


From: Philip Grealy pgrealy@maserconsulting.com 
Subject: RE: traffic data
Date: June 7, 2016 at 9:47 AM
To: David Shepler d@vidshepler.com
Cc: Philip Grealy pgrealy@maserconsulting.com, Jenny Rosa jrosa@maserconsulting.com

PG

David,

See responses below.

Regards,
Phil

Jenny Rosa
Sr. Administrative Assistant
Maser Consulting P.A.
P: 914.347.7500 ext: 4800

From: David Shepler [mailto:d@vidshepler.com]
Sent: Monday, June 06, 2016 5:22 PM
To: Philip Grealy
Subject: Re: traffic data

Phil,

It appears that Dave Gilmour, the Village Planner, would like some additional information referenced in our TIS. Can you provide this to me? Thank you.

Here are his specific comments:

5. Regarding Traffic Impact Study:

- a. Page 5 references Land Use conforming to ITE Categories 820 Shopping Center and 220 Apartments. Data for these factors should be provided. **See Attachment 1 – pages from the ITE manual.**
- b. For the main driveway, Table 2 has should have ‘southbound’ and ‘northbound’. **The capacity analysis method for unsignalized “T” intersections only provides a level of service for the main road approach, which has the left turn movements, therefore no level of service is computed for the southbound approach, which is not controlled (see Attachment 2 printout for example). Thus, the levels of service are only computed for the eastbound and northbound approaches.**

On May 23, 2016, at 3:00 PM, David Gilmour <DGilmour@villageofnewpaltz.org> wrote:

Good Day Key Zero Place Proponents:

As we proceed on this side with your development review, including SEQRA forecasting and preparation, I hope to be able to speak to a variety of topics, including the subject of transportation. Could you provide indication whether there is any problem with finding by Planner to date and supplying transport-related data Village Planner requests? Also, could you indicate when data requested might be supplied, whether and when you think you may get any initial feedback on development data you have supplied to NYSDOT, whether you have or are pursuing additional gateway consultation with Ulster County Planning on the topic transport, as well as when you might anticipate being ready to discuss transportation impacts with me?

Thank you in advance,

David Gilmour, AICP
Village of New Paltz Planner
(845) 255-5758

P Please consider the environment before printing this e-mail.

In a continuing effort to support its strategic growth initiative, Maser Consulting is pleased to announce that, Triangle Surveying & Mapping, Inc. of Miami, Florida has joined our team. As a result we now have a combined total of over 600 employees in 20 offices nationwide to better serve our clients.

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Attachment 1 - ITE
Info.pdf

2021 Build Traffic Volumes (W/Restriping)
3: NYS Route 32 & Site Access Driveway

Peak PM Hour
1/15/2016

Intersection							
Int Delay, s/veh	3.1						
Movement	EBL	EBR	NBL	NBT	SBT	SBR	
Vol, veh/h	39	73	74	512	629	52	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Stop	Stop	Free	Free	Free	Free	
RT Channelized	-	None	-	None	-	None	
Storage Length	0	-	-	-	-	-	
Vehicle in Median Storage #	0	-	-	0	0	-	

2021 Build Traffic Volumes (W/Restriping)
 3: NYS Route 32 & Site Access Driveway

Peak PM Hour
 1/15/2016

Intersection

Int Delay, s/veh 3.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	39	73	74	512	629	52
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	-1	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	3	4	2
Mvmt Flow	41	77	78	539	662	55

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	1384	689	717
Stage 1	689	-	-
Stage 2	695	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	158	446	884
Stage 1	498	-	-
Stage 2	495	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	138	446	884
Mov Cap-2 Maneuver	138	-	-
Stage 1	498	-	-
Stage 2	433	-	-

Approach	EB	NB	SB
HCM Control Delay, s	31.4	1.2	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	884	-	251	-	-
HCM Lane V/C Ratio	0.088	-	0.47	-	-
HCM Control Delay (s)	9.5	0	31.4	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0.3	-	2.3	-	-

TRIP GENERATION MANUAL

9th Edition • Volume 3: Data

Trip Generation Rates, Plots and Equations

- Institutional (Land Uses 500–599)
- Medical (Land Uses 600–699)
- Office (Land Uses 700–799)
- Retail (Land Uses 800–899)
- Services (Land Uses 900–999)



Institute of Transportation Engineers

Apartment (220)

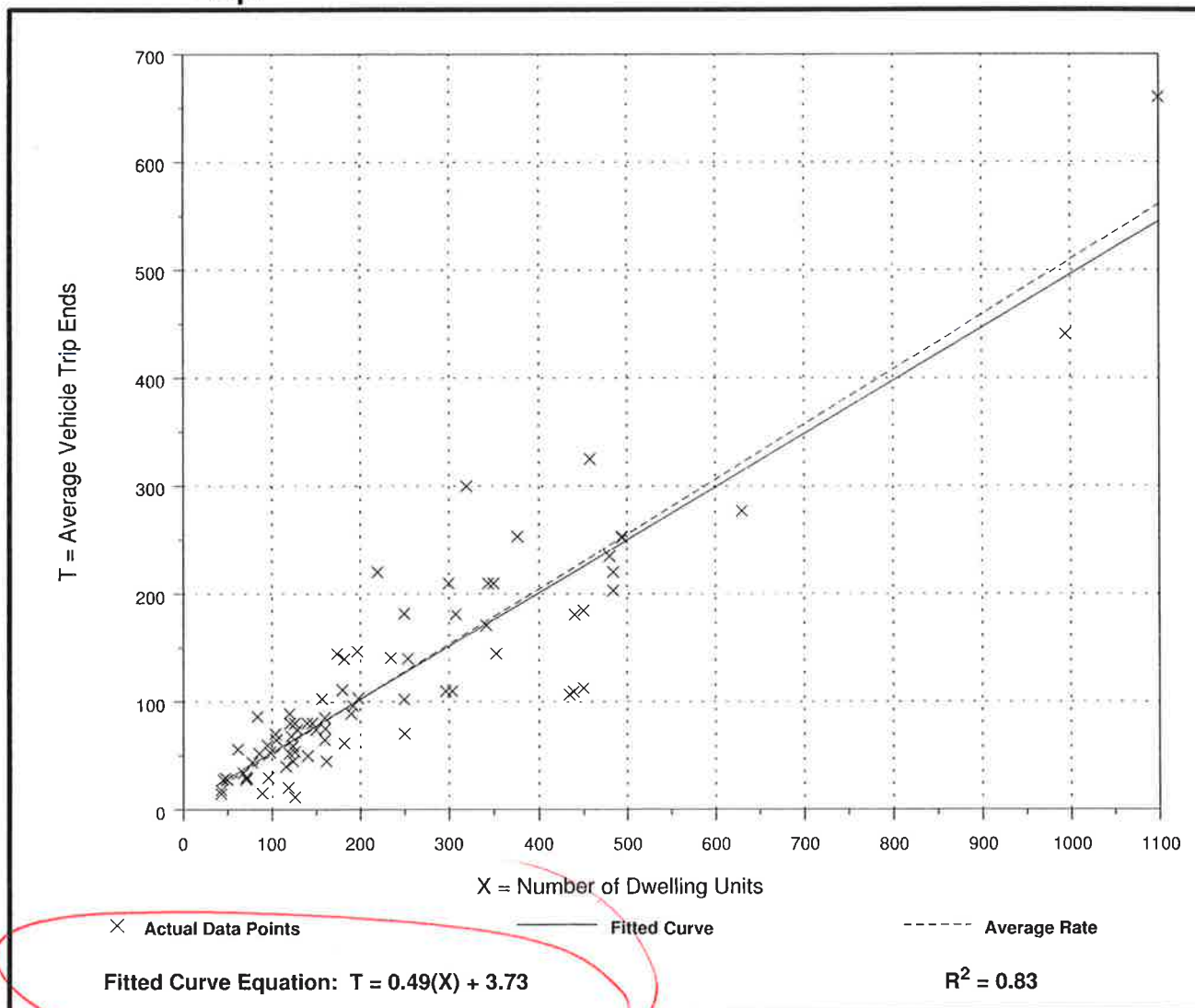
**Average Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.**

Number of Studies: 78
Avg. Number of Dwelling Units: 235
Directional Distribution: 20% entering, 80% exiting

Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.51	0.10 - 1.02	0.73

Data Plot and Equation



Apartment (220)

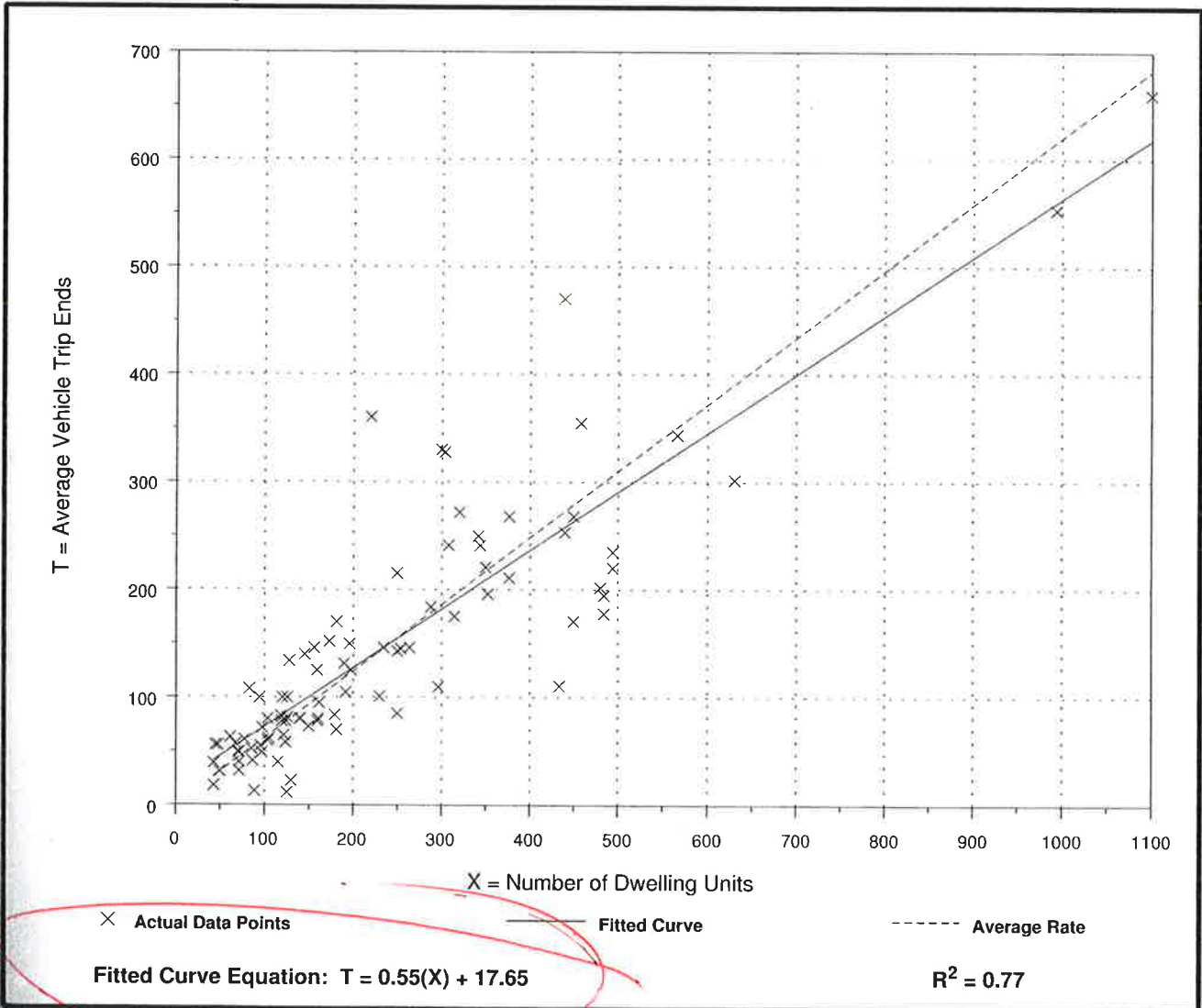
Average Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Number of Studies: 90
 Avg. Number of Dwelling Units: 233
 Directional Distribution: 65% entering, 35% exiting

Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.62	0.10 - 1.64	0.82

Data Plot and Equation



Shopping Center (820)

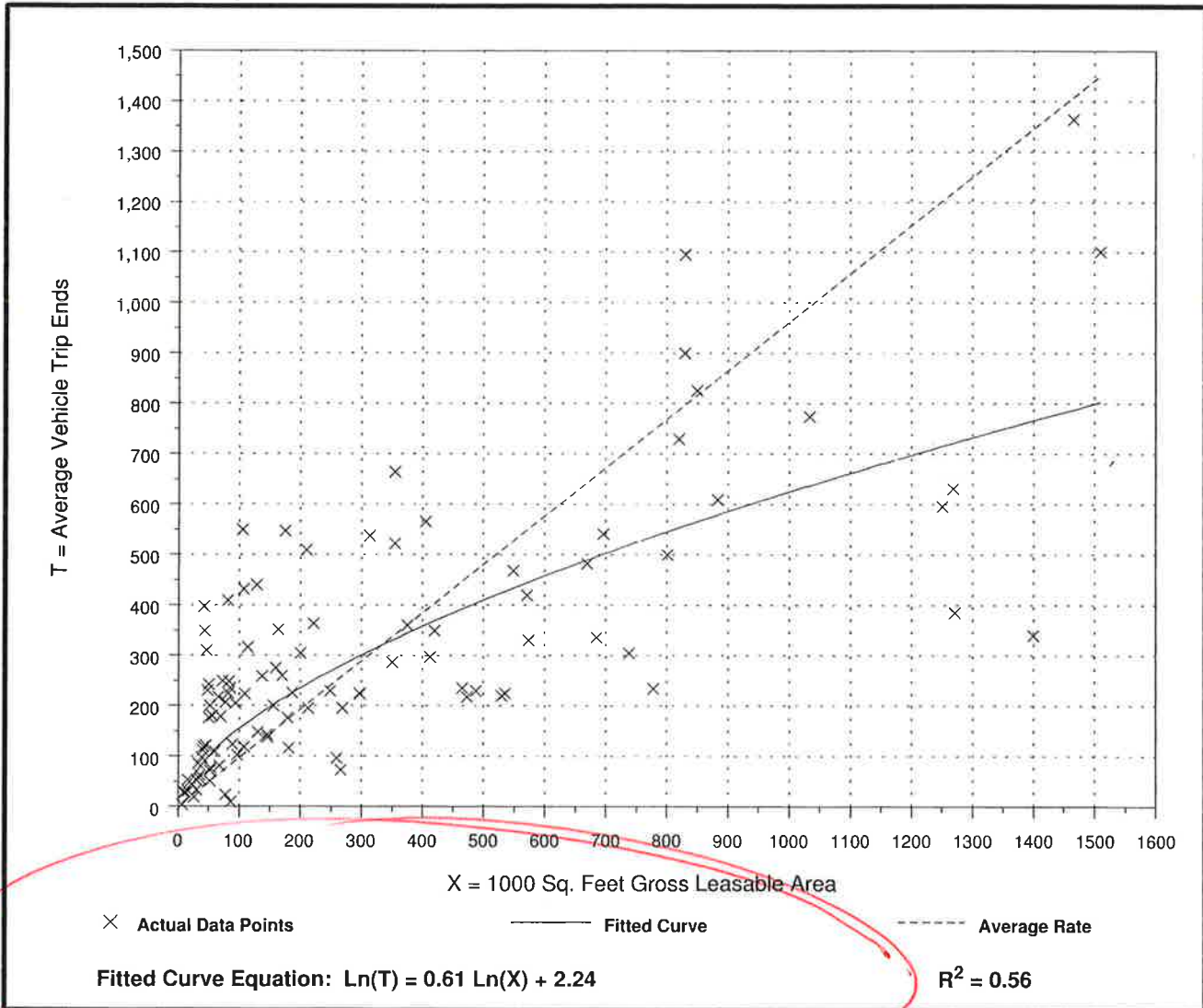
Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Leasable Area
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Number of Studies: 104
Average 1000 Sq. Feet GLA: 310
Directional Distribution: 62% entering, 38% exiting

Trip Generation per 1000 Sq. Feet Gross Leasable Area

Average Rate	Range of Rates	Standard Deviation
0.96	0.10 - 9.05	1.31

Data Plot and Equation



Shopping Center (820)

Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Leasable Area
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Number of Studies: 426
Average 1000 Sq. Feet GLA: 376
Directional Distribution: 48% entering, 52% exiting

Trip Generation per 1000 Sq. Feet Gross Leasable Area

Average Rate	Range of Rates	Standard Deviation
3.71	0.68 - 29.27	2.74

Data Plot and Equation

