

Trip generation is summarized on Table 4-2. As shown in Table 4-2, Project would generate 300 two-way trips per day, with 25 trips generated during the AM peak hour and 26 trips generated during the PM peak hour.

TABLE 4-2: PROJECT TRIP GENERATION SUMMARY

Project	Quantity	Units ¹	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
<i>Actual Vehicles:</i>									
Lilac Corporate Center	82.958	TSF							
Passenger Cars:			12	3	15	4	12	16	178
2-Axle Trucks:			0	0	0	0	0	0	4
3-Axle Trucks:			2	1	3	1	2	3	34
4+-Axle Trucks:			6	1	7	2	6	7	84
Total Trucks:			8	2	10	3	8	10	122
Total Trips (Actual Vehicles) ²			20	5	25	7	20	26	300
<i>Passenger Car Equivalent (PCE):</i>									
Lilac Corporate Center	82.958	TSF							
Passenger Cars:			12	3	15	4	12	16	178
2-Axle Trucks (PCE = 1.5):			0	0	0	0	0	0	6
3-Axle Trucks (PCE = 2.0):			4	1	6	1	4	6	68
4+-Axle Trucks (PCE = 3.0):			17	4	21	5	17	22	252
Total Trucks (PCE):			21	5	27	7	21	28	326
Total Trips (PCE) ²			33	8	42	11	33	44	504

¹ TSF = Thousand Square Feet

² Total Trips = Passenger Cars + Truck Trips

4.2 PROJECT TRIP DISTRIBUTION

The Project trip distribution and assignment process represents the directional orientation of traffic to and from the Project site. The trip distribution pattern is heavily influenced by the geographical location of the site, the location of surrounding uses, and the proximity to the regional freeway system. Exhibit 4-1 and Exhibit 4-2 illustrate the truck and passenger car trip distribution patterns for the Project, respectively.

4.3 MODAL SPLIT

The potential for Project trips (non-truck) to be reduced by the use of public transit, walking or bicycling have not been included as part of the Project's estimated trip generation. Essentially, the Project's traffic projections are "conservative" in that these alternative travel modes would reduce the forecasted traffic volumes.

4.4 PROJECT TRIP ASSIGNMENT

The assignment of traffic from the Project area to the adjoining roadway system is based upon the Project trip generation, trip distribution, and the arterial highway and local street system improvements that would be in place by the time of initial occupancy of the Project. Based on the identified Project traffic generation and trip distribution patterns, Project weekday ADT and weekday peak hour intersection turning movement volumes are shown on Exhibit 4-3.