May 21, 2024

Mr. Craig Brown
Zoning Administrator and Code Compliance Officer
Town of Queensbury
59 West Mountain Road
Queensbury, NY 12804

Re: Traffic Assessment Review
PUD/ZC 01-2024 Woods at West Mountain
374 Glen Lake Road
Town of Queensbury, Warren County, New York
LaBella Project No. 2240674.21

Mr. Brown:

LaBella has reviewed the Traffic Assessment for the proposed Woods at West Mountain Planned Development District (PDD) in the Town of Queensbury, prepared by Creighton Manning Engineering LLP and dated June 15, 2023. We offer the following summary of our observations and findings.

1. Completeness

In general, the traffic study appears to be complete and follows industry-accepted methodologies to assess potential traffic impacts on the adjacent intersections and roadways within the project study area. The study includes an analysis of the following items:

- Crash history in the project area
- Sight distance at the proposed driveways
- Vehicle trips generated by the proposed project
- Level of Service (LOS) and vehicle queues at the proposed site driveways and study area intersections

The below discrepancy items were identified and will require responses. However, given existing and projected volumes, and available intersection capacity we do not expect the new trip generation assignments to significantly affect the assessment conclusions of the traffic analysis.

2. Crash History

Crash history was reviewed for a three-year period between January 1, 2017 and December 31, 2019. Sixty crashes were documented throughout the entire study area during that time period. The study recommends vegetation clearing at the intersection of Corinth Road/Vandusen Road/Essex Court to improve intersection sight distance. ***We have no technical comments on the crash analysis and concur with the vegetation clearing.***

3. Intersection Sight Distance at New Driveways

The analysis compared available sight distance at the proposed driveways to AASHTO recommended sight distance. Both proposed driveways would have sight distance greater than recommended

values facing in both directions with the exception of the southern driveway looking to the right (south). ***We have no technical comments on the sight distance analysis and concur with the vegetative clearing at the driveways.***

4. Vehicle Trip Generation

The traffic analysis utilized ITE Trip Generation, 11th Edition to determine the number of trips generated by the proposed project based on specific land uses. Proposed adjacent developments were provided by the Town and identified in Appendix D as a spreadsheet. We verified the applicant's trip generation calculations but note the below discrepancies. ***It is noted that using the revised minor trip generation data is not expected to significantly affect the conclusions of the traffic analysis.***

a) Table 5 – Trip Generation Summary Table shows Apartment Units as 180 versus 252 as stated in Table 1 – Land Use Summary
b) Table 5 - Trip Generation Summary Table shows Condominium Units as 136 versus 64 as stated in Table 1 – Land Use Summary
c) Proposed adjacent development is identified in Appendix D as a spreadsheet. Provide a distribution figure to show trip assignments on the study area roadways to help us understand the volume projections for Figure 3 (No Build 2034).

5. Level of Service (LOS)

The LOS analysis development conditions (Existing 2022, No Build 2034, and Build 2034) indicate that the intersections within the project study as well as the new site driveways will operate with acceptable LOS and delay. The proposed site driveway intersection movements are projected to operate at LOS "B" or better during the morning, evening, and Saturday Mid-Day peak hours. The study area intersections operate at LOS "C" or better for the three time periods. We verified the applicant's LOS analysis but note the below discrepancies. ***It is noted that volume changes are not expected to significantly affect the conclusions of the traffic LOS analysis results.***

a) There are volume discrepancies between the Existing 2022 volumes (Figure 2) and the Existing 2022 Synchro analysis input volumes in Appendix E. Please reconcile volume discrepancies.
b) Figure 3 (No Build 2034) shows the West Mountain/Corinth intersection southbound thru/right volume as 1,175. Synchro input shows a volume of 155. Please confirm that Figure 3 volume is a typo.
c) Figure 3 (No Build 2034) shows a large volume drop on a short segment of Corinth Road eastbound (EB) direction between Big Bay Road and the I-87 SB ramps in the PM peak (950 EB outbound from Big Bay versus 688 EB inbound at I-87; delta = 262 vehicles) and Sat peak (798 EB outbound from Big Bay versus 592 EB inbound at I-87; delta = 206 vehicles). There are driveways for a Fastrac and McDonalds which may account for some of the volume imbalance. Please reconcile the volume drops.
d) There are volume discrepancies between the No Build 2034 volumes (Figure 3) and the No Build 2034 Synchro analysis input volumes in Appendix E. Please reconcile volume discrepancies.
    a. Corinth/I-87 SB ramps AM peak: EB thru = 465 (Fig 3) versus 596 (Synchro)
    b. Corinth/I-87 SB ramps AM peak: EB right = 193 (Fig 3) versus 241 (Synchro)

c. Corinth/Big Bay AM peak: WB left = 148 (Fig 3) versus 198 (Synchro)
d. Corinth/Vandusen AM peak: SB left = 144 (Fig 3) versus 114 (Synchro)
e. Corinth/I-87 SB ramps PM peak: EB thru = 506 (Fig 3) versus 737 (Synchro)
f. Corinth/I-87 SB ramps PM peak: EB right = 182 (Fig 3) versus 255 (Synchro)
g. Corinth/I-87 SB ramps SAT peak: EB thru = 448 (Fig 3) versus 654 (Synchro)
h. Corinth/I-87 SB ramps SAT peak: EB right = 144 (Fig 3) versus 207 (Synchro)
i. Corinth/Big Bay SAT peak: SB left = 53 (Fig 3) versus 33 (Synchro)
j. Corinth/Vandusen SAT peak: EB thru = 192 (Fig 3) versus 203 (Synchro)
k. West Mountain/Pitcher SAT peak: SB thru = 81 (Fig 3) versus 61 (Synchro)

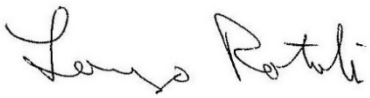
6. Municipality and Agency Review

We recommend the applicant coordinate with the appropriate roadway Owners regarding review of the traffic analysis and any improvements proposed within the State, County, and Town right-of-way.

If you have any questions regarding this review, please do not hesitate to call me at (585) 402-7041.

Respectfully submitted,

LABELLA ASSOCIATES



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Attachments:
none

CC:
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