

Traffic Growth

Traffic Growth Assumptions

3.3.1 Regional Background Traffic Growth

- Traffic Data was collected in 2011
- Traffic was assumed to grow at rates from 0.5% to 2% year over year

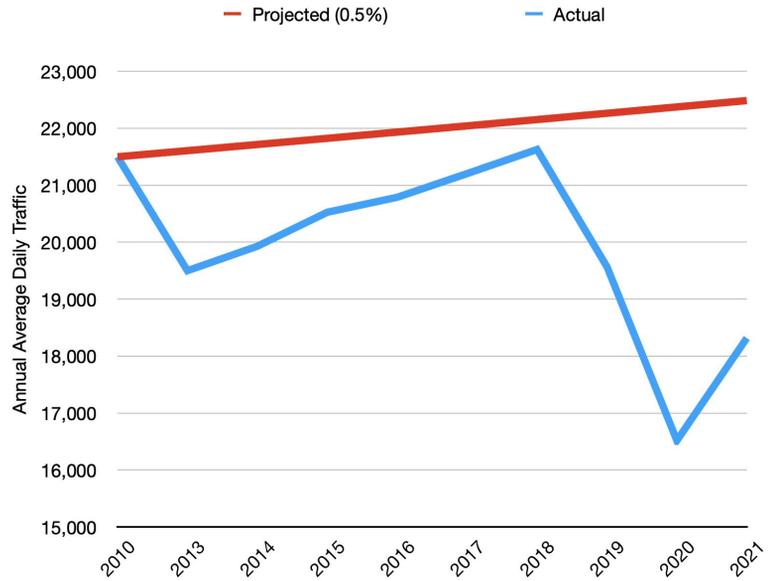
Traffic volumes for the Langley Parkway Feasibility Study were developed from an extensive data collection program and use of the QRS Regional Travel Demand Model. As discussed in the previous chapter, 2011 base traffic volumes were adjusted to reflect peak month conditions based on historical count data from the NHDOT Urban Highway Group 4 Average (2010). Output from the regional model was reviewed to establish growth trends for forecasting traffic volumes throughout the study area. Overall, the model indicated that traffic volumes would grow at a relatively low rate of approximately 0.5 percent annually for the majority of the study area. However, two specific areas displayed higher levels of traffic growth. The area of Clinton Street and Pleasant Street west of Langley Parkway was shown to have a projected average annual growth rate of approximately 1.0 percent. Traffic in the area of Little Pond Road, Penacook Street, and Auburn Street generally west of Columbus Avenue is projected to grow at a slightly higher rate at approximately 2.0 percent annually.

The traffic data from the Langley Parkway Study is very outdated at this point. It was collected in 2011 and was limited in the number of intersections that could be collected due to budget constraints. There was also assumptions that Lincoln Financial would be bringing more employees to the area and thus more traffic but they have since closed operations at that site and sold the property.

Actual Traffic Growth

- NHDOT information from the intersections from the study
- Every intersection in the study is trending lower than 2011 rates

Note - For years 2010 & 2013, 4 of the 10 intersections were missing counts for those years and so counts were used from the closest available year (either 2011 or 2012).



The NHDOT data reflecting a drop in traffic. This document represents data from these [intersections](#).

Traffic Flow

Traffic Flow Assumptions

- The study assumed that all traffic was flowing to Concord Hospital



Here are the routes that the original study looked at for Existing Traffic flows and assumed that all traffic along that route was traveling to the hospital.

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As an example of how traffic is actually flowing along this route, let's look at this route from N State St to the Concord Hospital.

