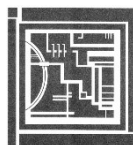


Hamilton Square Neighborhood Community Meeting #3: Traffic Impact Analysis

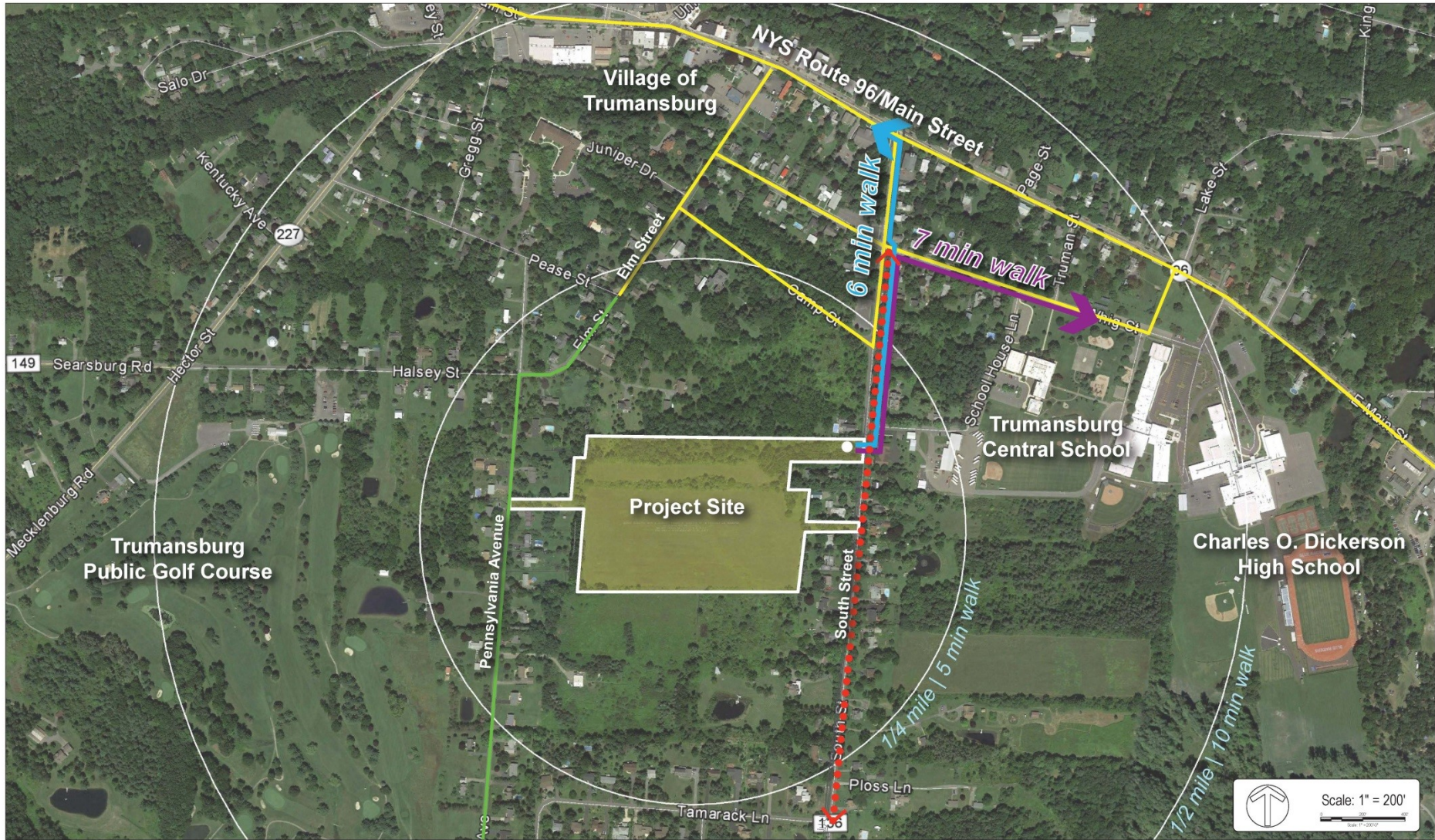
AUGUST 17, 2017



Meeting Agenda

- Project Overview
- Tentative Timeline through September 2017
- Traffic Impact Analysis
- Questions and Comments

Context Plan



Scale: 1" = 200'

Context Diagram

Hamilton Square Neighborhood

Village of Trumansburg, New York • July 27, 2017

LEGEND

- Walking Distance to Schools
- Walking Distance to Main Street

- Safe Routes to School
- Existing Sidewalks
- Planned Sidewalks



Current Site Plan Concept



Proposed Site Plan

Hamilton Square Neighborhood

46 South Street, Village of Trumansburg, New York







Distribution of Unit Types



Proposed Site Plan

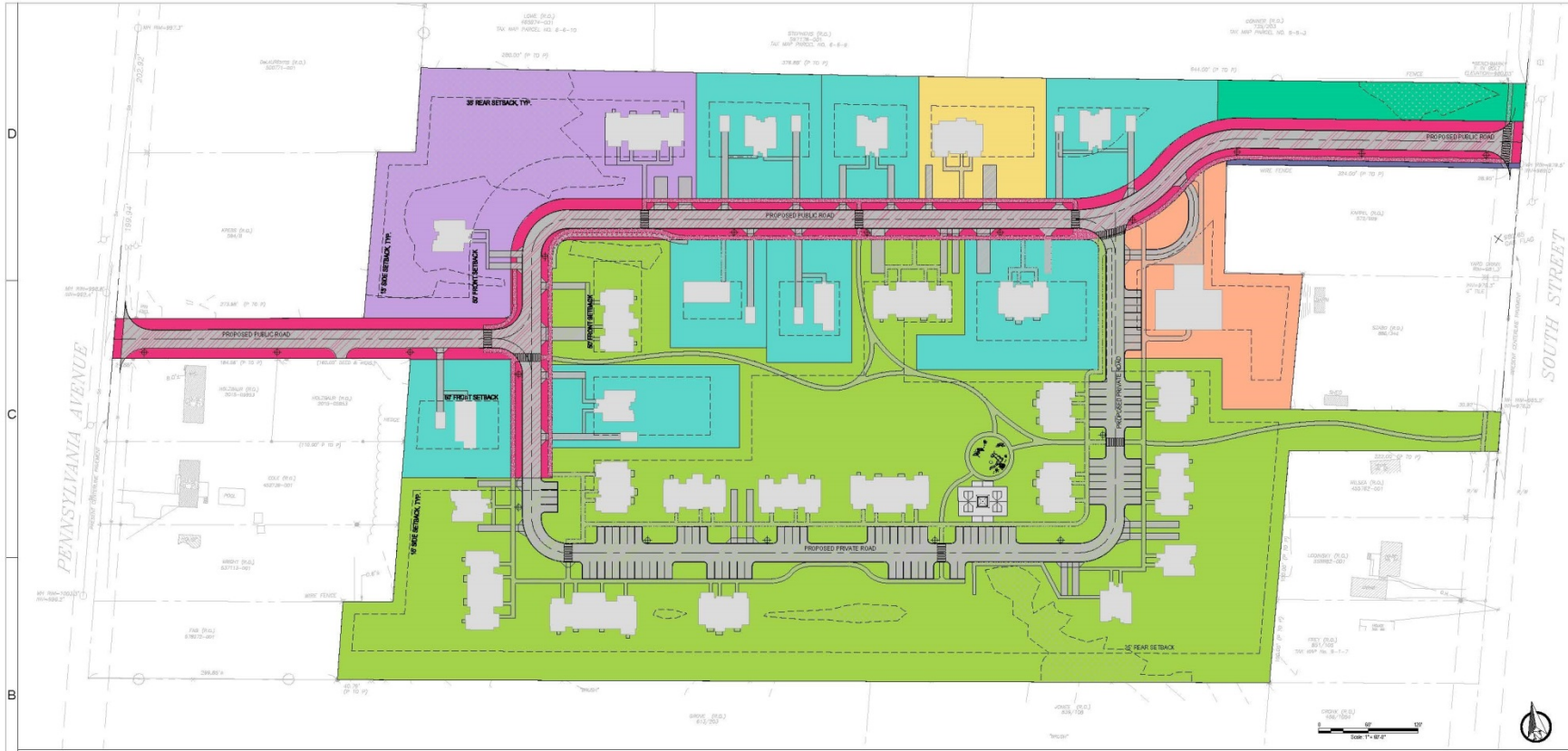
Hamilton Square Neighborhood

46 South Street, Village of Trumansburg, New York

Dwelling Unit Type	Qty.
 For Sale (Market Rate)	14
 For Sale (INHS)	11
 Rental (INHS)	47
 Community Center / Nursery School	1/1
Parking Ratio to Dwelling Unit	2:1



Current Subdivision Plan



- LEGEND**
- PUBLIC ROAD R.O.W.
 - AFFORDABLE FOR SALE AND AFFORDABLE RENTAL PARCEL
 - MARKET RATE FOR SALE PARCEL
 - TRUMANSBURG COMMUNITY NURSERY SCHOOL PARCEL



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DATE PLOTTED: 02/04/2017
 PROJECT: 2017003
 DRAWN BY: RK
 CHECKED BY:

Ithaca Neighborhood Housing Services
46 South Street
 Trumansburg, New York

DATE: 01/02/17
 PROJECT: 2017003
 DRAWN BY: RK
 CHECKED BY:

SUBDIVISION
 DIAGRAM

Tentative Upcoming Timeline

August 10	Submitted subdivision sketch plat and supporting SEQR material to Planning Board
August 19	Open House at 206/208 Hancock Street, 11am-1pm
August 24	Planning Board Meeting, 7pm
September 7	Will submit major subdivision preliminary plat application and site plan application based on feedback from Planning Board on August 24 th and on-going community outreach
September 28	Planning Board Meeting, 7pm

Traffic Impact Analysis: Planning Board Process

INHS submits traffic impact analysis performed by traffic engineering firm SRF & Associates to Planning Board



Engineering firm retained by the Village examines the analysis and makes a recommendation to the Planning Board



Based on any recommendations, Planning Board decides if any traffic mitigation is required and negotiates that with INHS

Traffic Impact Analysis

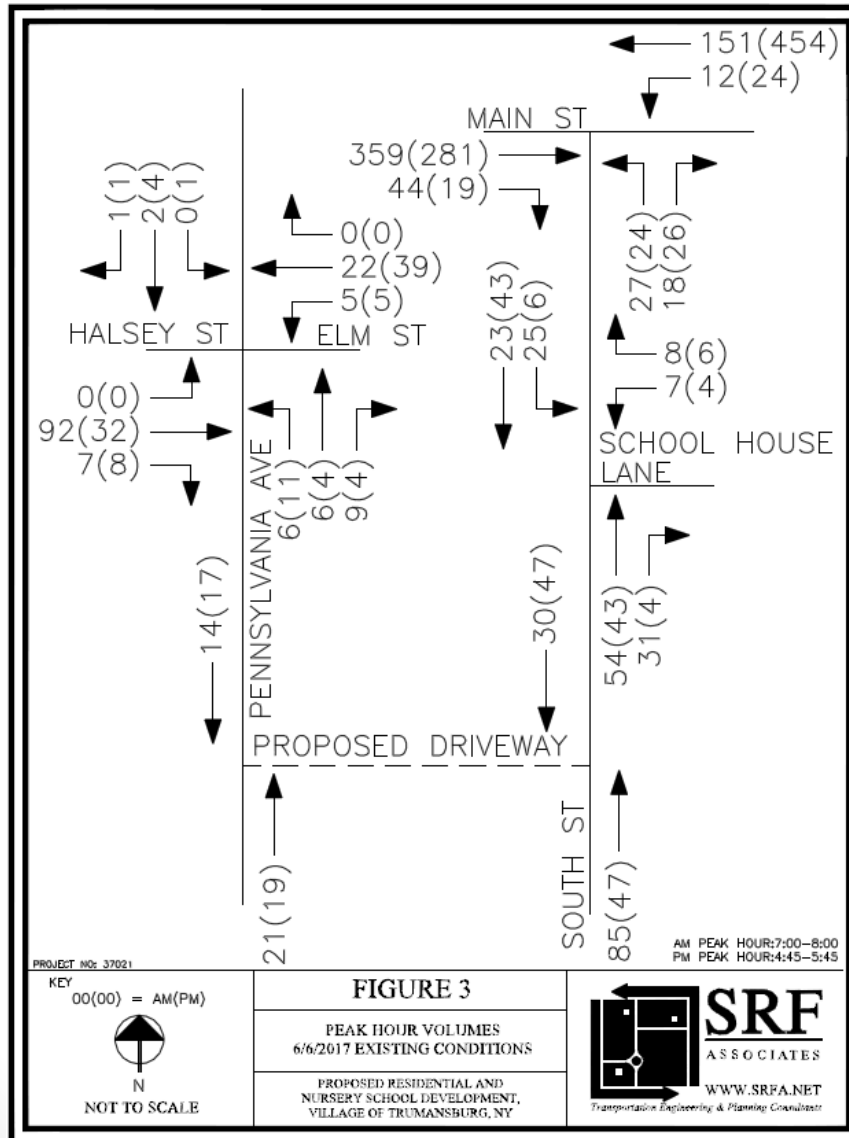
Steve Ferranti, SRF & Associates

- 42 Years as Traffic Engineer (10 with Broome and Monroe County government/32 private consulting)
- Licensed Professional Engineer in four states
- Firm established in 1985; 32 years practicing solely in traffic engineering/transportation planning
- Over 2,000 studies completed
- Many studies performed for residential and mixed-use projects, large and small

Traffic Impact Analysis



Existing Traffic Volumes



Key	
	Left Turn
	Through
	Right Turn
First Number	AM Peak Hour Volume
Second Number	PM Peak Hour Volume

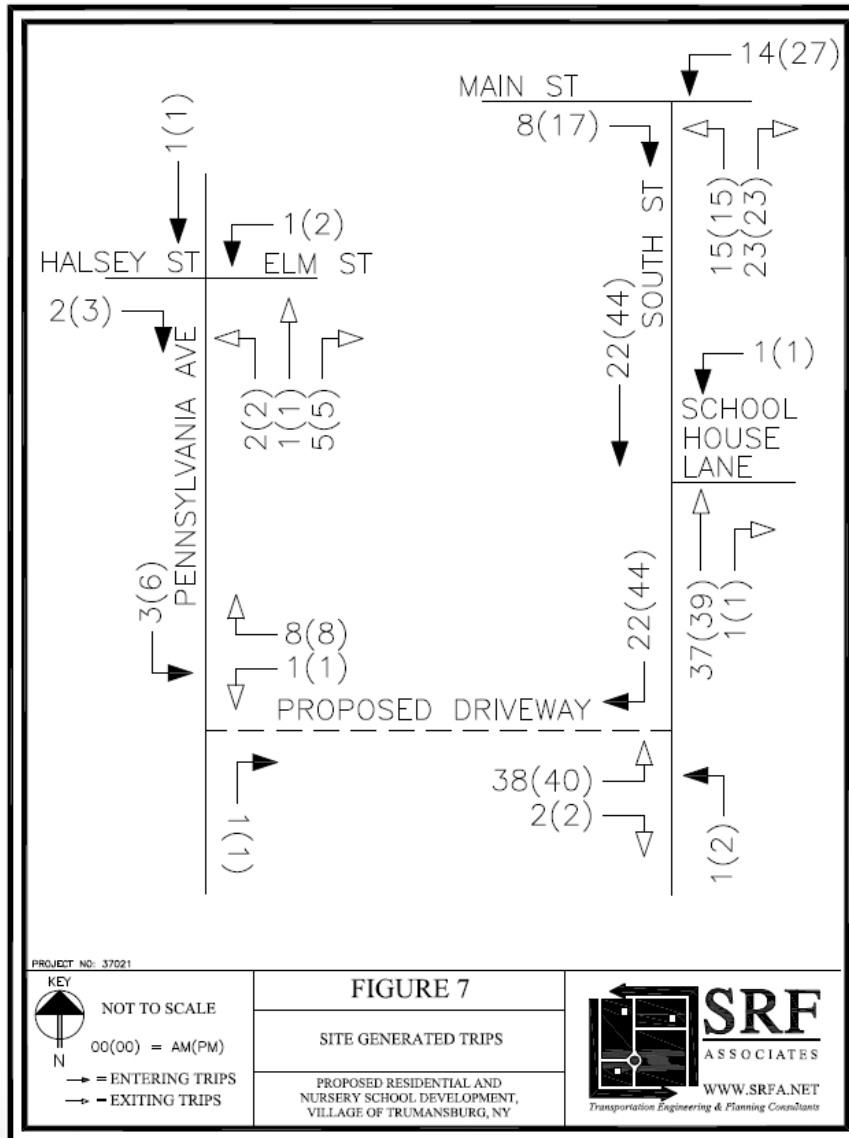
Expected Site Generated Trips

DESCRIPTION	ITE LAND USE CODE	SIZE	AM PEAK		PM PEAK	
			ENTER	EXIT	ENTER	EXIT
Rental Town Homes	224	47 Dwelling Units	11	22	17	17
Residential Townhomes**	230	15 Dwelling Units	2	9	8	4
Single Family Detached Housing*	210	11 Dwelling Units	4	13	9	5
Nursery School	N/A	48 Students	10	5	20	25
Total Site Generated Trips			27	49	54	51

* Represents I I market rate units that will be single family homes or duplex/townhouse style units.

** Includes I I units affordable townhomes and 4 units market rate townhomes.

Expected Site Generated Traffic



Key	
	Left Turn
	Through
	Right Turn
First Number	AM Peak Hour Volume
Second Number	PM Peak Hour Volume
	Entering Trip
	Exiting Trip

Level of Service Criteria for Intersections

Level of Service	Control Delay per vehicle (seconds)
A	<10
B	10 – 15
C	15 – 25
D	25 – 35
E	35 – 50
F	>50

Intersection Capacity Analysis Results

INTERSECTION	2017 EXISTING CONDITIONS → FULL DEVELOPMENT CONDITIONS	MAX CHANGE IN DELAY (SECONDS)
South Street/Main Street (U)	A - C	6.3
South Street/School House Lane (U)	A - B	0.7
South Street/Proposed Driveway (U)	B	10.8
Pennsylvania Ave/Proposed Driveway (U)	A	8.7
Pennsylvania Ave/Halsey St/Elm St (U)	A - A	0.1

Conclusions & Recommendations

TOTAL SITE GENERATED TRIPS			
AM PEAK		PM PEAK	
ENTER	EXIT	ENTER	EXIT
27	49	54	51

- Level of Service “C” or better
- Site distance at proposed driveways exceeds the safe requirements
- No significant adverse impacts and no mitigation is required

Questions and Comments

