

4 PROJECTED FUTURE TRAFFIC

This section presents the traffic volumes estimated to be generated by the Project, as well as the Project's trip assignment onto the study area roadway network. The Project is proposed to consist of 204 multifamily (mid-rise, 3-10 floor) residential dwelling units. It is anticipated that the Project would be developed in a single phase with an anticipated Opening Year of 2024. Access to the Project site will be provided to Foothill Boulevard via two proposed driveways.

4.1 PROJECT TRIP GENERATION

4.1.1 PROPOSED PROJECT

The trip generation rates are sourced from the ITE Trip Generation Manual (10th Edition, 2017) for the Multifamily (Mid-Rise, 3-10 Floor) Residential (ITE Land Use Code 221) land use. (4) Table 4-1 presents the trip generation rates. The resulting trip generation summary for the proposed Project are shown on Table 4-2. As shown in Table 4-2, the Project is anticipated to generate a total of 1,110 trip-ends per day with 73 AM peak hour trips and 90 PM peak hour trips.

TABLE 4-1: PROJECT TRIP GENERATION RATES

Land Use ¹	ITE LU Code	Units ²	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Trip Generation Rates:									
Multifamily Housing (Mid-Rise) (3-10 floors)	221	DU	0.09	0.27	0.36	0.27	0.17	0.44	5.44

¹ Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, Tenth Edition (2017).

² DU = Dwelling Units

TABLE 4-2: PROJECT TRIP GENERATION SUMMARY

Project	Quantity Units ¹	AM Peak Hour			PM Peak Hour			Daily
		In	Out	Total	In	Out	Total	
Project Trip Generation Summary:								
Rialto 8-Acre Residential	204 DU	19	54	73	55	35	90	1,110

¹ DU = Dwelling Units

4.2 PROJECT TRIP DISTRIBUTION

The Project trip distribution represents the directional orientation of traffic to and from the Project site. Trip distribution is the process of identifying the probable destinations, directions or traffic routes that will be utilized by Project traffic. The potential interaction between the planned land uses and surrounding regional access routes are considered to identify the route where the Project traffic would distribute. Distribution patterns are based on existing and planned land uses in the area along with the planned circulation system. Exhibit 4-1 illustrates the trip distribution patterns for the Project assuming full access at Driveway 2. In the event the intersection of Driveway 2 cannot accommodate acceptable peak hour operations with full access, then the recommendation would be to restrict access to right-in/right-out/left-in access only as shown on Exhibit 4-2.