

My family currently resides at 6784 Hollilynn Dr. I will be unable to attend the 01-27-16 ACHD meeting. I would like to submit the following for consideration:

**The ACHD traffic study is incomplete. For phase 1A there is only one access road to the development from Cole Rd. Traffic associated with the development can only use 3 choices: Cole Rd. north, Lake Hazel, or Cole Rd. south. ACHD did not study traffic impact issues for all 3 routes.**

**ACHD failed to consider traffic impact on Cole Rd. south of Lake Hazel. A majority of this traffic exits to or enters from W. Hollilynn Dr. and profoundly affects our neighborhood.**

This is copied from the ACHD document:

### **3. Traffic Impact Study**

The purpose of the study was to evaluate the traffic impacts resulting from the Syringa Valley development and to make recommendations for mitigation to the impacts if needed.

#### **Traffic Impact Study Area**

With the traffic impact study for Syringa Valley the study area was extended beyond the roadways within and adjacent to the development to allow for analysis of all the traffic impacts. The study area included the following roadway segments:

- Lake Hazel Road (Maple Grove to Cole Road)
- Lake Hazel Road (Orchard to Cole)
- Cole Road (Lake Hazel to Victory)
- Cole Road (Victory to Overland)
- Orchard Street ( Lake Hazel to Gowen)
- Orchard Street (1-84 to Gowen Road)

The following intersections were also included in the analysis:

- Cole/Victory
- Cole/Amity
- Cole/New Site Road
- Cole/Lake Hazel

- Maple Grove/Lake Hazel
- Orchard/Lake Hazel
- Orchard/Gowen
- Lake Hazel/New Site Access Roads

**It is unreasonable and negligent for ACHD to not study the impact of the development on Cole Rd, south [Hollilynn] traffic.**

Looking at attachment 5 of your document posted for the upcoming ACHD meeting; based on your 12-17-15 survey there is currently more traffic on Cole Rd. south of Lake Hazel Rd. than on Cole Rd. north of Lake Hazel Rd. This is copied from attachment 5:

Average Daily Traffic Count (VDT)

*Average daily traffic counts are based on ACHD's most current traffic counts.*

- The average daily traffic count for Cole Road south of Overland Road was 32, 598 on 9/24/15.
- The average daily traffic count for Cole Road south of Victory Road was 17,011 on 4/23/15.
- The average daily traffic count for Cole Road north of Lake Hazel was 3,565 on 12/7/15.
- The average daily traffic count for Cole Road south of Lake Hazel was 3,924 on 12/7/15.
- The average daily traffic count for Lake Hazel Road west of Cole was 3,988 on 12/9/15.

**This suggests traffic on Lake Hazel connecting to Cole more frequently heads south than north on Cole, eventually proceeding to Hollilynn. This is to avoid the congested mess that already exists on Cole north to Victory. With the development of phase 1A, the associated increased traffic will utilize this same option,**

**further increasing traffic using Cole Rd. south of Lake Hazel and W. Hollilynn Dr.**

**ACHD needs to produce traffic projections for Cole Rd. south prior to approving phase 1A.**

I have been a resident on W. Hollilynn Dr. for over 30 years. Hollilynn was originally a safe, peaceful estate area [Holly Estates] with a dead end road. Under the guise of needing a road to provide firetruck access after the NY canal bridge was weight restricted, ACHD extended Hollilynn through to Pleasant Valley Rd. This was done without written notice to Holly Estate residents after we were verbally assured a firetruck access road would be constructed to Cole Rd. from the west. We were told only a temporary road was to be constructed and removed after the bridge was upgraded.

**Hollilynn was not constructed to be a S. Cole Rd. high speed bypass road and should not be expected to perform that purpose.**

I have surveyed all of the roads entering S. Cole Rd. from the west or east between Hollilynn and W. Victory. All of the roads are wider than W. Hollilynn Dr. I have noted the following:

**6 ROADS: NO POSTED SPEED LIMIT.**

**9 ROADS: 20 MPH.**

**10 ROADS: 25 MPH.**

**W. DESERT RD.: 30 MPH. THIS ROAD HAS A SIDEWALK, BIKE LANES AND PARKING LANES AND IS 37' WIDE. HOLLILYNN IS 21' WIDE.**

**LAKE HAZEL: 35 MPH. DESIGNED AS A BYPASS ROAD, HAS WIDE APRONS AND A SIDEWALK. PRIVATE RESIDENCES ARE NOT LOCATED ON AND DRIVEWAYS TO NOT ENTER THE LAKE HAZEL EXTENSION RD.**

**4 ROADS: INTERSECT WITH COLE RD. AND ARE SIMILAR RESIDENTIALLY TO HOLLILYNN. THEY HAVE ACREAGES AND DRIVEWAYS THAT CONNECT TO THE STREET. ALL ARE 24' TO 24 ½' WIDE, HOLLILYNN IS 21' WIDE:**

**W. DELWOOD: NO POSTED SPEED LIMIT.**

**W. MCGLOCHLIN: 25 MPH.**

**W. DIAMOND: 20 MPH.**

**W. SORENSON: 20 MPH.**

**As a result of previous ACHD actions, Hollilynn residents are now living on an inappropriately utilized, increasingly busy, unsafe bypass road used by frustrated commuters to avoid congestion on Cole Rd.**

**I believe you owe an explanation to Hollilynn residents as to why W. Hollilynn has a posted speed limit of 35 mph. The road is in a residential Estate area. There are no sidewalks and several tight curves. There are an increasing number of children residing in the residential area. In their frustration of diverting all the way to Hollilynn to avoid the congestion on Cole heading north,**

a high percentage of commuters exceed the speed limit. **IT IS ONLY A MATTER OF TIME BEFORE SOME IS KILLED BECAUSE OF THIS SITUATION. APPROVAL OF THE CURRENT TRAFFIC PLAN FOR SYRINGA VALLEY WILL ONLY MAKE THIS SITUATION WORST.** I believe the speed limit on W. Hollilynn should be immediately reduced to 20 or 25 mph and vigorously enforced.

Thank you for considering these issues. I suspect the ACHD commissioners involved with this plan approval have or desire to have homes on quiet, safe residential streets. Please think of your response if you owned a home and were forced to endure what is happening on W. Hollilynn Dr.

**There is a logical potential solution to the above issues. The developer should be compelled to accelerate the Lake Hazel to Orchard Rd. connection schedule. ACHD should require the initial connector road be constructed prior to beginning phase 1A. If you really want to improve traffic issues, the road should be more robust than the currently proposed 2 lane road. After phase 1A is completed, traffic surveys should be repeated, including Cole Rd. south of Lake Hazel, and the schedule further adjusted.**

Thank you  
WT Murray, MD