



## **Trip Distribution**

Directional distribution of the generated trips was determined for the Union on Elizabeth site. Figure 5 shows the vehicle trip distribution used for the Union on Elizabeth site. The trip distribution was agreed to by City of Fort Collins staff in the scoping discussions.

## **Background Traffic Projections**

Figures 6 and 7 show the short range (2022) and long range (2035) background peak hour traffic projections at the key intersections. Traffic at the key intersections was increased at a rate of approximately one percent per year for the short range (2022) and long range (2035) background traffic forecasts. In addition to this, site generated traffic from the Kapoor, the Hub, and West Plum Street Apartment developments were included in the traffic forecasts. Site generated traffic from St. Paul's Episcopal Church and Campus West Shops were excluded from the traffic forecasts since they will be razed for the Union on Elizabeth development.

## **Trip Assignment**

Trip assignment is how the generated and distributed trips are expected to be loaded on the street system. The assigned trips are the resultant of the trip distribution process. Using the trip distribution shown in Figure 5, Figure 8 shows the assignment of the site generated peak hour vehicle traffic. The site generated vehicle traffic was combined with the background traffic to determine the total forecasted vehicle traffic at the key intersections. Figures 9 and 10 shows the short range (2022) and long range (2035) total peak hour vehicle traffic at the key intersections. The long range background and total hour traffic forecasts (Figures 7 and 10) are generally higher than those reflected in the "West Elizabeth Corridor Plan" at the West Elizabeth/Shields and West Elizabeth/City Park intersections. The forecasts in this TIS consider known/approved development projects.

## **Signal Warrants**

As a matter of policy, traffic signals are not installed at any location unless warrants are met according to the Manual on Uniform Traffic Control Devices (MUTCD). The West Elizabeth/Shields and West Elizabeth/City Park intersections are currently signalized. The stop sign controlled intersection at the West Elizabeth/Site Access intersection is not expected to meet peak hour signal warrants and does not meet signal spacing requirements.