

**Inn at Taughannock
Gorge Road at NYS Route 89**

**Town of Ulysses
Tompkins County, New York**

TRAFFIC ASSESSMENT

Prepared For:

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1.0 Project Summary

At the request of the Owner, Carl Mazzocone, we have completed a review of the traffic impacts as a result of the proposed improvements to the Inn at Taughannock. These improvements include updating the site to include an outdoor reception area for a wedding of up to 150 guests, modifying the existing driveway to improve circulation and expanding the parking lot. Currently, the Inn has a 125-seat restaurant and five guest rooms. The Inn is located on Gorge Road just off New York State (NYS) Route 89.

2.0 Existing Traffic Conditions

Traffic data was provided by the New York State Department of Transportation (NYSDOT) for vehicles traveling on Route 89 in 2014. The estimated annual average daily traffic on Route 89 is 3,329 vehicles with approximately 50% traveling northbound and 50% traveling southbound. Route 89 is generally a two-lane major collector highway running northwest-southeast. The Inn is located on Gorge Road which is a local road under the jurisdiction of the Town of Ulysses. Gorge Road is generally a two lane road running northeast-southwest.

Additional turning movement counts (TMCs) were conducted by Napierala Consulting at the unsignalized intersection of Gorge Road at NYS Route 89 (see Figure 1) to capture the current vehicle traffic access the Inn and restaurant, as well as the surrounding area. The restaurant is currently open on Thursday and Friday evenings as well as Saturday and Sunday midday through the evening. TMCs were conducted during a weekday evening (4:00-6:00 PM) peak period on Thursday July 6, 2017, and during Saturday midday (11:00 AM to 1:00 PM) and evening (5:00 to 7:00 PM) peak periods on July 15, 2017. It should be noted that the *Summer Concert Series* began at 7:00 PM at the Taughannock State Park located approximately 700 feet north of the site. Based on the TMCs, the peak hours of vehicular traffic through the study area are 4:30-5:30 PM during the weekday evening and 12:00-1:00 PM and 6:00-7:00 PM on a Saturday.

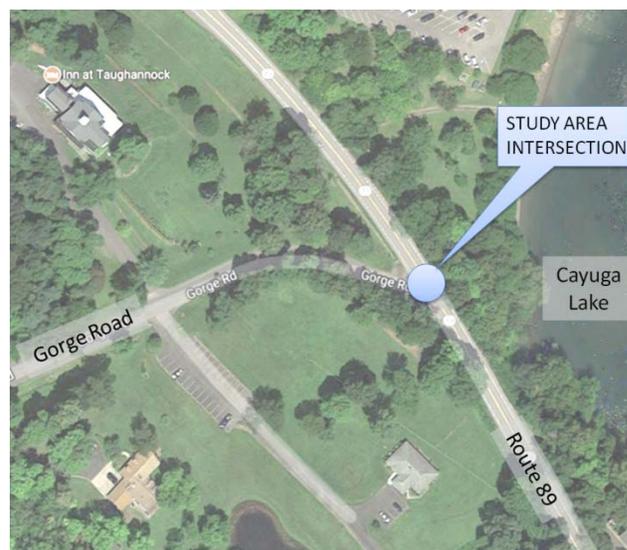


Figure 1: Location Map

Detailed traffic counts are attached and the reduced peak volumes are shown on Figure 2, 3 and 4.

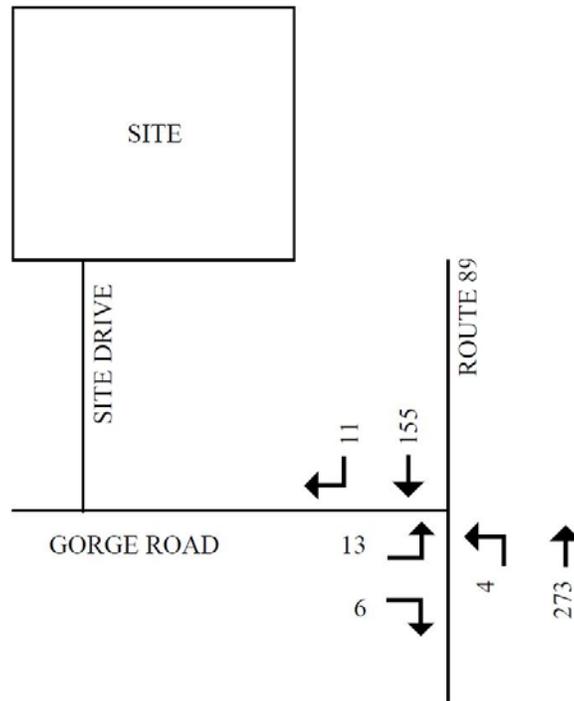


Figure 2: Existing 2017 TMCs Weekday PM

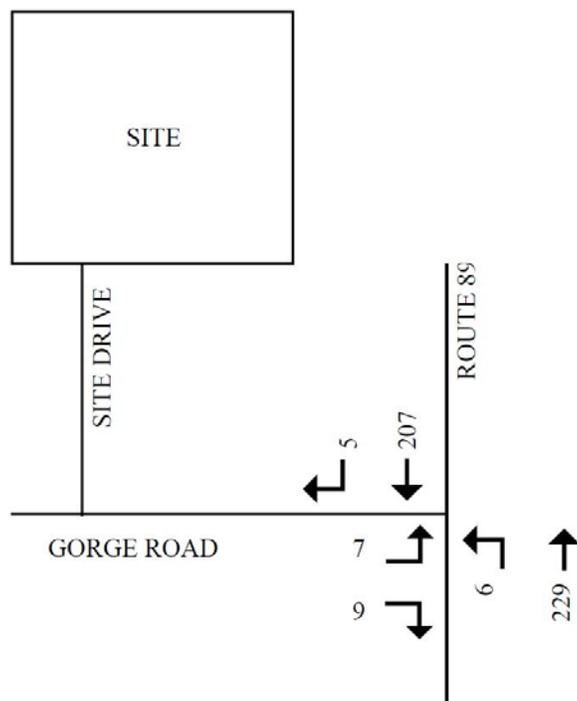


Figure 3: Existing 2017 TMCs Saturday MID

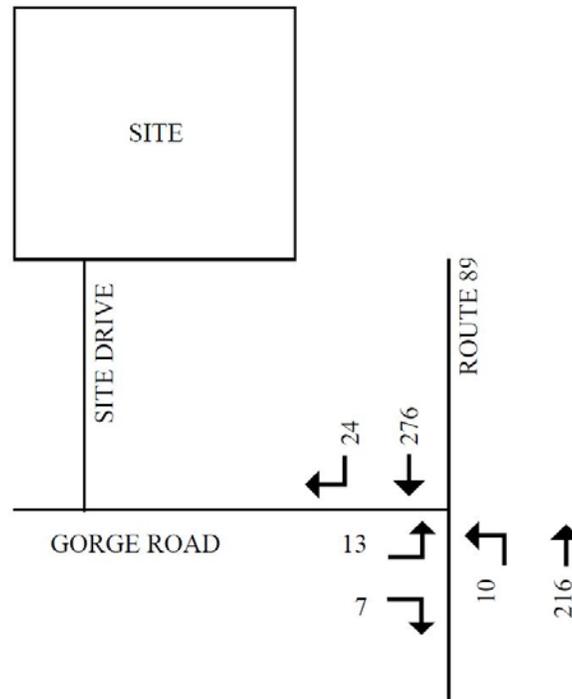


Figure 4: Existing 2017 TMCs Saturday PM

3.0 Proposed Traffic Conditions

The proposed additional traffic generated as a result of wedding receptions will have a negligible impact on the existing roadway conditions of Gorge Road and Route 89. The proposed site improvements will primarily be utilized for business outings and wedding ceremonies/receptions. A business outing may impact the roadway during the weekday evening peak period (4:00-6:00 PM) and the wedding ceremony/reception may impact the Saturday peak periods of 11:00-1:00 PM (guest arrival) and 5:00-7:00 PM (guest departure).

To analyze the level of service analysis in an extremely conservative way, a trip generation rate of one vehicle per guest was assumed, resulting in an additional 150 vehicles added to the roadway during a peak hour. The rate of 1 vehicle per guest is a worst case scenario and unlikely to occur. Characteristics of weddings show that guests typically carpool to an event (two to four guests per vehicle), stay on the premises, or use shared transportation such as a taxi, limousine or shuttle. Assuming during the peak periods most (75%) of the guests plan to arrive and depart the Inn by vehicle with one-to-four people per vehicle, approximately 45 vehicles will arrive or depart the facility per hour. This corresponds to an increase of one vehicle added to the roadway network every one to two minutes during the peak hours. Again, this is a negligible impact to the current roadway capacity or conditions.



According to the NYSDOT Highway Design Manual¹ (HDM), an intersection operating at a level of service (LOS) "C or better" on a rural highway does not require additional analysis because the intersection is not expected to negatively impact operation on the State highway. The HDM Figure 5D-9 graph of an uncontrolled "T" intersection level of service on a two-lane state highway was utilized to determine the LOS at the intersection of Route 89 and Gorge Road during both the Existing and Future conditions. The Route 89 AADT was plotted (see Figure 5) against the existing Gorge Road hourly volume of traffic and then the proposed Gorge Road hourly volume of traffic. The resulting LOS is summarized in Table 1 below.

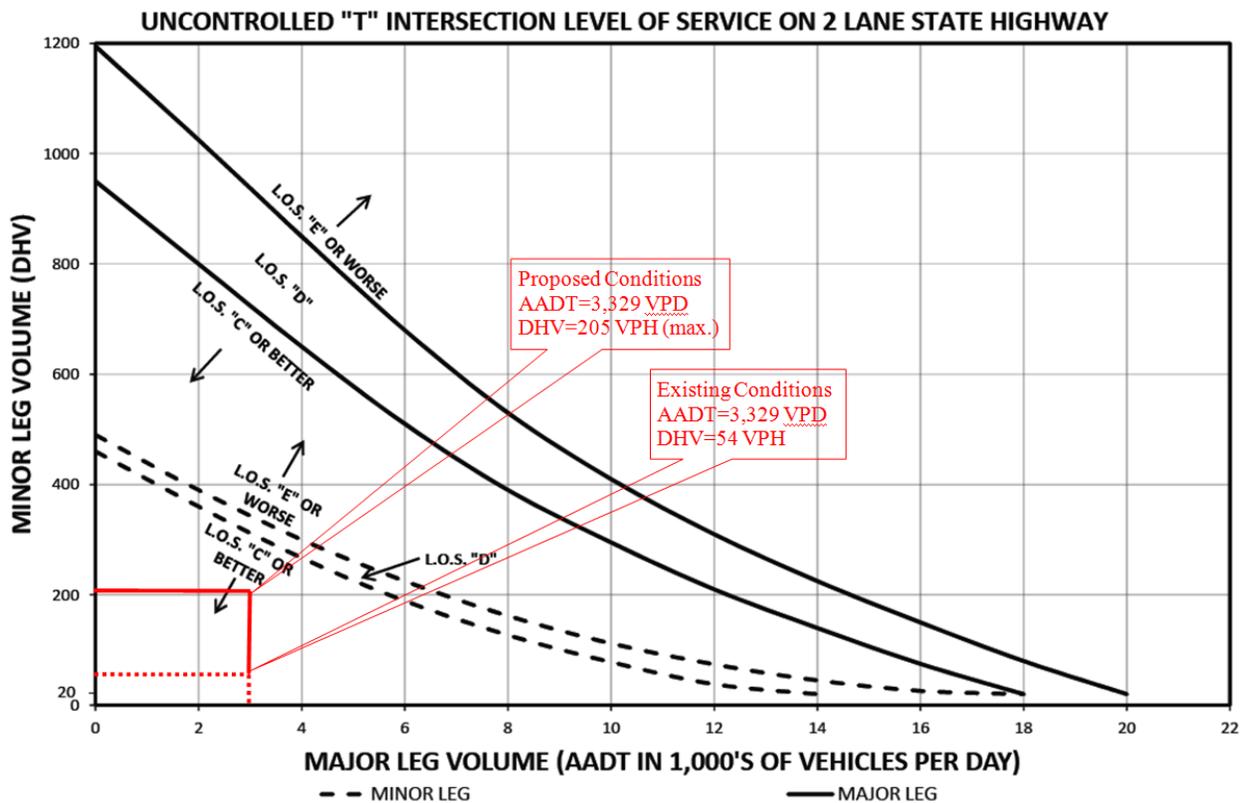


Figure 5: NYSDOT HDM Figure 5D-9

¹ NYSDOT Highway Design Manual, Draft Revision August 19, 2015



Table 1: LOS Analysis per NYSDOT HDM

	AADT (VPD)	Existing DHV (VPH)	Proposed DHV (VPH)	Existing Conditions LOS	Proposed Conditions LOS
Route 89 (major leg)	3,329 ¹	-	--	C or better	C or better
Gorge Road (minor leg)	-	54 ²	99 to 204 ³	C or better	C or better

1. NYSDOT 2014 data report at Watermark Road.
2. Existing Saturday PM peak traffic on Gorge Road.
3. Assumed maximum 45 to 150 additional vehicle trips during peak hour

As shown in Table 1, the addition of 45 vehicle trips to the worst case and unlikely scenario of 150 vehicle trips added to the roadway during the Saturday evening peak hour has no impact on the level of service of the roadways or intersection. The Future Conditions of Gorge Road and Route 89 will continue to operate at an acceptable LOS C or better as a result of the project.

4.0 Additional Potential Project Impacts

A traffic related impact concern voiced by a neighbor is with the distance of the proposed structure to Gorge Road. The nearest distance from the proposed structure to the edge of Gorge Road pavement is approximately 18-feet. Neighbors are concerned with a vehicle losing control traveling eastbound on Gorge Road during winter conditions and crashing into the proposed structure.

In the vicinity of the project, Gorge Road slopes downward from west to east. Currently, a vehicle traveling eastbound on Gorge Road during winter conditions may collide with the existing trees, ditch and utility poles (within 10 feet of the road) and mailboxes, signs, fencing and other streetscapes within and outside of the road right-of-way. In addition, vehicles currently have to navigate down Gorge Road to the intersection with Route 89 and come to a complete stop before turning left or right onto the highway.

Vehicles will continue to make the same movements and decisions in the proposed conditions. The Owner will maintain proper conditions of their driveway during the winter and Gorge Road will continue to be maintained by the Town.