



October 20, 2016

RE: Traffic Overview for Wangard-Reinders Site Development

The final traffic analysis is not complete but certain items were presented at the Public Information Meeting Wednesday October 5, 2016 and are summarized below.

- Residential Trip Distribution Exhibit 4-4A is described below:
176 units with 10,000sf Retail Less Current Office Space = 897 New Trips Daily
- Distribution of new traffic to and from adjacent streets
27% west along Watertown Plank Road
35% east along Watertown Plank Road and divided to 7% on Legion Drive with 28% on Watertown Plank Road
26% south along Elm Grove Road
12% north along Elm Grove Road and divided 4% west on Juneau Blvd with 8% east on Juneau Blvd
- Weekday traffic added to the adjacent streets and increase to daily traffic
185 - 3.1% west along Watertown Plank Road
35% east along Watertown Plank Road and divided to 36 - 1.6% on Legion Drive with 101 - 1.3% on Watertown Plank Road
167 - 2.2% south along Elm Grove Road
137 - 7.4% north along Elm Grove Road and divided 24 - 0.6% west on Juneau Blvd with 48 - 1.4% east on Juneau Blvd
- Access is focused at Elm Grove Rd and Watertown Plank Road traffic signal
- Pedestrian and bicycle travel between Watertown Plank Road and Juneau Blvd paths will be on dedicated pathway off of pavement for Elm Grove Road (Cave Road)
- Access to Watertown Plank Road is closed west of Snap Dragon Flower Shop reducing vehicle conflicts.
- Alignment with Park and Shop Driveways is improved as one-way pattern is implemented.
- A safer parking arrangement is proposed along the development on Watertown Plank Road with parallel parking including 4 to 5 foot buffer to traveled way.
- The offset of Elm Grove Road is removed with the internal connection maintaining the change in roadway character to discourage through traffic.
- Internal walking paths connect residential and retail uses.
- The new intersection focuses pedestrian traffic crossing Watertown Plank Road at the traffic signal.
- Initial design for Elm Grove Road out of the development will have two lanes one for right turns and the other for left and thru traffic. One lane will be entering with potential for parallel parking with 4 to 5 foot buffer to traveled way along a seating and green space.

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President