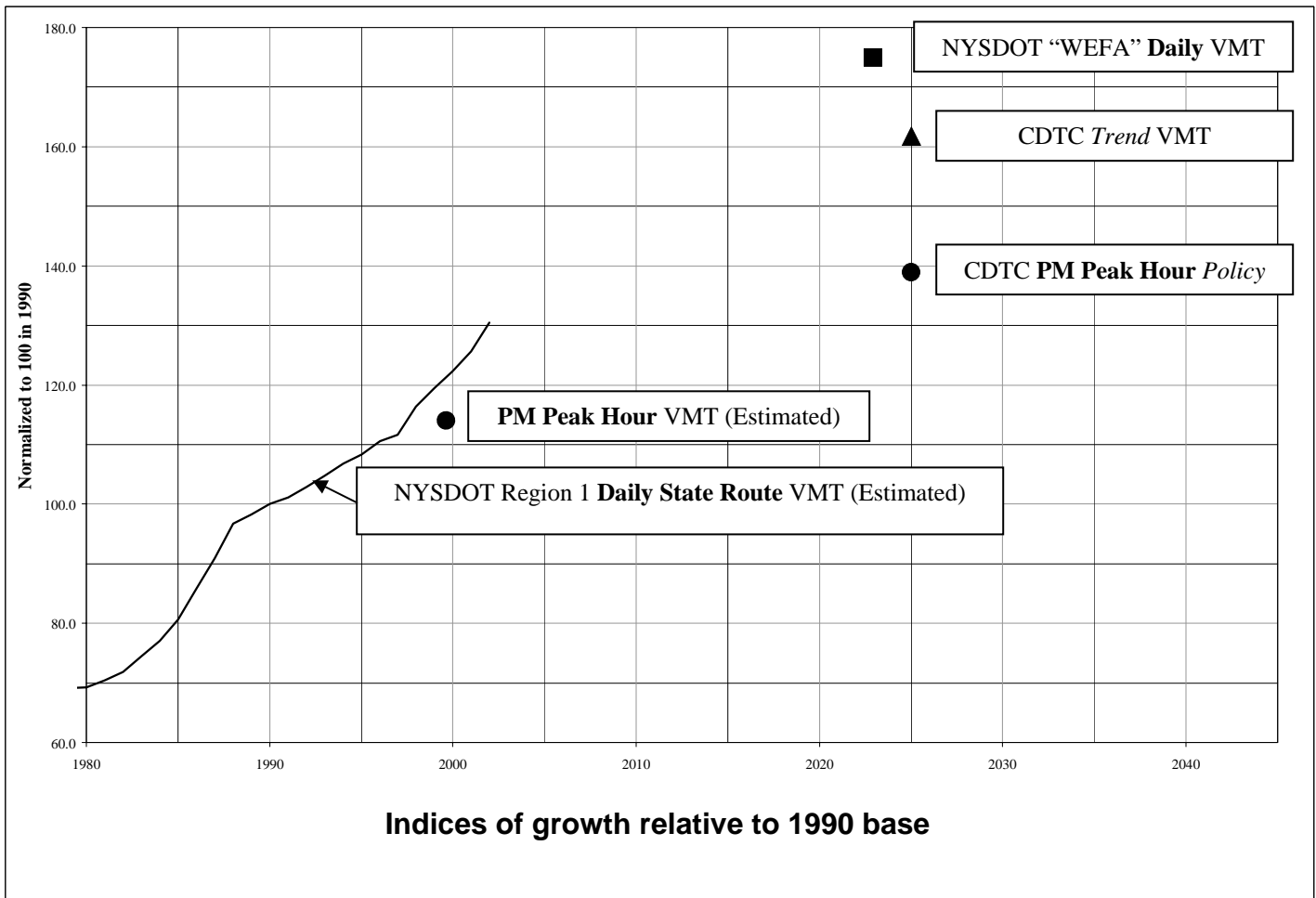


# APPENDIX F

## RELATIONSHIP OF DAILY STATE ROUTE TRAFFIC GROWTH TO FORECASTS OF PM PEAK HOUR SYSTEM TRAFFIC (Source: CDTC *New Visions 2025*)



Daily State Route vehicle miles of travel (VMT) values are estimated by NYSDOT Region 1 from continuous counts in limited locations and limited-duration counts in other sample sites (factored to approximate average annual traffic) for the state highway system. VMT growth is occurring fastest on high-level state facilities such as Interstates, and faster on a daily basis than during the peak hour. Peak hour VMT is for the *entire system* (not just state facilities) based on traffic counts. "WEFA" forecasts are based on broad population and travel trends that are somewhat higher than those refined values used in CDTC's planning process.

CDTC's forecasts are for the *entire system*. Growth rates for the entire system are understandably lower than for only the state system, and lower for the peak hour than for the 24-hour traffic load. CDTC's *New Visions policy* forecast results from planned transportation investment, demand management and the shifts of vehicular traffic to other modes and other times of day produced by improved regional land use patterns, community structure, site design and the better accommodation of bicyclist, pedestrian and transit modes. The policy forecast remains CDTC's target traffic condition used in project design and reflects plausible success in implementing the plan over the next 21 years.