February 20, 2019

Mr. Donald M. Harner, P.E., LEED A.P., CPESC
Project Manager
T.G. Miller, P.C. Engineers and Surveyors
203 N. Aurora Street
Ithaca, NY 14850

RE: Proposed Townhomes at Dryden, Traffic Impact Study (September 2018),
Town of Dryden, NY
Response to T.G. Miller (Town’s Consultant) Review Comments (12/17/18)

Dear Mr. Harner:

This letter was prepared to respond to the comments generated by T.G. Miller related to the Traffic Impact Study dated September 2018 prepared by our firm for the purpose of evaluating the potential traffic impacts of the referenced project. Each of the comments are reproduced below in italics followed by our responses.

**Comment J:** Checkbox should be checked “yes”

**Comment JA:** Coordinate number of proposed parking spaces (424) within this section with the Zoning and Site Tabulation Charts (428).

Response: We will defer to the site engineer for this comment.

**Comment JB:** Traffic Impact Study should be expanded to incorporate intersection analysis for Mt. Pleasant Road/Turkey Hill Road, Turkey Hill Road/Stevenson Road and Stevenson Road/Game Farm Road.

Note: The intersection of NYS-366/Turkey Hill Road/Monkey Run Road/Forest Lane was requested at a later date.

Response: The requested capacity analysis results for these additional intersections are shown in the following table.

**TABLE I: CAPACITY ANALYSIS RESULTS**

<table>
<thead>
<tr>
<th>INTERSECTION</th>
<th>2018 EXISTING CONDITIONS</th>
<th>2020 BACKGROUND CONDITIONS</th>
<th>FULL DEVELOPMENT CONDITIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>AM</td>
<td>PM</td>
<td>AM</td>
</tr>
<tr>
<td>Game Farm Road/Stevenson Road</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>WB - Stevenson Road</td>
<td>A 3.6</td>
<td>A 2.9</td>
<td>A 3.5</td>
</tr>
<tr>
<td>NB - Game Farm Rd</td>
<td>A 1.1</td>
<td>A 0.8</td>
<td>A 1.0</td>
</tr>
<tr>
<td>SB - Game Farm Road</td>
<td>A 0.8</td>
<td>A 1.2</td>
<td>A 0.8</td>
</tr>
</tbody>
</table>
The results show that all approaches are projected to operate at an acceptable Level of Service (LOS) “C” or better during both peak hours of study under all conditions.

There is a projected change in LOS for the southeast movement at NYS-366/Turkey Hill Road/Monkey Run Road/Forest Lane during the AM peak hour between background and full development conditions. It should be noted that one vehicle was recorded exiting Forest Lane during the AM peak hour. Additionally, the projected increase in project-related traffic volumes during the AM peak hour is seven (7) vehicles (on average, one vehicle every 8.57 minutes). Based upon these conditions, the existing intersection can sufficiently accommodate the projected minor impacts; thus, no mitigation is warranted or recommended.

No other mitigation is warranted or recommended at the study intersections.

**Comment JC:** What will be the impacts to retail/coffee shop parking spaces access during the AM peak hour from vehicles queuing at the NYS Rte. 366 driveway?

**Response:** Using SimTraffic to develop projected future queuing conditions, it was determined that the average queue length for northbound exiting vehicles during the AM peak hour is approximately 99 feet. This equates to approximately four (4) vehicles using a vehicle spacing length of 25 feet (measured from the front of vehicle 1 to the front of vehicle 2; where vehicle 2 is queued behind vehicle 1). This can potentially impact up to seven parking spaces at any one time during the AM peak hour.

It is important to note, however, that student housing traffic generation can peak, according to data contained in the Institute of Transportation Engineers (ITE)
Handbook, outside the general AM peak period (7:00-9:00 AM) for a typical coffee shop.

The 95th percentile queue length (queues that have a 5% chance of developing) is approximately 188 feet, or seven to eight vehicles.

**Comment JD:** Town Engineer to discuss methodologies and computations with Applicant’s traffic consultant and submit additional comments to Town, if warranted.

**Response:** Our office is available to answer any additional questions.

If you have any comments or questions concerning these materials, or require any additional information, please contact our office.

Very truly yours,

SRF Associates, D.P.C.

[Signature]

Stephen R. Ferranti P.E., PTOE
Principal

Cc: Kimberly Hansen, Trinitas Ventures
    Michael Keith, P.E., HUNT

SRF/dk

S:\Projects\2018\38053 Townhomes at Dryden\38053.2 Additional Services\Correspondence\Townhomes at Dryden TIS Response Letter - 02-20-19.docx
ATTACHMENT

February 20, 2019

Letter to

Mr. Donald M. Harner, P.E., LEED A.P., CPESC
T.G. Miller, P.C. Engineers and Surveyors

Proposed Townhomes at Dryden
Response to T.G. Miller (Town’s Consultant) Review Comments (12/17/18)

Town of Dryden
Tompkins County, New York
FIGURE 1 - SITE LOCATION AND STUDY AREA

PROPOSED TOWNHOMES AT DRYDEN
TOWN OF DRYDEN, NY
Notes:
1. All counts by the NYS Department of Transportation and SRF Associates (SRFA), where noted.
2. SRFA counts derived from an extrapolation of turning movement count data.
3. V.P.D. = Vehicles per Day.

FIGURE 2
LANE GEOMETRY & AVERAGE DAILY TRAFFIC
PROPOSED TOWNHOMES AT DRYDEN, TOWN OF DRYDEN, NY
FIGURE 4

PEAK HOUR VOLUMES
2020 BACKGROUND CONDITIONS

PROPOSED TOWNHOMES AT DRYDEN,
TOWN OF DRYDEN, NY

--- PROPOSED Dwy
00(00) = AM(PM)
Notes:
1. [00(00)] = Pass-by trips. Pass-by adjustments are made, where applicable.
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1. [00(00)] – Pass-by trips. Pass-by adjustments are made, where applicable.
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1. [00(00)] = Pass-by trips. Pass-by adjustments are made, where applicable.
2. Trips are inclusive of pass-by adjustments.

FIGURE 7D
TOTAL SITE GENERATED TRIPS
PROPOSED TOWNHOMES AT DRYDEN,
TOWN OF DRYDEN, NY

KEY
--- --- PROPOSED DWY
00(00) = AM(PM)
= ENTERING TRIPS
= EXITING TRIPS