

## J. Traffic and Transportation

### 1. Additional Technical Studies

It is not uncommon for the side road approach for unsignalized intersections to operate with delays while the major road operates at better Levels of Service. The DEIS Traffic Impact Study identified five (5) unsignalized intersections to be monitored for signalization under the Year 2020 Build and Year 2020 Build with Other Development Traffic Conditions. Since the Levels of Service are based on future traffic projections, the Applicant has proposed to monitor these locations at the end of Phase II to determine if the projected traffic volumes develop and if Traffic Signal Warrants will be met. Based upon comment from the Town's planning consultant, a Preliminary Traffic Signal Warrant Analysis was conducted for those five unsignalized intersections and included in this FEIS. The Preliminary Traffic Signal Warrant Analysis Tables indicate that Intersections 2b, 8 and 9 (NYS Route 22 and Rural Avenue (south leg), NYS Route 22/55 and Hurds Corner Road/Old Pawling Road/Kitchen Corners Road (south leg), and NYS Route 22/55 and North Quaker Hill Road (C.R. 68)) would not meet warrants due to the low minor street volume and Intersections 4 and 6 (NYS Route 22 and Route 55 Split, NYS Route 22/55 and Furlong Road) may meet warrants if the traffic volumes develop in the future.

No further technical studies were necessary for the FEIS.

### 2. Plan Changes and Impact Summary

The modified FEIS plan resulted in minor program changes. Since the total number of residential units has remained the same, and the commercial square footage is nearly the same, no significant changes in trip generation and traffic conditions would be expected. There were limited public comments regarding the project's anticipated traffic and transportation impacts.

### 3. Comments and Responses

#### *Comment J.1*

We recommend reduced parking requirements in transit-oriented development districts, at or close to one per unit in the town center. The overall parking and traffic calculations should also factor in a deduction for transit-oriented walkability and should include a shared parking credit for a mixture of uses.

(Noela Harper, Senior Planner, Dutchess County Department of Planning and Development, Letter, 6/30/09 Pg.3)

#### *Response J.1*

*The basic parking standards are 1.5:1 for multi-family units, 4 per 1,000 s.f. of commercial use and 3.3 per 1,000 s.f. of civic or community facilities. Shared parking is provided in the large parking lot on the east side of Route 22, south of Wheeler Road, given the mixture of retail, restaurant, office, housing and civic uses. Of these, office and residential are best sited for shared parking given commuting patterns and weekend demands. Parking for Smith Hall and Our Lady of Solace Church also benefit from shared parking, with heavier weekend use and lesser demands at other times.*

*Comment J.2*

The applicant and the Town should work with the New York State Department of Transportation to improve the Route 22 corridor.

(Town of Dover Planning Board, Letter, 7/20/09, Pg. 8)

*Response J.2*

***The Applicant has met with the DOT and will undertake improvements to the Route 22 Wheeler Road intersection prior to construction of Phase B of the development.***

*Comment J.3*

It is cited that several intersections under the Build and Build with other development traffic scenarios (e.g. New York State (NYS) Route 22 & Rural Avenue (South Leg)) should be monitored in the future to determine if a Traffic Signal would be warranted. This is not an adequate response and a Preliminary Traffic Warrant Analysis should be conducted for each intersection and the results should be presented. If a traffic signal is warranted, the study should note the cost of each signalization when implemented during the project construction.

(Graham Trelstad, AKRF, Memorandum to Town Board, 7/30/09, Pg. 9)

*Response J.3*

***The Traffic Impact Study identified five (5) unsignalized intersection to be monitored for signalization under the Year 2020 Build and Year 2020 Build with Other Development Traffic Conditions. The FEIS Appendix contains the Preliminary Traffic Signal Warrant Analysis for the five (5) unsignalized intersections.***

*Comment J.4*

A detailed figure showing proposed improvements to the intersection of Route 22 and Wheeler Road should be provided. This figure should show the existing right-of-way line, existing roadway limits, and the existing pavement line for the parking lot at the railroad station. Proposed improvements should then be overlaid on this existing conditions information. The figure should encompass areas south of Wheeler Avenue where Route 22 modifications would need to be made to allow for the improvements at Wheeler Avenue.

(Graham Trelstad, AKRF, Memorandum to Town Board, 7/30/09, Pg. 9-10)

*Response J.4*

***Please refer to Exhibit I-3.***

*Comment J.5*

Exhibit II-14 shows a proposed street section for Route 22 at Wheeler Road (Type 1-A). This drawing includes a raised median with no dimensions. What type of curb (mountable or traversable) is proposed, what dimension would be applied to the median, and would it be landscaped in any way?

(Graham Trelstad, AKRF, Memorandum to Town Board, 7/30/09, Pg. 10)

*Response J.5*

*The type of median used will depend on future discussions with the New York State Department of Transportation (NYSDOT). NYSDOT may require a flush median with no curbs to better facilitate snowplowing and similar maintenance activities. If a raised median is permitted, it would vary in width from 16 to 20 feet where there is no left-turn lane, and 4 to 8 feet when a left turn lane is present. No planting is anticipated, although, some street trees may be permitted.*

*Comment J.6*

The detailed figure suggested above, should indicate where the Type 1-A and Type 1-B sections would be provided as shown on Exhibit II-14.

(Graham Trelstad, AKRF, Memorandum to Town Board, 7/30/09, Pg. 10)

*Response J.6*

*Section 1A, with its left turn lanes, is located on Route 22 at the Wheeler Road intersection. Section 1B with its median area is located to the north and south of the intersection, beyond the points where the left turn lanes begin. See Exhibit I-3.*