August 28, 2024

Village of New Hempstead Planning Board
108 Old Schoolhouse Road
New City, NY 10956

RE: Traffic Impact Study Review #1 – Union Road Townhomes Development, Union Road, Village of New Hempstead, Rockland County, NY

Dear Chair Poliakoff and Board Members:

On behalf of the Village of New Hempstead, LaBella Associates DPC (LaBella) has performed a traffic and transportation engineering review of the Union Road Townhomes Development. In conducting this review, the following documents were considered and evaluated:

1. Traffic Impact Study (TIS) prepared by DTS Provident (DTS), dated July 31, 2024.
2. Site Development Plan prepared by Atzl, Nasher & Zigler, PC, dated August 30, 2023, and last reviewed July 25, 2024 (rev. #5)

Project Background
The subject site is located in the Village of New Hempstead, Rockland County. The site is located on the east side of Union Road and on the southwest border of the New York County Club. The project proposes 55-units of senior townhomes. The development proposes a new driveway on Union Road approximately 490 feet south of Michael Street, as well an emergency access on Union Road approximately 415 feet north of Michael Street. This review letter evaluates the potential impact of Union Road Townhomes development to the roadway network.

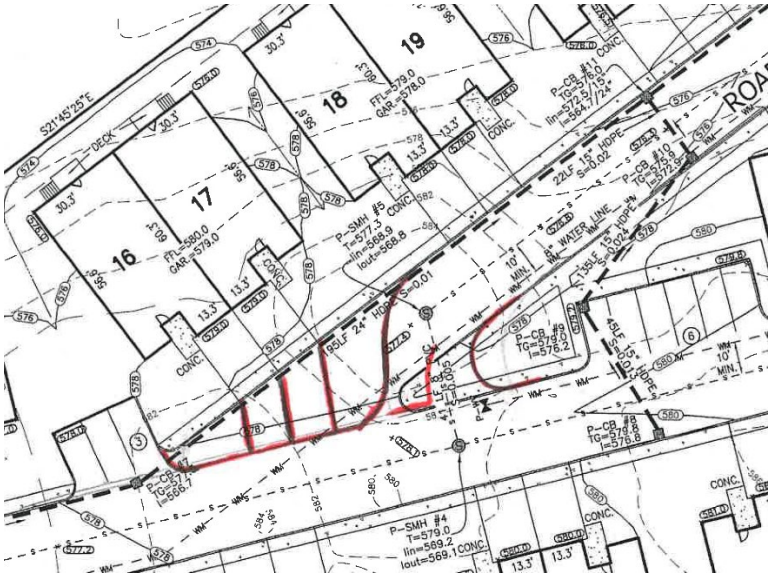
TIS Review

1. In general, the DTS TIS follows industry-accepted methodologies to assess the potential traffic impact of the development on the adjacent roadways.
2. Six study intersections were counted and analyzed for operational/level of service impacts. Weekday morning and weekday evening peak-hour volumes were collected as part of the study.
    a. Despite studying six intersections, there are key intersections along Union Road that lie within the radius of study but were not actually counted or analyzed by DTS. These are the intersections of (i) Union Road and Brick Church Road, (ii) Union Road and Grandview Avenue, and (iii) Union Road and McNamara Road. The latter two are the intersections of two county roads. LaBella recommends that the applicant explain why they were not included in the scope.
    b. LaBella suggests that, at a minimum, the intersection of Union Road/Brick Church Road be included and analyzed as part of the study. This intersection is an offset, all-way stop-controlled intersection with proximity to the New York Country Club and three schools. DTS assigned the same amount of future traffic to the other two intersections noted above, so a discussion concerning the impact of the project on these two locations should be provided as well.
    c. LaBella suggests that the applicant install an automatic traffic recorder (ATR) to collect volume, speed, and classification data along the site frontage to validate the manual turning movement counts and to confirm the prevailing speed, which is used to inform the sight distance analysis.
3. DTS states that the study peak hours are in the morning from 7:00 AM to 8:00 AM and evening from 4:15 PM to 5:15 PM. LaBella concurs with this finding.
4. DTS applied a 2.0% background traffic growth rate and considered traffic associated with seven projects. LaBella recommends that the applicant prepare a table summarizing the location, type of project, square footage/density of the project, total trip generation, and source of traffic data associated with the project so a validation can be performed.
5. The TIS utilized the Institute of Transportation Engineering (ITE) *Trip Generation Manual*, 11th Edition, to determine the number of trips generated by the proposed senior townhomes. Table 1 of the TIS presents trip generation for the senior townhomes using Land Use Code (LUC) 252 "Senior Adult Housing - Multifamily". The TIS states that the senior townhomes will generate 11 total trips in the AM peak hour and 14 total trips in the PM peak hour. However, this land use considers "dwelling units that share both floors and walls with other units in the residential building", LaBella suggests that DTS consider LUC 251 "Senior Adult Housing – Single Family," which notes that dwelling units can be either detached or attached, and identify the differences in future site-generated traffic.
6. Figure 6 and Figure 7 show the arrival and departure distributions for the development, respectively. The distributions represent possible traffic patterns of future residents. However, key nearby roadways such as Grandview Avenue, McNamara Road, and Brick Church Road were omitted from future traffic assignments. Instead, the distribution identifies the use of roadways like Ivy Lane and Pennington Way, which are classified as Urban Local roadways. The applicant should explain the rationale for the trip distribution and assignment of future site-generated traffic.

7. DTS should provide an updated level of service analysis incorporating the trip generation volumes based on LUC 251 “Senior Adult Housing – Single Family” and any adjustments to the scope of study intersections and trip distribution/assignment.
8. DTS provided an overview of crashes reported on Union Road over a three-year period. The period start date and end date should be specified. In general, DTS should provide crash summary tables for intersections and segments. The tables should present intersection type, severity, and contributing factors.
    a. More specifically, seven crashes were reported on a one-half-mile segment of Union Road between Brockton Road and Jonathan Place. This segment includes the subject site and main driveway. DTS should provide a summary of crash location, type, severity, and contributing factors. DTS should also determine if the crash rate for this stretch of Union Road is above the statewide average.
    b. The TIS states that 21 crashes occurred close to the intersection of Union Road and Brick Church Road and 61 crashes occurred close to the intersection of Union Road and McNamara Road. Site-generated traffic will be added to these intersections based on the trip distribution and assignment presented in the TIS. LaBella recommends that the applicant describe possible ways to mitigate the crash history at intersections and along segments that exhibit a crash rate higher than the statewide average.
    c. LaBella recognizes that the applicant is not responsible for bearing the responsibility of resolving an existing safety issue; however, proportional “fair share” efforts may be possible in the furtherance of traffic safety.

Site Development Plan Review

1. The internal intersection of Road A and Road B forms an acute angle and results in a large amount of paved area. LaBella recommends a more orthogonal configuration as conceptualized below. In this concept, the driveways for units 16 and 17 would be extended to meet Road A at right angles, green space could be added on either side of the extended driveways, and Road B would form a traditional T intersection with Road A.



2. The internal sidewalks should be extended around the banks of parking (e.g., bank of three spaces between units 15 and 16; banks of seven and 10 spaces adjacent to the pool; and bank of five spaces adjacent to unit 55) to ensure a continuous path for pedestrians.
3. What is the design vehicle for the internal roadways?
4. An AutoTurn analysis based on the design vehicle should be provided for the hammerhead turn-around areas.
5. The proposed gate at the emergency driveway is shown to be placed within the public right-of-way. The gate should be placed on private property.
6. The internal sidewalks terminate at the main driveway on Union Road. LaBella recommends that the sidewalks be extended along the entire site frontage on Union Road to provide greater pedestrian connectivity. Continuous pedestrian access should be provided to/from Union Road at the emergency driveway also.

Respectfully submitted,

LaBella Associates, DPC

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