

MEMORANDUM

To: Town of Cortlandt Planning Board

From: John Canning, P.E.
Veronica Prezioso, EIT

Date: September 20, 2021

Subject: Response to AKRF June 24, 2021 Traffic Impact Study Comments
Proposed Sinclair Gas Redevelopment
Town of Cortlandt, NY

Kimley-Horn has prepared this Memorandum to respond to comments provided in the June 24, 2021 review memorandum prepared by AKRF, the Town's traffic consultant, and comments provided by the Town of Cortlandt Planning Board at the August 31, 2021 meeting. The AKRF memorandum provided a review of Kimley-Horn's revised October 2020 Traffic Impact Study ("TIS") for the subject application and Kimley-Horn's responses to AKRF's October 2, 2020 comments.

AKRF General Comments

1. *The westbound left-turn should be noted as impacted in the Saturday midday peak hour. Furthermore, it should be noted the movement remains unmitigated with the proposed improvements.*

Response: The eastbound left-turn movement into the subject property is being prohibited, which will improve operating conditions on the westbound approach due to the decrease in conflicting volumes.¹

2. *The Consultant has based volume projections regarding operations of the site without a signal on existing patterns to the site as a signal does not exist today. A comparison of the existing trips to estimated project generated trips for the existing site using the ITE Trip Generation Manual demonstrates the site currently operates at approximately 50 percent of ITE's estimates. Generally, the assumption regarding the trip generation without a signal is acceptable, however, as the site will be modernized and built out notably, these volumes should be taken as estimates of a possible outcome. It is recommended that given the location and proximity of the site to the Bear Mountain Parkway and the notable changes proposed for this immediate area that a post construction*

¹ As indicated in the attached revised Synchro Capacity Analyses for the Build conditions, where we have: removed the volumes on the eastbound left-turn movement into the subject property, as well as the associated trips that would subsequently exit the site; added the eliminated primary purpose trips to the movements entering and exiting the Gasland facility, increased the remaining movements at the subject property by approximately 10% and adjusted the signal timing to reflect the revised traffic volumes..

monitoring plan be provided to determine whether the actual volumes of the site, the success of any improvement measures, and any additional measures that may be needed given site conditions at the time of operation.

Response: Comment noted. The Applicant has indicated that he will commit to the post-construction monitoring plan (see Section 11 of the October 2020 Traffic Impact Study) and will implement reasonable additional measures, if needed.

- 3. The pedestrian phasing for the Saturday midday No Build file should be consistent with GasLand's proposed signal timings (i.e., pedestrian timings for phases 4, 6 and 8). These changes do not impact the findings of the study.*

Response: Comment noted. We agree that these pedestrian phasing changes do not impact the findings of the study.

- 4. A detailed signal plan should be developed with the ongoing site plan review to ensure the pedestrian and operational improvements meet the requirements of the Town and State.*

Response: Comment noted. The Applicant is awaiting further input from NYSDOT regarding the installation and design of a traffic signal at this intersection. The Applicant will develop a detailed signal plan for review by NYSDOT as part of the NYSDOT permit approval process and will include the Town (and the Town's traffic consultant) in the approval process to ensure that the pedestrian and operational improvements will meet the Town's requirements as well as the State's. Please see attached for the latest Site Concept Plan provided to NYSDOT.

- 5. Crosswalks should be striped across the site driveways.*

Response: Crosswalks have been added to the latest Site Concept Plan, as shown in the attached.

- 6. The proposed striping including lanes, turning designations, and stop bars as well as associated signage should be shown on the site plan.*

Response: The proposed striping and signage has been added to the Site Concept Plan, as shown on the attached.

- 7. The westbound approach of the WB-50 semi-trailer is depicted driving over the adjacent curbs to enter.*

Response: The Truck Maneuvering Plan has been revised and is attached.

- 8. Please provide a turning assessment for a standard fire truck.*

Response: The Truck Maneuvering Plan, which includes maneuvering for a Spartan/Smeal 105-ft Aerial fire truck, has been revised and is attached.

Planning Board Comments

1. *Advance warning, pavement markings, signage, etc. for the proposed traffic light as it pertains to the BMP overpass potentially impacting sight lines.*

Response: Advance warning, pavement markings, signage, etc. are not necessary due to adequate sight lines, as detailed in the attached Signal Visibility Observations.

2. *Status of the DOT review of the off-site improvement plans. Keep the Town in the loop on transmittals and plans. While the DOT will review and approve these, they must be consistent with the overall design of the site and Planning Board review.*

Response: The New York State Department of Transportation (NYSDOT) has approved the Signal Concept. The latest Site Concept Plan, attached, has been submitted for sign-off on the driveway median.

3. *Is the BMP interchange still on the State's TIP? With the America Rescue Plan Act and additional infrastructure funding anticipated, has the State contemplated this improvement? Provide correspondence from the State.*

Response: The BMP interchange is not still on the State's TIP. We have a request in to the NYSDOT to determine if infrastructure funding is expected to be provided. Our correspondence with NYSDOT is attached.

4. *Turning radii for the Lake Mohegan Fire Apparatus shall be provided. No pump islands shall fall within the swept path.*

Response: Various Lake Mohegan Fire Apparatus are currently in use, per the Mohegan Volunteer Fire Association website² and are listed below, along with their associated wall-to-wall turning radii:

- **Engines 254 & 255 (Seagrave Marauder II) – Radius 36.3 feet**
- **Engines 252, 256, 257, & 258 (KME Pumper 500 Gallons) – Radius 31 feet**
- **Ladder 10 (Spartan/Smeal 75-ft Aerial) – Radius 34.2 feet**
- **Ladder 35 (Spartan/Smeal 105-ft Aerial) – Radius 46.2 feet**

The attached Truck Maneuvering Plan has been prepared to show a Spartan/Smeal 105-ft Aerial fire truck. No pump islands fall within the swept path of the fire truck, as shown on the attached.

² <https://www.moheganfire.com/apps/public/gallery/?Gallery=current>

5. *The “pork chop” island shall be revised to meet NYSDOT standards for pedestrian refuge. This may require a drop curb, ADA tactile domes, etc.*

Response: The latest Site Concept Plan provided in the attached has been revised to meet the NYSDOT standards for pedestrian refuge.

6. *The sidewalk along the frontage shall match the existing decorative streetscape found elsewhere along the Route 6 corridor. This includes the decorative luminaries with ability for flower baskets and banner along with a paver area for snow storage (3-ft minimum). Attached is the detail sheet. Ensure a photocell is included for the lights.*

Response: To be provided by the Civil Engineer.