

## 2008 No-Build Traffic Volumes

The 2008 No-Build weekday evening and Saturday midday peak-hour traffic-volume networks were developed by applying a compounded 1.0 percent annual growth rate to baseline 2003 peak-hour traffic volumes in the study area. Traffic from the identified and potential background developments were then added to these baseline networks. The resulting 2008 No-Build weekday evening and Saturday midday peak-hour traffic-volume networks are shown on Figure 5 and Figure 6, respectively.

## FUTURE BUILD CONDITIONS WITH THE PROJECT

### Site-Generated Traffic Volumes

Traffic volumes expected to be generated by the proposed development were forecast using trip-generation data published in the ITE *Trip Generation* manual<sup>3</sup>. The manual provides trip generation data for a number of Land Use Codes (LUC), including LUC 862 – Home Improvement Store, and LUC 820 – Shopping Center, the two most appropriate LUCs for this development project. Table 3 presents the trip generation characteristics of the proposed development.

**Table 3**  
**TRIP-GENERATION SUMMARY – PROPOSED DEVELOPMENT**

	Home Improvement Store <sup>a</sup>	Shopping Center <sup>b</sup>	Pass-By <sup>c</sup>	Diverted <sup>d</sup> Link	Total New
Weekday Evening Peak Hour:					
Entering	197	397	-61	-36	356
Exiting	222	430	-45	-27	391
Total	419	827	-106	-63	747
Saturday Midday Peak Hour:					
Entering	418	590	-148	-89	605
Exiting	371	545	-163	-98	550
Total	789	1,135	-311	-187	1,155
Weekday Daily	5,226	8,788	-3,503	-2,102	8,408
Saturday Daily	6,668	11,572	-4,560	-2,736	10,944

Source: ITE *Trip Generation* manual, Sixth Edition, 1997.

<sup>a</sup>ITE LUC 862 trip rates applied to 146,023 sf home improvement store.

<sup>b</sup>ITE LUC 820 trip rate for 347,023 sf shopping center applied to 201,000 sf general retail.

<sup>c</sup>Pass-by trip factor of 25 percent applied to retail trips based on ITE *Trip Generation Handbook*, March 2001.

<sup>d</sup>Diverted-link trip factor of 15 percent applied to retail trips based on ITE *Trip Generation Handbook*, March 2001.

The trip-generation estimates for the project are provided for the weekday evening and Saturday midday peak hours, which traditionally correspond to the critical impact periods for retail developments. The trip estimates were also adjusted to reflect two common characteristics associated with retail developments: pass-by trips and diverted-links trips. A more detailed description of these adjustments is as follows:

<sup>3</sup>*Trip Generation*, Sixth Edition; Institute of Transportation Engineers; Washington, DC, 1997.