

TRAFFIC

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The Traffic Report presented in the DEIS has been revised to address questions raised during the Public Comment period by the Public, Planning Board and Town Consultants and reflect the SEIS Plans (112 units). In addition, meetings were held between the Orange County DOT and the Town of Monroe to address overall traffic issues along County Route 105 from Larkin Drive to Spring Street. These meetings resulted in changes to the location of the Main Entrance, which are now shown on the plans. As noted in the Executive Summary, the main entrance was moved north so that it was opposite Durant Drive. This will require a minor lot line adjustment and two variances for the remaining lot along Route 105 to address the changes to the lot to the north which is owned by the project sponsor.

During the preparation of the Site Plans (from October 2005 to 2006) the applicant has met with the Town Engineer and the Town Traffic Consultant and the Orange County Department of Public Works (OCDPW) several times to discuss the proposed project access roads. During their discussions, the direction from the OCDPW has changed in response to the information provided. The next meeting, which is memorialized in a letter from Frederick P. Clark Associates dated October 24, 2006, which is attached at the end of this chapter, states that the applicant proposes the following:

1. The north entrance will be opposite Durant Drive and will be a full intersection with traffic light.
2. The southern access is to be a secondary access drive which is a right turn in and out only.
3. There are several other alternatives being considered:
 - a) A long range alternative is to provide an access opposite Larkin Drive through the Oliveri property which would give access to multiple properties.
 - b) Other configurations for the south access drive including elimination of this drive if Oliveri goes forward.

These alternatives are not required by the level of service due to the traffic generated by this project and are considered in cooperation with the County.

The plans reflect the most recent meetings with the County.

Traffic Comment #1

Would you for the purposes of the record, identify who has been included in the traffic analysis? (PH 3/1/05)

Response: Traffic data used in this analysis was obtained from the Traffic Report prepared for "Retail Development on Baily Farm Road." This approved report included several other developments, which were also used in the Bald Hill Estates analysis as indicated on Table 5, Page 5-29 of the DEIS.

Traffic Comment #2

Some of the discussions from the last meeting were should we look at other improvements to Route 105 along the site frontage - it's a two lane roads today - between Spring and Larkin Drive, with some suggestion that we should analyze potential adding a lane in each direction, between or near our driveway intersections. (PH 3/1/05)

Response: In response to the comments from the Town's Traffic Consultant, the Applicant proposes to improve Freeland Street to provide two travel lanes in each direction between the intersections of Spring Street and Larkin Drive. These roadway improvements will compliment the already planned and approved intersection improvements, by others, at the intersections of Freeland Street at Spring Street and Freeland Street at Larkin Drive.

The intersection improvements will be implemented by another developer and will incorporate additional turning lanes and the upgrading of existing traffic signals.

The Applicant of Bald Hill Estates will compliment these intersection improvements by extending these improvements and travel lanes between the two signalized intersections. However, it is important to note that any final design must be approved by Orange County.

Traffic Comment #3

My concern is, and this is a heads-up to both you and Bernie on our side; I get the sense right now that the plans are changing slightly for Hidden Creek, and that the new referral or the new map will have a proposed traffic light across from Half Hollow Turn in the Village of Monroe.

Now, I spoke today with the Village Planning Board chair and said that I wanted to be updated on that, and I wanted this Board to be updated on that, and certainly that's something we are going to have to consider as we go forward with this application.

Because we now have the possibility of a stretch of road not quite a mile long having 5 traffic lights; that's absolutely ludicrous. (PH 3/1/05)

Response: It will be necessary to coordinate each of these traffic signals along Freeland Street. The upgrading of the traffic signals at Spring Street and Larkin Drive should incorporate upstream and downstream traffic signals and possibly a new traffic signal at the proposed access road to Bald Hill Estates at the applicant's expense.

Traffic Comment #4

Now, he's bringing up the traffic study, where are they going to acquire the land for all of these lanes that they are looking to add? Are they going to ask those people to forfeit their land that are on the right heading towards Spring? Because I know the DOT wanted to acquire that man's land next to our development. I don't know his name off the top of my head, but they wanted to cut into his property. (PH 3/1/05)

Response: There is sufficient County right-of-way to provide the additional travel lanes on Freeland Street, as described above, between the intersections of Spring Street and Larkin Drive.

Traffic Comment #5

(Mr. Rosachi, 650 Rt. 105) I want you to know that one of the driveways is mine, and that means I have to drive through the Village of Monroe if they don't allow a left turn, or make provisions to make a left turn? (PH 3/1/05)

Response: Based on a review of the Site Plan and the location of this driveway, there will be no turning restrictions to this resident's driveway. This property will have direct access to Freeland Street and will not be restricted by the right turn restriction for the proposed access road to Bald Hill Estates.

Traffic Comment #6

How much room between the proposed entry roads and the property adjacent to them? (paraphrased) (PH 3/1/05)

Response: The north entrance road has been shifted north to better align with Durant Drive. This means that the road is over 100' from the house to the south. The southern drive is also over 100' from the proposed road. Both roads are to be located in existing R-O-Ws which vary in width so that the adjacent residential property line is over 30' from the north entrance and more than 10' from the south entrance.

Traffic Comment #7

What is the distance from that curb to his property line. Do we have a number? (paraphrased) (PH 3/1/05)

Response: See response to Comment #6, above.

Traffic Comment #8

You are talking about a road entering the property off of 105 opposite Durant. I live off Durant, Old Country Road. The two homes that now exist are full fledged roads going to exist between those two existing homes, it does? All right. You are talking about a traffic light out on 105 over there? (PH 3/1/05)

Response: A traffic signal is proposed at the intersection of Durant Drive/Site Access Road and Freeland Street, if the County approves a traffic signal at this location. The traffic signal warrant analysis does not identify that this intersection meets the criteria for the installation of a traffic signal. However, it is the opinion of the Town and the Applicant that access and overall safety for the subject property would be improved with the installation of a traffic signal at this location. This traffic signal would have to be coordinated with the traffic signal located at Larkin Drive, which is immediately to the north of this location.

Traffic Comment #9

What is going to determine whether a traffic light is going to go in there or not? (PH 3/1/05)

Response: As noted above, a traffic signal warrant analysis was conducted for this intersection and it shows it will not meet the minimum criteria or volume on the side road approaches. However, it has been recommended by the Applicant and the Town's Traffic Consultant that a traffic signal be considered for this location. The County will make final determination if a traffic signal will be installed at this location. If a traffic signal is approved at this location, the Applicant will be responsible for the installation of this traffic signal, if approved by the County.

Traffic Comment #10

I have a question about the traffic analysis. When was it done? How many years ago? (PH 3/1/05)

Response: The Traffic Study was conducted based on traffic volumes obtained in 2000 and 2005. These Traffic Studies have been updated and incorporate the most recent information from the Town. The traffic analysis incorporates several other proposed

and planned developments and reflects current and future traffic conditions, with regard to roadway improvements, proposed and planned by others.

Traffic Comment #11

You talk about the traffic study being done Monday through Friday and again on Saturdays; why wasn't it done on Sunday? (PH 3/1/05)

Response: Typically, Traffic Studies are conducted on weekdays for residential developments and weekday afternoons and Saturdays for commercial development. However, to respond to this comment, additional traffic volume surveys were conducted on a weekday, Saturday and Sunday and results of these field surveys are included in the Appendix of this report.

Traffic Comment #12

Is there a way that one could apply a given ratio for Sunday to the figures that we now have? (PH 3/1/05)

Response: Sunday counts were conducted and included in the Appendix.

Traffic Comment #13

What we have seen is County Route 105 actually carries more traffic on a Saturday than 17M. So, Saturday seems to be the highest time period. So, any mitigation that they work out for Saturday would theoretically work for Sunday.

One thing that we can do to double check is to put an ATR out - one of those tubes - out, and leave it out for a week or two weeks and then see how the Saturday numbers compar to the Sunday numbers. (PH 3/1/05)

Response: See response to #12 above.

Traffic Comment #14

The one thing I am concerned about is coming out of my house on Spring Street, I make a right and I go up to that what used to be a "v" in the road there, and there is so much traffic. I am trying to make a train to go to the city in the morning, and it's very difficult to get out of there. I can't imagine what's gong to happen now with this many homes going in. (PH 3/1/05)

Response: As previously noted, there are a substantial level of road improvements planned and proposed along Freeland Street, between the intersections of Spring Street and Larkin Drive. These intersections will be upgraded by a different developer

and will include additional turning lanes and the upgrading of traffic signals. The Applicant for Bald Hill Estates is committed to upgrading Freeland Street between these two intersections to provide an additional travel lane in each direction. Although the Bald Hill Estates development will not add a significant level of traffic, as compared to other commercial developments planned in the immediate vicinity of the subject property, the combination of all these roadway and intersection improvements will have a significant beneficial impact to traffic conditions in the surrounding area.

Traffic Comment #15

You made a comment about adding lanes; were you talking about lanes coming from Spring Street or where are those added lanes? (PH 3/1/05)

Response: As noted above, there will be one additional travel lane on Freeland Street between the intersections of Spring Street and Larkin Drive.

Traffic Comment #16

Is there anything in your plan to put a traffic light at either one of your entrances for traffic control? (PH 4/5/05)

Response: As previously noted, it is proposed that a traffic signal be installed at the proposed access road, which will be located directly opposite Durant Drive. The other access road, closer to Spring Street, will be restricted to right turn movements only and controlled with a STOP sign.

Traffic Comment #17

Is Country Road 105 from between Nininger and toward the Village of Monroe going to all be two lanes in each direction, is that what you are talking about? (paraphrased) (PH 4/5/05)

Response: Freeland Street will be widened to provide two travel lanes between Spring Street and Larkin Drive.

Traffic Comment #18

To widen the road, obviously, there is going to be some construction done behind my house, which is on Old County Road, and my property goes down like this (indicating), and so do my neighbors'. Are they going to put any kind of retaining wall up after they have taken away the part of the hill that they need for the road, so there is no erosion? (paraphrased) (PH 4/5/05)

Response: There is sufficient right-of-way to provide the additional travel lane in each direction on County Route 105 (Freeland Street). To accommodate the additional travel lane, appropriate slopes will be constructed along the side of the road and behind the subject property identified by this resident.

Traffic Comment #19

In the traffic study for this particular spot, did we put a count to those (commercial) lots? (PH 4/5/05)

Response: The traffic analysis incorporated an office development of approximately 29,000 square feet to address the maximum potential traffic for a commercial development on the subject property. Traffic for this type of development is incorporated into all of the analyses for the weekday morning, weekday afternoon and Saturday conditions. The results of this analysis are provided in the Appendix of this report.

Traffic Comment #20

Did the traffic study include truck traffic from the commercial development? (paraphrased) (PH 4/5/05)

Response: The traffic estimates are based on trip generation rates provide by the Institute of Transportation Engineers (ITE) for this type and size development. These traffic estimates incorporate a certain level of site-generated traffic. For purposes of completing this analysis, it is assumed that 10 percent of the commercial traffic is trucks during peak hours.

Traffic Comment #21

Did we take the lowest or the highest (variable from the commercial uses)? (PH 4/5/05)

Response: The traffic analysis assumes the highest traffic generated which is general office space, which is permitted in this zone. Therefore, the traffic analysis assumes the highest traffic volumes.

Traffic Comment #22

The traffic study evaluates conditions during the weekday PM and Saturday peak hours for the Build conditions. The traffic chapter of the SEIS study should also include the traffic conditions during the weekday AM peak hour. Delays under the Build condition should be presented for each traffic movement and compared to the No Build conditions in a tabular format. (CHS 4/5/05)

Response: The traffic analysis accounts for weekday morning, weekday afternoon and Saturday midday peak hours. The results of the analysis are summarized in tables, which are included in the Appendix of this report.

Traffic Comment #23

The traffic study evaluates the accident history along the segment of CR 105 between Spring Street and Larkin Drive. All of the intersection accident rates were above the statewide averages for similar facilities. The traffic study makes reference to a Transportation Research Board study that identifies the initial criteria for an accident problem as five or more reported accidents, which would typically occur over a 12-month period." This type of criteria is typically used as a warrant, similar to the Caltrans Traffic Manual's Warrant No. 2 for the installation of a Stop Sign. Frederick P. Clark Associates, Inc. faxed a different reference from the Institute of Transportation Engineers (ITE) The Traffic Safety Toolbox, in which a variation of the criteria was used. The ITE report stated, "In an attempt to reduce cluster accident problems, some agencies have developed arbitrary warrants. For example, a right-angle crash pattern is not considered abnormal until five or more such crashes have occurred within one year at a location." We do not consider these references justification to take no further actions at the intersections that have accident rates significantly above the corresponding statewide averages for similar facilities. Anecdotal comments from the public have reinforced the analytical data showing that CR 105 has accident/safety issues that could be impacted by the additional traffic generated from this development. A more in depth analysis of the projects impact on safety needs to be conducted with site improvements included in the plan to address these issues. (CHS 4/5/05)

Response: As previously noted, the Applicant will improve Freeland Street, between Spring Street and Larkin Drive. These roadway improvements will reduce traffic congestion and provide ample capacity to accommodate all of the other planned and proposed developments in the immediate vicinity of the subject property and accommodate the added traffic from Bald Hill Estates. It is anticipated that these improvements will minimize current accident concerns along this section of Freeland Street.

Traffic Comment #24

There are discrepancies between the analysis conducted by our office and the service levels shown in the report. At the intersection of Spring Street and CR 105, our analysis showed that some movements operated at LOS F as compared to the LOS C/D in the traffic study. A source of the discrepancies may be the use of peak hour factors of 0.95 and 0.97 and 2% truck percentages in the level of service worksheets instead of the measured field values. Another

source for the discrepancies may be the speeds used in the analysis. (CHS 4/5/05)

Response: The traffic analysis included in the DEIS and the traffic analysis included in this SEIS were based on actual field measurements with peak hour factors, speeds and vehicle classifications. It is also important to note that the traffic analysis included in the DEIS was based on an HCS analysis and the Town's Traffic Consultant used SYNCHRO analysis. The SEIS is based on a SYNCHRO analysis to be consistent. Results of the two different computer programs can occasionally result in slightly different results when using the same inputs.

Traffic Comment #25

The evaluation of sight lines at the proposed driveway entrances was prepared using an operating speed of 35 mph on CR 105. This design speed should be confirmed by calculating the 85th percentile off-peak speed from actual measurements in the field. The evaluation of sight lines should be revised based on the results of the off-peak speed studies. (CHS 4/5/05)

Response: As part of the traffic analysis included in the DEIS, the 35 mile per hour speed was based on field observations during off-peak period. However, to respond to the comment a more detailed speed study was conducted, which included the installation of hoses across Freeland Street to identify the 85 percentile speed, by direction, in the immediate vicinity of the subject property frontage and near the location of the proposed access roads. The results of the analysis are included in the Appendix of this report.

Traffic Comment #26

Due to the offset configuration at the south access road and Old Country Road, it is suggested that the access road be a right in right out driveway to minimize delays on CR 105 and conflicting movements at this intersection. All the left turning traffic would utilize the north access road, and the offset layout with Durant Drive should be reconfigured to a traditional four-way intersection. It is also suggested that a traffic signal be installed to control the left turning traffic to the north access road and to help to prevent the proliferation of left turn type accidents along the corridor. The warrants for a traffic signal must be evaluated and approved by the County. (CHS 4/5/05)

Response: As noted in a previous comment and response, the Applicant is committed to upgrading Freeland Street to provide one additional travel lane in each direction between the intersections of Spring Street and Larkin Drive. As part of this improvement, the South Access Road to the subject property will be restricted to right turn movements in and out of the subject property. The North Access Road will be

aligned to be opposite Durant Drive and a traffic signal will be installed, if approved by the County. Traffic signal warrant analysis has been conducted and is included in the Appendix of this report.

Traffic Comment #27

In order to improve the overall levels of service throughout the project corridor, it is suggested to expand CR 105 to two travel lanes in both directions from Spring Street to Larkin Drive. (CHS 4/5/05)

Response: As previously noted, the Applicant is committed to improving Freeland Street between the intersections of Spring Street and Larkin Drive. These improvements will accommodate the traffic for other major developments, which are limiting their improvements to the signalized intersections of Freeland Street at Larkin Drive and Freeland Street at Spring Street.