

To: Michael Zierler; New Paltz Town Board
From: Lindsay Zefting, PE, Alta Planning + Design
CC: Victoria Polidoro; Rodenhausen Chale & Polidoro LLP
Date: September 12, 2019

Re: Traffic Impact Analysis, Gateway District Zoning Change

Alta Planning + Design produced a build-out analysis memo in February, 2019 and a trip generation analysis in March, 2019 to assess the potential trip generation from the proposed Zoning Law to the existing Law. Our findings recorded that the proposed Gateway overlay trip number during the peak hour ranges from 380 to 411 trips - less than the likely build out under the current zoning. To evaluate the potential impact any new trips would have on the existing transportation system, the expected trips during the peak hour were compared to existing peak hour volumes on Route 299. Traffic volumes available through NYSDOT were used to complete this analysis.

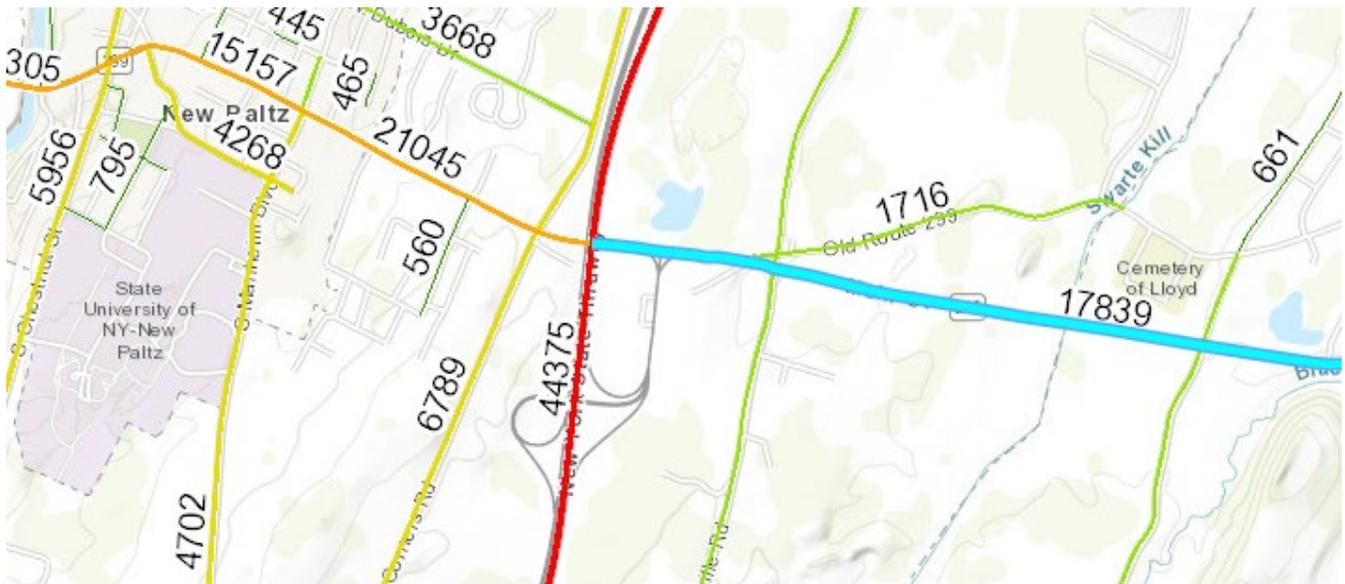
NYSDOT volume data on this portion of Route 299 was collected in two segments. the western segment begins at the bridge over I-87 and heads west, ending at Manheim Boulevard. The eastern segment begins at the bridge over I-87 and heads east, ending at New Paltz Road with the traffic counter located half a mile east of CR. 22. NYSDOT raw data was recorded from 2009 (western segment) and 2011 (eastern segment) and listed below.

NYSDOT AADT findings: (western segment)

2009 AADT: 21,799
DOT 2016 Forecast: 21,045
Peak PM Hour: 1,908

NYSDOT AADT findings: (eastern segment)

2011 AADT: 18,254
DOT 2016 Forecast: 17,839
Peak PM Hour: 1,559



Assuming 90% of trips generated by new development (370 trips) are destined for a portion of Route 299, then traffic volumes on this roadway are expected to increase by 16-19%. NYSDOT has been forecasting a reduction in traffic volumes along Route 299, which means that any potential level of service impacts of this newly generated traffic will be more easily mitigated. While a detailed turning movement - level of service was not conducted as part of this analysis, this level of traffic volume increase can likely be mitigated with minor roadway improvements, such as signal retimings, signal coordination, and the addition of turning lanes at certain intersections. It should also be noted that a trip origin and destination analysis was not completed and it is feasible that trips added to Route 299 would be less than the 90% assumed.