

Thank you for the opportunity to provide public comment on the extensive application submitted for the Redevelopment of the Beaver Brook Mill complex. As a Civil Engineer and the current Code Compliance Officer for the Town of Sunapee, NH, I appreciate the quality work completed by the design team, but I also want to highlight a few opportunities or observations.

The report indicates that the Stopping Sight and Intersection Sight Distances meet or exceed AASHTO minimum standards, but AASHTO standards are not modified for local demographic or psychological effects on drivers from this corridor. 67% of the accidents along Lakeview Avenue were cross-movements and rear ends, which indicates response time or driver awareness in this area is different than AASTHO models. I think the accident rate and driver confusion can be mitigated with traffic flow changes. The driveway onto Lakeview Avenue could be an EXIT RIGHT TURN ONLY which correlates with the projected turning movements and creates a circular traffic pattern around the facility which is safer for an environment that will see passenger vehicles, commercial vehicles, visitors, residents, and pedestrians on foot. This would increase turning movements at the intersection of Lakeview Ave and Mill Street. This provides an opportunity for Lakeview Ave and Mill Street to become signalized which will help alleviate queue lengths at Mammoth and Lakeview, it will provide safe pedestrian crossings, and it will create a gateway for the new development.

The report includes future trip generations to develop the 2032 Build Scenario dataset for traffic volume and turning movements. While I agree with the residential uses, I feel the commercial use of “shopping plaza” is less impactful than the actual commercial use which is more aligned with gyms or high-quality restaurants. As a patron of the existing businesses, I know that one family arrives in multiple cars, whereas a family arrives in 1 car when going to the shopping plaza. I think the developer should re-evaluate the future commercial trip generations for the site.

The Level of Service Analysis indicates that Lakeview Ave and Mammoth Road intersection is the biggest issue, with queue lengths and wait time creating a LOS of C. My parents would agree with that conclusion. When reviewing the southbound movements along Mill Street and the westbound movement onto Mammoth Road, it can be inferred that some of the vehicles cut through Dallas Park Drive instead of waiting at the LOS D intersection of Mill Street and Mammoth Road. I have personally witnessed an increase of non-resident

traffic through Dallas Park Condos once the mills went through their first renovation. The increased traffic from the new development will cause more cars to cut through Dallas Park especially without any changes to the exiting roadway network (signalizing, one-ways, etc).

Because the report concludes that the future traffic conditions do not impact the level of service at intersections in the study area, no mitigation is required which means the developer is not required to improve the current and future conditions. This is the last large development project within the Lakeview Ave and Mammoth Road intersection area, and I think the developer has a responsibility to improve the built environment rather than maintain status quo. Status quo today is Level of Service C, 7 accidents a year primarily due to cross-movements, poor pedestrian access, and several confusing driveway access points.

Putting aside numbers, you need to consider the human aspect:

- Who likes driving down Lakeview Ave or Mammoth Road during rush hour? Who is confused when driving here?
- Do you walk this area and feel safe as a pedestrian? Or ride your bike?
- Level of Service C should not be accepted by the Town for the future conditions of this area. The design team has brains full of design solutions to improve the current condition, whether required as mitigation.
- LOS C does not represent free-flowing conditions, as drivers need to be more aware of the traffic around them. While minor incidents can still be absorbed at LOS C, any significant blockage will cause a notable deterioration in service quality and potential queue formation.
- Should the town accept those conditions as standard traffic conditions for the next 25 years?
- Should Dallas Park residents feel insecure in the property because people cut through to save time at the LOS D intersection at Mill Street. Improve security and install gates to enforce the PRIVATE DRIVE that exists today.

Thank you, Kyle Davis.