

July 20, 2018

Mr. Tim Wales, PE
City Engineer
City of Saratoga Springs
474 Broadway Saratoga Springs, New York 12866

Delivered via email: timothy.wales@saratoga-springs.org

Re: City Designated Engineer Services for Traffic Review – 1st submittal
Saratoga Pet Resort, Kaydeross Avenue West
City of Saratoga Springs, Saratoga County, New York
Chazen Project No. 31804.10
City Project No. 18.013

Dear Tim:

The Chazen Companies (Chazen) have completed our review of the following materials received:

- Application for Special Use Permit
- Responses to Planning Board comments of May 3, 2018, dated May 25, 2018 and prepared by StudioA Landscape Architecture
- Traffic Evaluation dated June 27, 2018 and prepared by VHB
- Traffic Evaluation dated March 27, 2018 and prepared by VHB

Following are our observations/comments as they relate to the June 27, 2018 Traffic Evaluation responses to Planning Board and Public comments on traffic:

- A. Comment: The US Route 9/Kaydeross Ave West intersection is dangerous and results in accidents.**
The procedure and estimates of trips to be generated by the project are reasonable. Data provided by VHB indicates that the proposed project is not expected to change the character, operation, or safety of the intersection.
- B. Comment: The sharp curve at the east end of the site is dangerous.**
VHB's response is reasonable; however, based on Chazen's filed visit on July 11, 2018 it was noticed that the turn warning sign and supplemental speed advisory sign are missing on the eastbound approach to the curve – the signs should be re-installed as soon as possible. Also, for the warning sign in the southbound direction overgrown brush/trees should be trimmed to improve its visibility.
- C. Comment: Traffic volumes on Kaydeross Ave West and speed is a problem. It is dangerous for people walking on Kaydeross Ave West.**
Volume data provided by VHB has been reviewed and it is correct that Kaydeross Avenue West can be considered a low volume roadway. Speed data provided shows that the 85th percentile speed is 11 to 13

mph higher than the 30-mph speed limit. The 85th percentile speed is the speed at which 85% of motorists are traveling at or below and it is typically used in designing roadways and setting speed limits.

D. Comment: A boulevard entry is being proposed since the developer anticipates traffic and site access will be a problem. A boulevard entry is also confusing to drivers and is not conducive to the residential character of the neighborhood.

VHB's response that the boulevard is not being installed to address anticipated traffic issues is reasonable. When signed appropriately boulevards are an acceptable feature for roadways.

E. Comment: Will there be cars backed up on Kaydeross Ave West waiting to drop off their pets? Is there sufficient space on the site for cars to stack while waiting to drop off pets?

VHB's response is reasonable. Not all traffic would be expected to enter the site at the same time. The latest site plan shows the potential for an additional 38 spaces.

Following are our observations/comments as they relate to the March 27, 2018 Traffic Evaluation that provide an overall traffic assessment of the project:

- A. As noted above, the trip estimates for the proposed project are reasonable as is the conclusion that the Kaydeross Avenue West will accommodate the site traffic.
- B. The sight distance evaluation used guidelines associated with low volume roadways having an average daily traffic (ADT) of 400 vehicles per day (vpd) or less. The traffic volumes to be added by the project will increase the ADT above the 400 vpd threshold such that higher guidelines for the sight distance evaluation are applicable. Using the higher guidelines results in the stopping sight distance being critically limited for westbound vehicles as they approach the site driveway, and the intersection sight distance is less than the guidelines for exiting motorists looking east (to the right.) The restriction to the sight distance is a horizontal curve near the site driveway.


To maximize the sight distance available, a better location for the site driveway would be about the mid-point of the curve in the area of utility pole 15 and the existing barns. Clearing/trimming of tress/brush on the north side of the road would appear to also help maximize the sight distance.

If you have any comments, questions or need additional information, please do not hesitate to contact this office at 518-273-0055.

Sincerely,



Thomas R. Johnson, P.E., PTOE
Transportation Services Manager



James J. Connors, P.E., Principal
Sr. Director, Engineering Services

cc: File