Fehr & Peers

Phillip Road Site EIR – Traffic Data Requested by Ascent

- Daily trip generation for all trip types (e.g., employees, service/vendor deliveries)
- Trip distribution
- Vehicle classifications
- Existing and existing plus project average daily trip volumes
- VMT

1. **Daily trip generation**

Land Use	Units	ITE Code	Quantity	Daily	AM In	AM Out	AM Total	PM In	PM Out	PM Total
Net New Uses										
Single- Family Detached Housing	Dwelling Units	210	527	4656	88	250	338	299	175	474
Multifamily Housing (Low- Rise)	Dwelling Units	220	135	941	16	49	65	50	29	79
Strip Retail Plaza	1000 Sq. Ft. GLA	822	29.7	1483	42	28	70	84	85	169
Medical- Dental Office Building	1000 Sq. Ft. GFA	720	21.3	767	47	13	60	25	59	84
Innovation Center	Custom	0	1,005.872	6,146	246	247	493	261	262	523
Gross Project Trips				**13,993**	**439**	**587**	**1,026**	**719**	**610**	**1,329**
Reductions										
Internal Capture				-490	-23	-31	-54	-40	-34	-74
Shift to Transit				0	0	0	0	0	0	0
Shift to Walk/Bike				-490	-19	-25	-44	-24	-21	-45
Pass-By Trips				0	0	0	0	0	0	0
Total Reductions				-980	-42	-56	-98	-64	-55	-119
Net New Project Trips				**13,013**	**397**	**531**	**928**	**655**	**555**	**1,210**

Note: Custom trip generation for Innovation Center based on trip generation surveys at two similar facilities.

2. **Trip Distribution** – the project introduces non-residential to an area that is primarily residential in nature. As a result, it will change the trip-making of some existing residents. Thus, the project was added to the base year (2024) travel demand model. The model's net change in traffic due to the project was calculated and then added to the existing ADTs on study roadways.
    a. Figure 3 shows existing ADT on study roadways. All counts except one location were collected in Fall 2024.
    b. Figure 6 shows the Existing plus Project ADT on study roadways. Note that this scenario does not assume Benchmark Drive is connected to the project site. Additionally, no project trips are assumed/expected to travel westerly on Phillip Road to Brewer Road as the roadway eventually deteriorates into gravel/dirt.

3. **Vehicle Classifications**
    - Single-Family Detached Housing – truck trip data not contained in Trip Generation Manual (TGM).
    - Multifamily Housing – truck trip data not contained in TGM.
    - Strip Retail Plaza – for standard shopping center category (820), ITE TGM has a truck trip rate of 0.09 daily truck trips per KSF. This would equate to 2.7 truck trips per day based on the project's amount of retail space.
    - Medical-Dental Office Building - ITE TGM has a truck trip rate of 0.76 daily truck trips per KSF. This would equate to 16 truck trips per day based on the project's amount of medical-office.
    - Innovation Center – The trip generation including trucks for this use is based on counts collected at two similar facilities identified by Panattoni Development as described below.

<u>Comparable Innovation Center Land Uses Selected for Trip Generation Surveys</u>

- Riverside II Commerce Center at 950, 960, 970 Riverside Parkway, West Sacramento, CA. 145,600 sq. ft with loading docks attached to each building.
- 7200, 7300, 7400 Gateway Boulevard, Newark CA. 369,700 sq. ft with loading docks attached to each building.

Fehr & Peers retained a count vendor to perform two-day traffic counts at each site in December 2023. Key findings regarding truck traffic were:

- At the West Sacramento facility, trucks represented 4.4% and 2.4% of all trips generated on a daily basis during the two count days. Truck traffic was 2 trucks during each peak hour on each day.
- At the Newark facility, trucks represented 1.3% and 1.7% of all trips generated on a daily basis during the two count days. Truck traffic was 2 or less trucks during each peak hour on each day.
- The weighted average based on building square footage of the West Sacramento (3.4% trucks) and Newark facility (1.5% trucks) is 2% trucks on a daily basis. This implies that the project's innovation center would generate 114 daily truck trips (6,146 x 93% external x 2%), with half inbound and half outbound. Approximately 10 truck trips are expected during each of the AM and PM peak hours.

Following are some existing roadway daily truck volumes for Ascent's general awareness.

FHWA Class 6 (3-axle single unit trucks) and above trucks (based on late August 2024 counts)

- Blue Oaks Blvd west of Fiddyment Rd: 314 daily trucks. 2.6% of all traffic
- Blue Oaks Blvd east of Foothills Blvd: 1,242 daily trucks. 1.8% of all traffic
- Fiddyment Rd south of Blue Oaks Blvd: 509 daily trucks. 2.0% of all traffic
- Baseline Rd west of Westbrook Blvd: 793 daily trucks. 4.0% of all traffic

The above are STAA routes.

To emphasize how low truck traffic is in mostly residential areas, the following counts from Fall 2024 are provided:

- Wildcat Blvd north of Ranch View Drive in Rocklin: 0.2% trucks
- Midas Avenue west of Pacific Street in Rocklin: 0.3% trucks

4. Existing plus project average daily trip volumes

See Figures 3 and 6 that are attached.

5. VMT

The table below is project-generated VMT. For each scenario, the reported project VMT is the product of the project's ITE-based new vehicle trip daily total and average trip length from the travel demand model.

By Applying Model Average Trip Length to Trip Gen Estimates:

	Project Daily Trips	Average Trip Length	Project Total VMT
Existing Plus Project Conditions	**13,013**	**7.84**	**102,031**
Cumulative Plus Project Conditions	**13,013**	**6.75**	**87,848**

Values do not sum perfectly because trip length has been rounded slightly.

We also have analyzed project VMT in accordance with City of Roseville TIS guidelines using VMT efficiency metrics of VMT per capita and VMT per service population. Please let us know if you would also like that information.