1391.56		
258	are	912	148.15				
275	slightly	492	32.93				
335	different in	932	127.15				
0	this	934	496.12				
0	section	945	1181.07				
0	<====	942	31.6				
6,661		710	11.01			0.77	3.65
0		720	36.13			40.89	-214.97
167		110	6.97	7.47	-101.92		
0		140	3.82	3.88	-20.7		
0		151	2.5			1.01	0.82
248		310	8.17	8.95	-373.16		
0		320	5.63			0.92	2.11
0		445	175.29				
0		550	2.38	2.23	440		
0		530	1.71			0.81	1.86
0		522	1.62				
156		520	1.29				

-OUR TRIP RATES

Linear **Linear** **Log** **Log**
Multiplier **Constant** **Multiplier** **Constant**

PM PEAK HOUR TRIP RATES

Average **Linear** **Linear** **Log** **Log**
Rate **Multiplier** **Constant** **Multiplier** **Constant**

0.7 9.74
0.49 3.73
0.29 28.86

0.59 2.32

0.8 1.55

1.18 -89.28
0.83 -29.52

1.24 -2
0.92 -0.46

0.21 -69.14

1.14 -1.86

1.01 0.9 0.51
0.62 0.55 17.65
0.38 0.34 15.47

3.73 0.67 3.37
10.5 0.61 3.95
25.82
3.53 0.95 1.43
11.15
33.84
97.08
3.38 0.94 1.33

1.49 1.12 78.81
3.46 0.88 1.59

0.97 1.43 -157.36
0.73 0.78 -15.97
0.26 1.02 1.49

0.59
0.47 0.94 -0.51
13.64

0.21 0.19 118.58
0.13
0.16
0.15

Valid Trip Gen Calc Choice?

Jobs Per Input Unit (if Applicable)	Daily	AM Peak Hour	PM Peak Hour
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Yes	Yes	Yes
Yes	Yes	Yes
Yes	Yes	Yes

2.0	Yes	Yes	Yes
2.0	Yes	Yes	Yes
2.0	Yes	Yes	Yes
2.0	Yes	Yes	Yes
2.0	Yes	Yes	Yes
2.0	Yes	Yes	Yes
2.0	Yes	Yes	Yes
2.0	Yes	Yes	Yes

3.0	Yes	Yes	Yes
3.0	Yes	Yes	Yes

1.0	Yes	Yes	Yes
0.5	Yes	Yes	Yes
2.0	Yes	Yes	Yes

0.50	Yes	Yes	Yes
0.50	Yes	Yes	Yes
4.00	Yes	Yes	Yes

0.25	Yes	Yes	Yes
0.10	Yes	Yes	Yes
0.10	Yes	Yes	Yes
0.10	Yes	Yes	Yes