

**6.0 TRAFFIC AND TRANSPORTATION COMMENTS AND RESPONSES**

**6.1 FEIS Conservation Plan**

**Level of Service**

The DEIS for Lake Blooming Grove described and analyzed the existing local transportation facilities, including Lake Road. It evaluated the existing levels of service on three intersections and the site entrance, and the future build and no-build levels of service. The level of service is an assessment of intersection capacity measured by estimating vehicle delay. The previously proposed DEIS Plan was anticipated to generate 36 new trips during the a.m. peak hour and 46 trips during the p.m. peak hour. With the change from 38 to 37 single family homes in the FEIS Conservation Plan, the project is anticipated to generate 36 new trips during the a.m. peak hour and 44 trips during the p.m. peak hour.

The analyzed intersections along Lake Road were found to be at levels of service A, B, or C. There was no decline in the level of service (intersection delay) expected as a result of the construction of the proposed project. Based on the New York State Department of Transportation Traffic Volume Report dated July 16, 2007, the growth rate for NYS Route 94 is estimated at 1.6 percent per year, therefore further analysis of this intersection is considered unnecessary. Traffic volume at the two other intersections analyzed in the DEIS have total intersection volumes under 200 vehicles per hour and will continue to operate at the levels of service A and B. Therefore that no further investigation at these locations is warranted.

**Sight Distance**

There are two proposed road entrances onto Lake Road for the project, the northernmost road entrance (Road A) and the southern entrance (Road B). Intersection sight distance is defined as the distance necessary for a vehicle to safely enter the traffic stream requiring only minor speed adjustments by vehicles in the traffic stream. In the FEIS Conservation Plan, the northern entrance road has been relocated approximately 100 feet to the south from its previously proposed location and the sight distance onto Lake Road has been increased as a result. The DEIS plan provided 545 feet of sight distance for a left turn out and 320 feet for a right turn for the original Road A entrance, while the FEIS Conservation Plan now provides a 440 foot left turn sight distance and a 490 foot right turn sight distance for Road A. For Road B, the left turn sight distance provided is 475 feet and the right turn sight distance provided is 407 feet. This is sufficient for a vehicle traveling in excess of 35 miles per hour. The posted speed limit on Lake Road in this area is 30 miles per hour. Other than these changes in the access road the current plan presents no substantive change in the traffic and transportation impacts.

<b>Table 6-1 Intersection Sight Distance</b>	
<b>Speed (in miles/hour)</b>	<b>Recommended Intersection Sight Distance</b>
30	335 Feet
35	390 Feet
40	445 Feet
A Policy on Geometric Design of Highways and Streets, American Association of State Highway and Transportation Officials, 4th ed., 2001.	

## Road Conditions

In response to the DEIS comments regarding the physical condition of Lake Road, a more thorough evaluation of the physical conditions on Lake Road was conducted for this FEIS including, pavement condition and signage. An inventory of existing traffic warning and regulatory signage has been conducted along Lake Road (Figures 6-1 and 6-2). Existing conditions along portions of Lake Road in the Town of Blooming Grove, including road width, pavement conditions, horizontal and vertical curves, and the one lane bridge at the base of the hill, just north of the intersection with Route 94 provide for conditions that are not equal to Town Standards along Lake Road. The existing road widths are shown in Figure 6-3. Lake Road is a public road, and the responsibility of the Towns of Blooming Grove and New Windsor, respectively.

## Comments and Responses

### **Comment 6-1 (Mr. Tom Corall, Public Hearing for Lake Blooming Grove, June 23, 2004):**

The fact that they did a study at the corner of the light for the traffic does not [address] the questions that were even part of the initial scoping session and also the Pos. Dec. that the Planning Board issued. That particular stretch of road is a safety hazard right now with the amount of traffic it's got right now. They did nothing in that DEIS to even address that question. They took a look at where it meets Route 94 and on the other end, Beaver Brook. They looked at two ends there and that was it. They said nothing about the traffic safety on the road itself. If you can find it please show it to me. I feel that the environmental impact study is supposed to address what's its scoping. It didn't. I'm not necessarily for this project.

***Response 6-1:*** *The approved Scoping Document for the DEIS required analysis of the following intersections:*

- Lake Road and NYS Route 94
- Lake Road and Beaver Brook Road
- Lake Road and Jackson Avenue

*This analysis was completed as part of the DEIS. The Scope also required a description of Lake Road, "with regard to width, condition, capacity, maintenance, ownership and any constraints such as bridges." The current condition of Lake Road was described in the DEIS. In response to the DEIS comments regarding the physical condition of Lake Road, a more thorough evaluation of the physical conditions on Lake Road was conducted for this FEIS including, pavement condition and signage. An inventory of existing traffic warning and regulatory signage has been conducted along Lake Road (Figures 6-1 and 6-2).*

**Comment 6-2 (Mr. Carmello Coniko, Public Hearing for Lake Blooming Grove, June 23, 2004):** My name is Carmelo Coniko. I'm about 200 or 300 feet towards 94 on the exits of the development. Lake Road, its an old country road. It doesn't have a double yellow line because it's not wide enough now.

I have been there seventeen years. It seems every year there's serious accidents right outside the house. When I go to get the mail or put the trash out, you feel like you're taking your life in your hands because there two mounds and a valley. They said they have a sight distance of 475 feet from the exit out, down Lake Road. Well, if you do the math, at 30 miles-an-hour, two

cars coming together 30 miles-an-hour cannot see each other until they both get on top of this hill. They have less than five seconds to react, and usually because the road is so narrow they both come down the middle of the road and somebody swerves.

Now, the other thing that's a reality of that road is people don't do 30 miles-an-hour, they do 40, 45 miles-an-hour as in most of the residential areas around here. It's not being addressed. It's already dangerous. I feel when I pull out of my driveway and go up the hill, it's Russian roulette. With more cars it's just a grave probability of injury. These things have to be addressed.

**Response 6-2:** *The project engineer has analyzed the site distances for the two proposed project entrances onto Lake Road. The northern entrance was modified for the current FEIS Conservation Plan, in part, to provide additional site distance for the entrance. Intersection sight distance is defined as the distance necessary for a vehicle to safely enter the traffic stream requiring only minor speed adjustments by vehicles in the traffic stream. According to A Policy on Geometric Design of Highways and Streets, American Association of State Highway and Transportation Officials, 4th ed., 2001. minimum site distance is 335 feet for roads with a 30 mph speed limit. The site distances here are 440 feet and 490 feet, well in excess of that requirement. Site distances greater than 400 feet are sufficient for vehicles traveling in excess of 35 miles per hour. The speed limit for Lake Road is 30 mph. The project has been designed to provide safe access into and out of the development.*

**Comment 6-3 (Mr. Wayne Daggar, Public Hearing for Lake Blooming Grove, June 23, 2004):** I would like to echo what Carmelo said. When you pull out, if you don't look and wait three seconds to make sure a car is not entering the valley that he just described you run the risk of getting hit. Four or five years ago my wife was hit pulling out of the driveway because she didn't wait the requisite three seconds. There's no ability to see cars coming if they're already in the dip. In the valley coming up you can't see them. If you don't wait you run the risk of getting hit as she did.

The issues we face here is if you're going to put thirty-eight more homes and two more driveways, trying to come out from that side of the road and we're trying to come out from our side of the road, it's going to compound the problem. I don't see how it's going to be safe. The road is narrow as Carmelo described. There are no lines. We constantly call the police of Blooming Grove to set up speed traps. Every couple months they come Saturday or Sunday and issue ten or twenty tickets. It doesn't solve the problem because its just a country road and people race up and down. Even if that wasn't happening, just trying to get traffic flow out of that road is difficult.

**Response 6-3:** *See Response 6-2, above. The project has been designed to provide safe access into and out of the development, and vehicles entering or exiting the site would not affect the ability of nearby residents to exit their driveways.*

**Comment 6-4 (Mr. Lonie, Public Hearing for Lake Blooming Grove, June 23, 2004):** Regarding the roads, something that was brought up in the scoping session was the inability to fit fire trucks and ambulances and a regular car at the same time going at high speeds. What a lot of us are concerned about is by having the houses on that site, especially in addition to the other property that they own, and with the one-lane bridge leading up to that road, as of now it's very hard to be able to have the emergency vehicles go through. There have been times when

they actually had to close off the road when emergency vehicles are doing something over there.

**Response 6-4:** Lake Road is a Town road and is the responsibility of the Towns of Blooming Grove and New Windsor, respectively. The one-lane bridge located approximately one mile south of the site does not appear on the New York State Department of Transportation (NYSDOT) bridge inventory and is assumed to be Town owned. The Lake Blooming Grove subdivision is not expected to adversely impact traffic or existing road conditions.

**Comment 6-5 (Letter #1, Fine and Associates, Beaverdam Lake Civic Association Data Base for Public Hearing, June 23, 2004):** Will the traffic study address the issues of the area?

**Response 6-5:** The Traffic Impact study assessed level of service operating conditions of the three main intersection closest to the project site. It is not anticipated there will be any change in the level of service along Lake Road or at any of the intersections studied, as a result of construction of Lake Blooming Grove. Based upon the Traffic Impact analysis it is projected that each of the intersections studied will operate at level of service C or better with most movements operating at levels of service A or B. There is no change in level of service projected as a result of construction of Lake Blooming Grove Estates. The FEIS has supplemented the information further.

**Comment 6-6 (Letter #1, Fine and Associates, Beaverdam Lake Civic Association Data Base for Public Hearing, June 23, 2004):** What is the plan to address safety at the one lane bridge in light of the increased traffic?

**Response 6-6:** There are currently no plans to improve the one lane bridge on Lake Road, located approximately a mile from the south site entrance. The bridge does not appear in the NYSDOT bridge inventory and therefore it is assumed that the bridge is Town owned and maintained.

**Comment 6-7 (Letter #1, Fine and Associates, Beaverdam Lake Civic Association Data Base for Public Hearing, June 23, 2004):** What is the plan to address the poor road conditions and resultant safety?

**Response 6-7:** Lake Road is a Town Road, and is the responsibility of the Towns of Blooming Grove and New Windsor, respectively. The applicant has analyzed the impact of adding additional traffic to the transportation network and has documented the existing road conditions. A review of the physical condition of Lake Road has identified conditions which are not equal to Town Standards. This documentation included an inventory of roadway signage. Existing signs are shown in Figures 6-1 and 6-2. A summary of signage on Lake Road and recommendations for improvement is provided in Appendix B.

The levels of service shown in this FEIS are for intersections. These intersections operate at levels of service A, B and C, therefore no improvements are recommended for increasing intersection capacity.

**Comment 6-8 (Letter #1, Fine and Associates, Beaverdam Lake Civic Association Data Base for Public Hearing, June 23, 2004):** Why is no mitigation discussed?

**Response 6-8:** *It is not anticipated there will be any change in the level of service along Lake Road or at any of the intersections studied, as a result of construction of Lake Blooming Grove. Based upon the Traffic Impact analysis it is projected that each of the intersections studied will operate at level of service "C " or better with most movements operating at the most efficient levels of service "A" or "B".*

*Since there will be no decline in the levels of service as a result of the project no mitigation is proposed. The project will include improvements to drainage for the project site's frontage on the public right-of-way.*

**Comment 6-9 (Letter #1, Fine and Associates, Beaverdam Lake Civic Association Data Base for Public Hearing, June 23, 2004):** Is the sight distance of 320 feet adequate?

**Response 6-9:** *See response 6-2. Sight distance was reviewed and evaluated based upon local conditions and speed limits at the proposed intersections of Lake Road and the Lake Blooming Grove accesses. The FEIS Conservation Plan provides a 440 foot left turn and a 490 foot right turn site distance. This is sufficient for a vehicle traveling 40 miles per hour. The posted speed limit on Lake Road in this area is 30 miles per hour.*

**Comment 6-10 (Letter #2, Blooming Grove Planning Board, June 29, 2004):** Presently, traffic is a problem. With the addition of these homes and the future homes the owners plans to build in New Windsor, serious accidents will occur.

**Response 6-10:** *Upon completion of the proposed project the level of service at the three main intersections in closest proximity to the project are expected to operate at the levels of service C or better. The applicant has no plans before the Town of New Windsor.*

*The Town of New Windsor has advertised for a design consultant for the Lake Road project from Blooming Grove Town Line to Jackson Avenue. The Town of New Windsor has a separate project for Jackson Avenue from Lake Road to NYS Route 207. The Project Identification Numbers (PIN) are 875701 and 875751. These Town of New Windsor local projects are being coordinated with the NYSDOT.*

**Comment 6-10 (Letter #7, Wayne and Pamela Day, July 11, 2004):** The DEIS did not address one of the main concerns of the Positive Declaration of May 28, 2003. The Declaration stated that "Lake Road has a marginal level of service at the present. The impact of the proposed subdivision shall worsen this level of service". Will this important issue be addressed?

**Response 6-10:** *Level of Service in terms of capacity was studied in the Traffic Study conducted for this project. The level of service is an assessment of intersection capacity measured by estimating vehicle delay. The level of service for the intersections along Lake Road were found to be at level of service C or better, which are considered to be the best or most efficient levels of service. They provide sufficiently frequent gaps of suitable size to allow minor street traffic to safely enter or cross through traffic on the major street.*

*The Town of Blooming Grove, and the neighboring towns of New Windsor, Cornwall and Hamptonburgh were contacted regarding pending and approved projects. The projected traffic from these projects, in combination with two percent annual background growth determine the future No-Build traffic conditions. As shown in Table 3.4-3 of the DEIS, there are over 400 new single family homes being proposed in the neighboring towns. Under future No-Build traffic conditions there is no change to the level of service for any of the lane groups studied with the exception of Lake Road northbound at it's intersection with Route 94, which changes from a level of service B to a level of service C. This change is not the result of the project, but of other projects proposed for the Town and surrounding towns.*

*Future Build condition levels of service are not projected to change as a result of occupancy of the 37 homes in Lake Blooming Grove.*

**Comment 6-11 (Letter #9, Town of Blooming Grove Planning Board Plan Review, July 26, 2004):** What are the size, capacity, condition, maintenance and ownership of the local transportation facilities? What is the existing condition of Lake Road; width, shoulders, vertical and horizontal alignment? What is the level of safety for Lake Road?

***Response 6-11:*** *The issues of maintenance and ownership of the local transportation facilities were addressed in on pages 3.4-1 and 3.4-2 in section 3.8, of the DEIS. Analysis of the intersections along Lake Road in proximity to the proposed Lake Blooming Grove indicated existing capacity conditions were in the best or most efficient range of level of service B or better. No change is anticipated to the levels of service as a result of the proposed project (refer to response 6-1).*

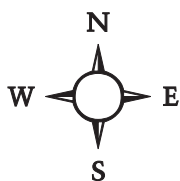
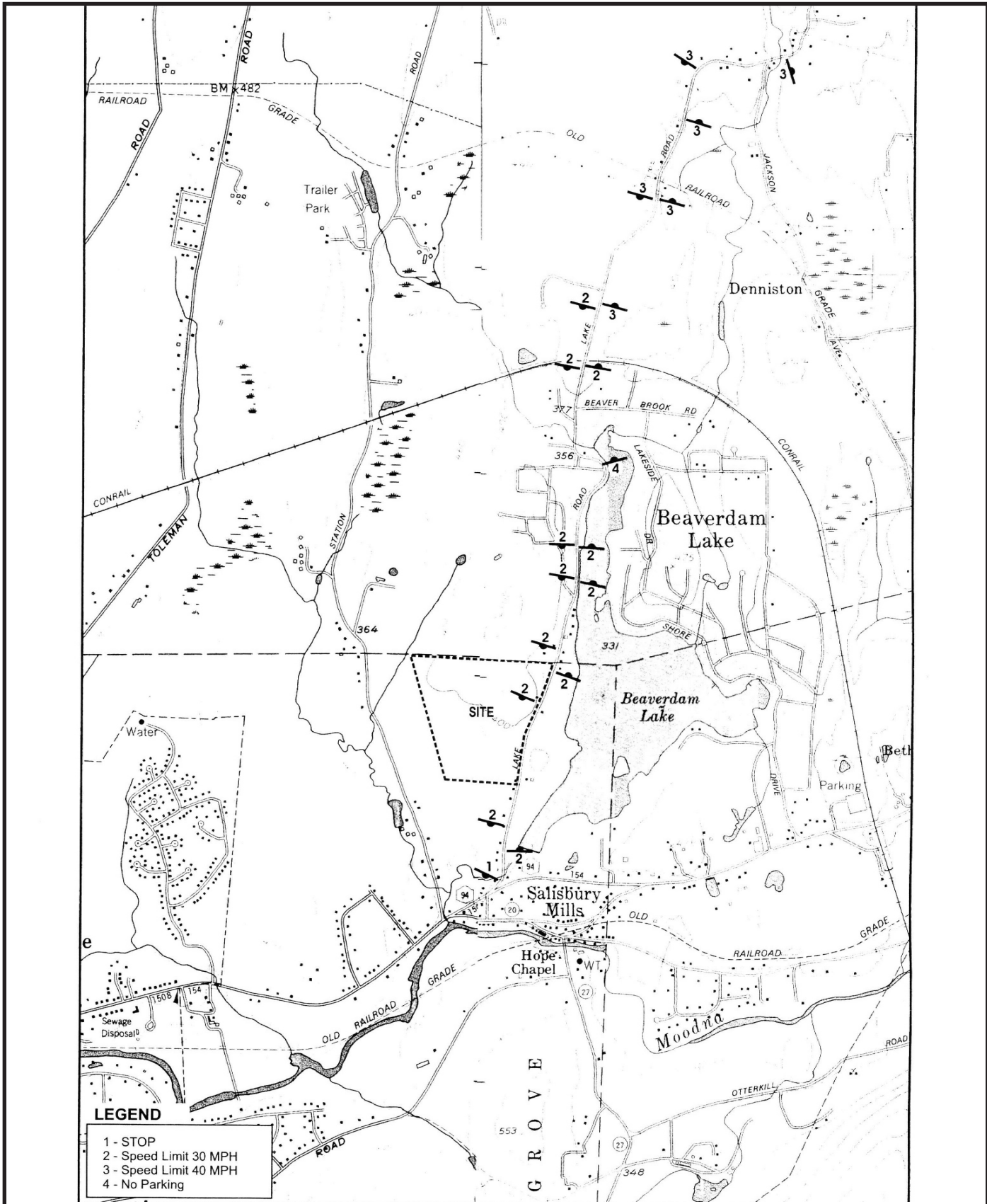
*Roadway conditions were reviewed along Lake Road. Lake Road is one lane in each direction and is generally 18 to 22 feet wide.*

*The NYSDOT developed a rating system for state roads based on windshield surveys using 1990 photographic manual for scaling. Lake Road was rated for physical pavement condition on a scale of one to three with 1 being a poor condition (1 to 5 on the State rating system), 2 being a fair to good rating (6 to 8 on the State rating system) and 3 being excellent (9 to 10 on the State rating system). Thus, a 1 rating indicates major work is needed and a 3 is typical of newly paved roads.*

*Lake Road was rated a two on the one to three scale. There is some shoulder cracking and shoulder patching. Faults are developing at some locations where surface treatments meet such as driveways and cross streets. Overall there are relatively small spot areas of faulting, alligator cracking, spaulding, and patching.*

*Public Town road maintenance is the responsibility of the local municipality (see Response 6-3).*

*Unlike the capacity level of service discussed in the Traffic Study, there is no similar method to report on the overall level of safety on local roads. A inventory of the signage along Lake Road was conducted to identify the condition of existing signage. A summary of signage on Lake Road and recommendations for improvement is provided in Appendix F.*



**Figure 6-1: Traffic Regulatory Signs**  
 Lake Blooming Grove  
 Town of Blooming Grove, Orange County, New York  
 Base Map: US DOT Planimetric Map  
 Approx. Scale: 1" = 1,700'

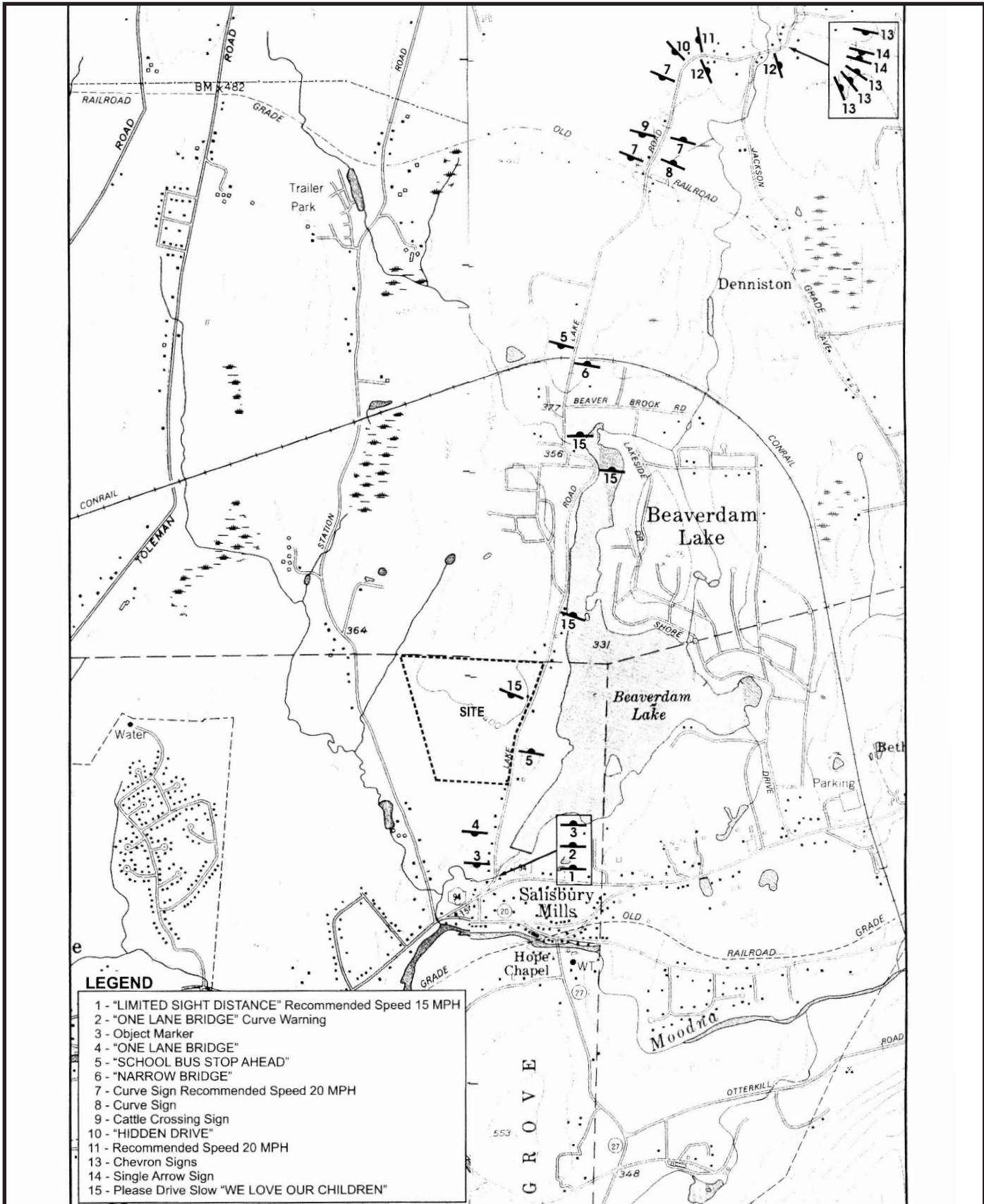
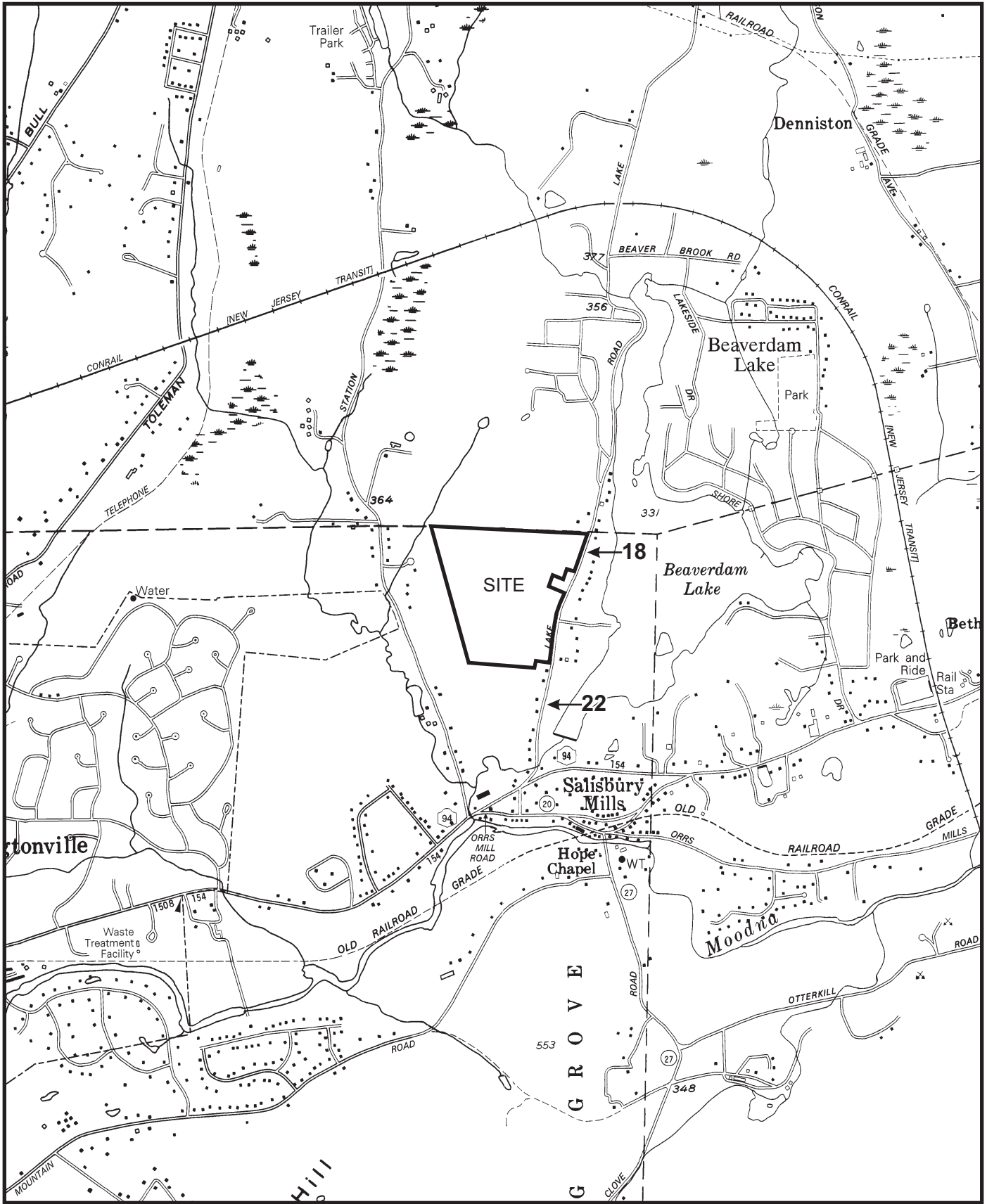


Figure 6-2: Traffic Warning and Traffic Calming Signs  
 Lake Blooming Grove  
 Town of Blooming Grove, Orange County, New York  
 Base Map: US DOT Planimetric Map  
 Approx. Scale: 1" = 1,700'





**LEGEND**

- Site Property Boundary
- ←22 Road Width (in feet)

**Figure 6-3: Road Widths**  
 Lake Blooming Grove  
 Town of Blooming Grove, Orange County, New York  
 Base Map: NYS DOT Planimetric Map  
 Scale: 1" = 2,000'