Memo

To: Bill Cunningham, City Planner, PBPS

From: Ningsheng Zhou, Sr Transportation Planner, Modeling Specialist, PBOT

cc: Mauricio Leclerc, PBOT Supervising Planner

Date: Feb. 27, 2023

RE: **Future Peak Hour Traffic Projections for Lower Southeast Area**

This memo summarizes the modeling process and findings that forecasted the future PM peak hour traffic from the proposed Lower Southeast zoning changes from PBPS.

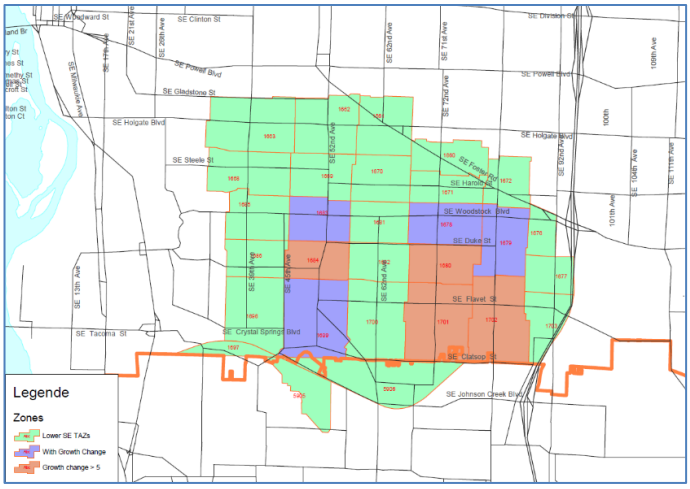
Summary of Findings

Based on PBPS's projected land use changes, PBOT modeling staff concluded that less than 30 PM peak hour trips will be added into the future 2040 network, and less than additional 5 cars on any impacted surrounding streets. No further traffic operational analysis needed.

Future Peak Hour Traffic Projections and Methodologies

The City's 2040 RTP-Comp (Regional Transportation Plan – City Comprehensive Plan) PM peak hour travel demand model was used as the base model for this future traffic projection analysis. The analysis assumed that new added Lower SE traffic will maintain the same travel patterns as the base model for both Trip Generation and Origin and Destination (OD) distribution.

PBPS's lower SE zoning plan makes up 29 TAZs in City model, see location plot below.



PBPS proposed to add additional 76 households (HH) and 31 employments (Emp) to future planned growth through the zoning change plan. Off the 29 Lower SE TAZs, only 4 TAZs, marked as brown in above plot, have the total changes equal or greater than 5. The 4 TAZs make up 94% of the proposed total land use changes in the rezoning plan.

PBOT staff calculated the potential traffic growth from the 4 TAZs, which resulted in a total of 28 additional 2040 PM peak hour auto demands. The 28 additional traffic is about 2% of the projected 2040 PM peak hour auto demands from/to the 4 TAZs in the base model. Due to limited demand changes, no further traffic assignment in demand model is warranted for the project.

Instead, PBOT staff reviewed the flow bundle traffic pattern from 2040 base model and assessed the potential additional traffic from the flow bundle pattern, which concluded that no more than 5 cars would be added to any streets surrounding the Lower SE area. No further traffic impact analysis is needed for this limited traffic changes. See plots below.