



June 2, 2022

Mr. Chris Kehoe AICP, Deputy Director
Town of Cortlandt, Planning Division
1 Heady Street
Cortlandt Manor, NY 10567

*Re: Traffic Impact Study
Gurdjieff Foundation, 1065 Quaker Bridge Road East
Town of Cortlandt, New York*

Dear Mr. Kehoe:

HVEA has received the following documents associated with the referenced project:

- 5/23/22 Traffic Impact Study, Gurdjieff Foundation Former Danish Home, 1065 Quaker Bridge Road East - prepared by Provident Design Engineering, PLC.

Comments are provided as follows:

1. Traffic Volumes and Distribution

The applicant supplied an analysis for the higher volume regularly expected event and applied the impacts to the surrounding roadway network peak hours. The traffic projections, traffic distributions and studied time periods stated seem reasonable given the anticipated conditions described. It should be noted however that the traffic volumes are being calculated on very specific conditions. For example, the traffic volumes are lowered assuming every car will contain two people, only 60% of attendees would arrive during the peak hour, and all persons arriving by train are picked up by persons already traveling by car to the various events or meetings. As such, the traffic volumes projected are based on anticipated attendance that could have a considerable range if all of these conditions do not occur.

- The traffic volumes projected are based on anticipated attendance that could have a considerable range. Is there a basis for the event sizes and frequencies presented?
- We recommend that the 90-person attendance analysis should be analyzed against the peak traffic condition without factoring down the number of vehicles based on vehicle occupancy and carpooling from the train station in order to present a worst-case scenario. Presenting a range of operating conditions will provide a more durable analysis in the review process.

2. Parking

Parking for the larger events will utilize lawn areas. As in previous events it is assumed that the roadway will be left clear for circulation and emergency access. The Town should consider requiring a more formal plan for event management at the site.

3. Crash Data

The crash review demonstrates that there is no accident history associated with the affected roadways at the site.

4. Sight Distance

The sight distance values related to Quaker Ridge Road are consistent with AASHTO requirements for a stop condition on the minor road. The control at this intersection should be confirmed in the report and the installation of a stop sign considered.

The available sight distance calculations are based on needed clearing. The applicant should show the required clearing lines on a site plan.

5. The report utilizes a 0.5% Growth rate to 2025 which is considered reasonable.

If you have any questions or require additional information, feel free to contact our office.

Sincerely,



Brendan Fitzgerald, P.E.
HVEA Engineers

cc: Michael J. Cunningham, Esq.