

## **Appendix D**

### *Updated Traffic Data*



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MEMORANDUM

TO: Chad M. Wade, RLA  
FROM: Philip J. Grealy, Ph.D., P.E.  
DATE: April 6, 2011  
SUBJECT: Glenmere Preserve  
Village of Florida, New York  
PROJECT: No. 308  
COPY TO:

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We have reviewed the latest site plan which indicates that access to the site will be provided via a new roadway connection to NYS Route 17A opposite Washington Avenue. Emergency access to the site will also be provided north of Village Drive. The traffic analysis contained in the DEIS assumed connections would be provided to NYS Route 17A between Washington Avenue and Roosevelt Avenue and that a secondary access would also be provided to Glenmere Homesites Road. The current plan eliminates the access to Glenmere Homesites Road. The current plan also proposes a 168 unit development while the traffic analysis assumed a 210 unit development. In general the traffic analysis contained in the DEIS is still representative of the newly proposed plan. However, due to the modified access scenario it was necessary to revise the analysis of the site access driveway. The site access will now form a full movement intersection with NYS Route 17A and Washington Avenue. The analysis for this intersection for 2010 Existing, 2014 No-Build and 2014 Build Traffic Volumes during the AM and PM Peak Hours is attached. The results indicate that the intersection currently operates at a Level of Service "C" or better during each of the peak hours and it is expected that a similar Level of Service will be maintained under the future no-build scenario. Under 2014 Build Conditions it is expected that the intersection will continue to operate at a Level of Service "C" or better during each of the peak hours.

It should also be noted that since access to Glenmere Homesites Road is no longer provided the operating conditions at the intersection of NYS Route 17A and Glenmere Homesites Road will be slightly better than what is shown in the DEIS traffic analysis. However, it is still recommended that the proposed improvements at this intersection be made to improve the overall safety of the intersection.

**Response to Comment #71 Thomas M Humphryes Letter Dated September 13, 2010**

The provisions of sidewalks along NYS Route 17A is a Village of Florida decision and would include other land owners with frontage along this roadway.

**Response to Comment #72 Thomas M Humphryes Letter Dated September 13, 2010**

The proposed plan for the Glenmere Preserve site has been modified such that access to the site will only be provided via a roadway connection to NYS Route 17A opposite Washington Avenue. The site access connection to Glenmere Homesites Road has been eliminated. In addition emergency access will be provided at a location north of Village Drive.

If you have any questions regarding this, please do not hesitate to contact us.











TWO-WAY STOP CONTROL SUMMARY

Analyst: R.H.  
 Agency/Co.: JCE  
 Date Performed: APRIL 2011  
 Analysis Time Period: AM PEAK HOUR  
 Intersection: S. MAIN ST. & WASHINGTON AVE  
 Jurisdiction:  
 Units: U. S. Customary  
 Analysis Year: 2014 BUILD TRAFFIC VOLUMES  
 Project ID: 308AMBD7  
 East/West Street: WASHINGTON AVENUE  
 North/South Street: SOUTH MAIN ST. (NYS ROUTE 17A)  
 Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

| Major Street:          | Approach Movement | Northbound |        |        | Southbound |        |        |
|------------------------|-------------------|------------|--------|--------|------------|--------|--------|
|                        |                   | 1<br>L     | 2<br>T | 3<br>R | 4<br>L     | 5<br>T | 6<br>R |
| Volume                 |                   | 1          | 518    | 6      | 17         | 297    | 1      |
| Peak-Hour Factor, PHF  |                   | 0.90       | 0.90   | 0.90   | 0.90       | 0.90   | 0.90   |
| Hourly Flow Rate, HFR  |                   | 1          | 575    | 6      | 18         | 330    | 1      |
| Percent Heavy Vehicles |                   | 5          | --     | --     | 5          | --     | --     |
| Median Type/Storage    |                   | Undivided  |        |        | /          |        |        |
| RT Channelized?        |                   |            |        |        |            |        |        |
| Lanes                  |                   | 0          | 1      | 0      | 0          | 1      | 0      |
| Configuration          |                   | LTR        |        |        | LTR        |        |        |
| Upstream Signal?       |                   | No         |        |        | No         |        |        |

| Minor Street:                    | Approach Movement | Westbound |        |        | Eastbound |         |         |
|----------------------------------|-------------------|-----------|--------|--------|-----------|---------|---------|
|                                  |                   | 7<br>L    | 8<br>T | 9<br>R | 10<br>L   | 11<br>T | 12<br>R |
| Volume                           |                   | 10        | 0      | 31     | 4         | 0       | 1       |
| Peak Hour Factor, PHF            |                   | 0.90      | 0.90   | 0.90   | 0.90      | 0.90    | 0.90    |
| Hourly Flow Rate, HFR            |                   | 11        | 0      | 34     | 4         | 0       | 1       |
| Percent Heavy Vehicles           |                   | 5         | 0      | 5      | 5         | 0       | 5       |
| Percent Grade (%)                |                   | 0         |        |        | 0         |         |         |
| Flared Approach: Exists?/Storage |                   | No        |        |        | / No /    |         |         |
| Lanes                            |                   | 0         | 1      | 0      | 0         | 1       | 0       |
| Configuration                    |                   | LTR       |        |        | LTR       |         |         |

Delay, Queue Length, and Level of Service

| Approach Movement | NB   | SB   | Westbound |   |   | Eastbound |    |    |
|-------------------|------|------|-----------|---|---|-----------|----|----|
|                   |      |      | 7         | 8 | 9 | 10        | 11 | 12 |
| Lane Config       | LTR  | LTR  | LTR       |   |   | LTR       |    |    |
| v (vph)           | 1    | 18   | 45        |   |   | 5         |    |    |
| C(m) (vph)        | 1212 | 978  | 395       |   |   | 248       |    |    |
| v/c               | 0.00 | 0.02 | 0.11      |   |   | 0.02      |    |    |
| 95% queue length  | 0.00 | 0.06 | 0.38      |   |   | 0.06      |    |    |
| Control Delay     | 8.0  | 8.7  | 15.3      |   |   | 19.8      |    |    |
| LOS               | A    | A    | C         |   |   | C         |    |    |
| Approach Delay    |      |      | 15.3      |   |   | 19.8      |    |    |
| Approach LOS      |      |      | C         |   |   | C         |    |    |

TWO-WAY STOP CONTROL SUMMARY

Analyst: R.H.  
 Agency/Co.: JCE  
 Date Performed: APRIL 2011  
 Analysis Time Period: PM PEAK HOUR  
 Intersection: S. MAIN ST. & WASHINGTON AVE  
 Jurisdiction:  
 Units: U. S. Customary  
 Analysis Year: 2014 BUILD TRAFFIC VOLUMES  
 Project ID: 308PMBD7  
 East/West Street: WASHINGTON AVENUE  
 North/South Street: SOUTH MAIN ST. (NYS ROUTE 17A)  
 Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

| Major Street: Approach Movement | Northbound |        |        | Southbound |        |        |
|---------------------------------|------------|--------|--------|------------|--------|--------|
|                                 | 1<br>L     | 2<br>T | 3<br>R | 4<br>L     | 5<br>T | 6<br>R |

|                        |           |      |      |      |      |      |
|------------------------|-----------|------|------|------|------|------|
| Volume                 | 2         | 393  | 11   | 34   | 514  | 5    |
| Peak-Hour Factor, PHF  | 0.90      | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Hourly Flow Rate, HFR  | 2         | 436  | 12   | 37   | 571  | 5    |
| Percent Heavy Vehicles | 5         | --   | --   | 5    | --   | --   |
| Median Type/Storage    | Undivided |      |      | /    |      |      |
| RT Channelized?        |           |      |      |      |      |      |
| Lanes                  | 0         | 1    | 0    | 0    | 1    | 0    |
| Configuration          | LTR       |      |      | LTR  |      |      |
| Upstream Signal?       | No        |      |      | No   |      |      |

| Minor Street: Approach Movement | Westbound |        |        | Eastbound |         |         |
|---------------------------------|-----------|--------|--------|-----------|---------|---------|
|                                 | 7<br>L    | 8<br>T | 9<br>R | 10<br>L   | 11<br>T | 12<br>R |

|                                  |      |      |      |      |      |      |
|----------------------------------|------|------|------|------|------|------|
| Volume                           | 7    | 0    | 22   | 5    | 0    | 1    |
| Peak Hour Factor, PHF            | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Hourly Flow Rate, HFR            | 7    | 0    | 24   | 5    | 0    | 1    |
| Percent Heavy Vehicles           | 5    | 0    | 5    | 5    | 0    | 5    |
| Percent Grade (%)                | 0    |      |      | 0    |      |      |
| Flared Approach: Exists?/Storage | No   |      |      | /    |      |      |
| Lanes                            | 0    | 1    | 0    | 0    | 1    | 0    |
| Configuration                    | LTR  |      |      | LTR  |      |      |

Delay, Queue Length, and Level of Service

| Approach Movement Lane Config | NB       | SB       | Westbound |          |   | Eastbound |           |    |
|-------------------------------|----------|----------|-----------|----------|---|-----------|-----------|----|
|                               | 1<br>LTR | 4<br>LTR | 7         | 8<br>LTR | 9 | 10        | 11<br>LTR | 12 |

|                  |      |      |      |      |  |      |      |  |  |
|------------------|------|------|------|------|--|------|------|--|--|
| v (vph)          | 2    | 37   | 31   |      |  | 6    |      |  |  |
| C(m) (vph)       | 983  | 1097 | 397  |      |  | 191  |      |  |  |
| v/c              | 0.00 | 0.03 | 0.08 |      |  | 0.03 |      |  |  |
| 95% queue length | 0.01 | 0.10 | 0.25 |      |  | 0.10 |      |  |  |
| Control Delay    | 8.7  | 8.4  | 14.8 |      |  | 24.5 |      |  |  |
| LOS              | A    | A    | B    |      |  | C    |      |  |  |
| Approach Delay   |      |      |      | 14.8 |  |      | 24.5 |  |  |
| Approach LOS     |      |      |      | B    |  |      | C    |  |  |