

# Memo



To: Plainfield Plan Commission  
From: Scott Singleton, Director of Transportation  
cc: Tim Belcher, Executive Director of Development Services  
Andrew Klinger, Town Manager  
Date: August 1, 2023  
Re: DP-22-114 (*continued from June meeting*)  
Transportation Comments on Chick-Fil-A Development Plan

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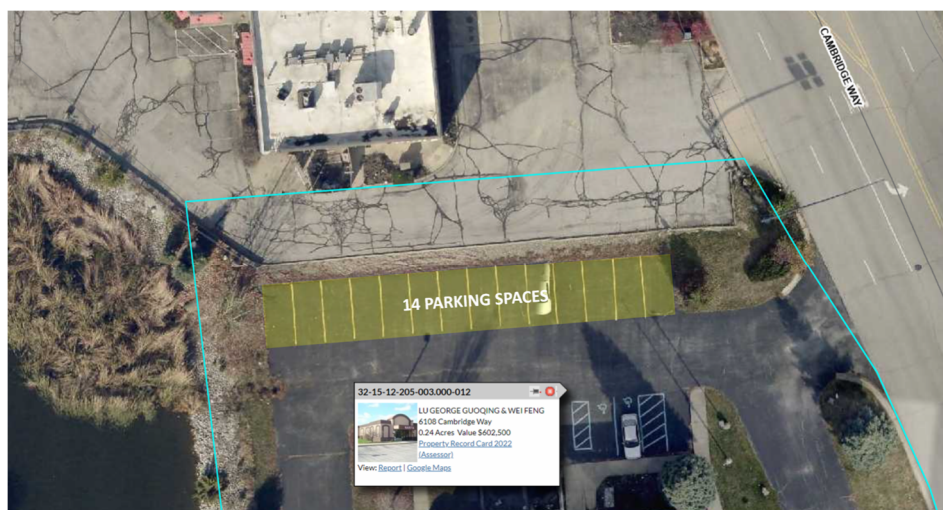
## OVERVIEW

Based upon feedback from the previous public hearing, the Petitioner has invested additional efforts in collecting and presenting a more complete Traffic Impact Study. A copy of the study, revised based upon Staff review comments, has been included for the Plan Commission's review.

To support the updated and expanded study, the following documents are also included:

- Staff questions from a 'Draft' version that was presented, including responses offered by the Petitioner.
- Updated 'Preliminary Site Plan' that modifies the proposed egress drive to right-turn only.
- WB-62 Truck Turning Plan illustrating how a southbound delivery would enter the site.

Additionally, the Petitioner has entered into a 'Parking License Agreement' with the adjacent lot to the south. A copy of this Agreement is also included as an additional material for review. The petitioner obtained this Agreement based upon concerns that the site, as presented, does not offer sufficient parking spaces for the expected peak hour service volumes and staffing needs. The Petitioner has indicated its parking needs have been calculated based upon an average shift size of 15-20 employees.



Ultimately, the recommendations of the Traffic Impact Study remain the same as presented previously with some minor exceptions. These recommendations include:

- Restripe one of the southbound lanes of Cambridge Way to act as a dedicated right-turn lane into the Chick-fil-A entry driveway.
- Add a striped pedestrian crosswalk on the south leg of Cambridge Way at Manchester Drive.
- An implicit change from previous that directs all exiting traffic from Chick-fil-A to travel south on Cambridge Way.
- Provide ‘centerline hardening’ on Cambridge Way restrict left-hand turns and to provide improved direction to drivers for using the southbound left-turn lane.

An example of ‘centerline hardening’ included in the TIS is shown here:

**Exhibit 1: Example of Centerline Left-turn Lane Hardening**



I agree that the expanded recommendations represent an improvement from the previous plan submission. However, I do have continued concerns about the exit drive proximity to an existing intersection coupled with the proposed increased use of nearly 200 vehicles using that drive during the daily peak hour as a result of this development plan request.

Given my own limitations in traffic engineering, I have requested a review & feedback from A&F Engineering on this study, the site design, and the recommendations offered. A separate memo from A&F will be posted and Steve Fehribach will be present at the public hearing to provide independent feedback to the Plan Commission on any questions that may be necessary to render a decision.

### **RECOMMENDATION**

As indicated in my previous memo, I am requesting that, if the Commission decides to take action offering an approval of the project as presented, that the approval be conditioned upon the Petitioner entering into an agreement with the Plainfield Town Council to approve the ingress and egress to the site. This is to ensure that the necessary support for mitigation measures to the public right-of-way have an opportunity to be fully considered and supported as deemed appropriate.