

Staff Comments: Sunfox Campground Expansion Proposal

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Subject: Traffic Impact Analysis Commentary

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Once again, this office has reviewed the same traffic information provided by the applicant as part of the latest special permit application, which included a *Traffic Assessment* from *Tessera Engineering*; however, there is substantial concern about the lack of specific traffic analysis by the applicant and no further substantive information has been provided.

Broadly speaking, this planner believes that, at a minimum, the traffic engineer should update the analysis of the current traffic generation from the campground, add the trip generation anticipated from the 29 new sites, plus the daily ADT (average daily traffic) generated by the homes on the dead end street system, and provide conclusions. So, for example, the commission could then assess how the peak traffic from this proposal will affect Kenyon and Strnad Road congestion, if any, experienced today by neighborhood residents, as well as the level of service (waiting time) at the intersection at Route 169.

In summary, it is the applicant's responsibility to justifiably confirm for the commission that the transportation network has sufficient capacity to accommodate the expansion in order for the Planning and Zoning Commission to grant the special permit. The major test for consideration should focus on **a)** impact on neighborhood and **b)** impact on intersections(s) as articulated below:

- a. **The development's trip generation will/will not result in a conflict with the vehicular or traffic characteristics of the neighborhood.** Current background traffic generated by residents and the existing campground should be quantified to establish a baseline. Then the anticipated total increase resulting from development needs to be established looking at all relevant factors including seasonal adjustments, industry trends, etc. In other words, will the total traffic resulting be of a nature similar to that of other local residential street system capacities and the number of trips normally experienced?
- b. **The adjacent and feeder streets and intersection (at Route 169) will/will not be able to accommodate peak and average traffic volumes from the expansion and allow for free-flowing traffic in the area.** The application needs to establish that the expansion will be appropriate to accommodate special traffic characteristics of the proposal and confirm if there is, or is not, any change in Level of Service (LOS) at intersection at any time. If there is, does the commission feel it is acceptable, and will it require other measures or improvements?

Cc: Planning and Zoning Commission