

From: [KEITH KLAWES](#)
To: [Jeff Gryval](#); [Chad Pelisser](#); [Dawna Baxter](#); [Roger Laflamme](#)
Subject: Fwd: RE: FW: traffic study question
Date: Wednesday, July 17, 2019 11:49:37 AM

See below on traffic study

----- Original Message -----

From: Derik Goodine <DGoodine@allentownnh.gov>
To: 'KEITH KLAWES' <chefkk@comcast.net>
Date: July 17, 2019 at 11:38 AM
Subject: RE: FW: traffic study question

Yes the email from Dean Williams isn't a traffic study. He says in his email that one isn't needed and would be a waste of money. So there is no traffic study. He talks about what would trigger a traffic study. He mentions things you should think of are safety related to the driveway, like the width so there is enough room for one car to enter while one is exiting, and eliminating conflicts of cars entering and exiting so they aren't backed up onto Rt. 3 for instance. Thus making sure there is adequate maneuvering space for cars to enter, drive around without backing up, and exiting. places to designated places to park for customers. Perhaps eliminating cars from using their driveway as a cross cut to enter into the store and restaurant lot (so they use the driveway for that business) because that will interfere with cars trying to exit and create an accident situation for sure! Perhaps restriping the back lot on Turnpike Street so that there is enough room for people to exit the car lot next to the garage and onto Turnpike Street, thus making it one way in of Rt 3 and one way out onto Turnpike Street, and this should only be a right turn only out of the lot because of the cars that will be parked to the right of the exit area, thus making a left dangerous . (just my thought) It is up to the ZBA.. That would certainly reduce traffic impact conflicts on Rt 3. It is really up to the ZBA to determine how they think and what they think will make for the safest traffic flow for the business. This is in addition to my –previous comments. Traffic generation on the roads isn't the problem. Its traffic flow on the lot that would create any problems on the roads themselves.

Derik Goodine

Town Administrator

Town of Allentown

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From: KEITH KLAWES [mailto:chefkk@comcast.net]

Sent: Wednesday, July 17, 2019 10:58 AM

To: Derik Goodine <DGoodine@allentownnh.gov>

Subject: Re: FW: traffic study question

Hi Derik, this is what you sent me for the traffic study, is this it?

Keith

On July 9, 2019 at 2:02 PM Derik Goodine
<DGoodine@allentownnh.gov> wrote:

See the message below from our traffic expert at CHNPRC. Matt Monahan's counterpart in the traffic arena. He says the traffic impact is small and having a study would be a waste for the town and the applicant because the impact would be null; however, where the concern should be would be on the driveway entrance and access in terms of safety.

In my opinion that means will 5 to 7 cars fit on this lot and allow for proper entering and exiting of vehicles to drive in and drive out. Is there adequate parking for a couple of customer cars on the site and still room for another to drive in and drive out safely and come back at a later time. Can a car safely turn into the business off of Rt. 3. Are there conflicts with other business traffic.

Those are the things he says the Board should look at.

Derik Goodine

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From: Dean Williams [<mailto:dwilliams@cnhrpc.org>]

Sent: Tuesday, July 9, 2019 10:13 AM

To: Derik Goodine <DGoodine@allenstownnh.gov>

Subject: RE: traffic study question

Hi Derik,

Matt did mention this to me. My initial thought is that it would have to be a very large used car dealership, unlike most in the region, to

actually cause a noticeable impact to traffic. Although there could be other factors that could change that. You mentioned it only having 4 to 7 cars which makes me think this is a very small operation. Typically Car dealerships (used and new) are located on major arterial streets, such as Manchester Street in Concord or US Route 4 in Epsom. Because of the nature of those roads, a noticeable impact from traffic is even more unlikely.

I do have an older Institute of Transportation Engineers (ITE) Trip Generation Book which does include “Land Use Study 841 – New Car Sales” although in the description it mentions that the studies included lots that sold used cars as well. The equations derived from the studies are based off of number of employees and square footage of the floor area. For example if you had 20 employees, you would have about 13 trips (6 entering and 7 exiting) during the am peak hours. During pm peak there would be about 20 total trips split more evenly. Another example would be a 20,000 sq ft floor space would mean about 700 total trips on a weekday.

If you want to chat more about this feel free to give me a call or send me an e-mail with more information. I don't think it's worth having the town or the applicant pay an engineer to do a formal study on this kind of business considering how small it is, there really shouldn't be an impact to traffic. I would be more concerned with driveways and access in the terms of safety if it's on a heavily traveled road.

Thanks,
Dean

[Dean Williams](#) | Transportation Planner | Central NH Regional Planning Commission

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From: Derik Goodine <DGoodine@allentownnh.gov>
Sent: Monday, July 08, 2019 2:11 PM
To: 'Dean Williams' <dwilliams@cnhrpc.org>
Subject: traffic study question

I think Matt left you a message that I am looking for some traffic study info. More like trip generation numbers for a 4 to 7 car used car business, or names of vendors that can provide this info to a person applying to the ZBA and Planning Board for that information.

Derek Goodine

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