

### **3.5 Traffic and Transportation**

**Comment 3.5-1 (Deputy Mayor Yagel, Public Hearing Transcript, June 4, 2009):** The traffic study is inadequate. They do not include the Tartikov, only 250 units, and the Minisceongo proposals, but did not include the various projects that are currently before the Ramapo Town Planning Board. Masiva, Babovah, Deltz, all of which are in close proximity to the site.

*Response 3.5-1: The traffic study was conducted in accordance with the scope of study adopted by the Town of Ramapo Town Board, which included projects before the Planning Board in addition to a regional growth rate for the area. The Tartikov project was included in the analysis of future conditions even though there is no firm application before the Planning Board. In addition to a total background growth of 10%, the future traffic projections included other proposed/potential developments in the area as outlined in the Scope. The other developments included the Pomona Heights Office Building, H.A.S.C. of Rockland, Mesifita Beth Shraga, Bobover Yeshiva of Monsey and Congregation Kahal Torath Chaim of Rockland as well as Minisceongo Park and Tartikov. Since there was no current site plan application for Tartikov, an initial phase of development (250 units) for the 2013 Design Year was evaluated based on conversations with the Town of Ramapo.*

**Comment 3.5-2 (Deputy Mayor Yagel, Public Hearing Transcript, June 4, 2009):** Many of the intersections are already rated a Level D with traffic; border line unacceptable. If they add the four additional project and increase what's proposed for Tartikov, they will probably be at a Level F, which is unacceptable.

*Response 3.5-2: The Traffic Impact Study, which evaluated 17 intersections (including the 3 site driveways) indicated that similar Levels of Service and delays will be experienced under the Year 2013 No-Build and Year 2013 Build Conditions.*

**Comment 3.5-3 (Deputy Mayor Yagel, Public Hearing Transcript, June 4, 2009):** The project proposes a two lane entrance at 202 for the majority of the project. This is on of the most dangerous, heavily traveled roads in the Town, if the zone change is not approved with only single family homes the left turn lane would not be necessary.

*Response 3.5-3: As part of the proposed development, a separate left turn lane on U.S. Route 202 will be provided for entering left turns to reduce the impact on through traffic along U.S. Route 202. In addition, adequate sight distance will be provided at the site driveway based on NYSDOT's "Policy and Standards for the Design of Entrances to State Highways."*

**Comment 3.5-4 (Mr. Hanifin, 2 Sunset Terrace, Public Hearing Transcript, June 4, 2009):** ..on 202 the traffic is backed up from Mount Ivy all the way down past 306 very often at 5:00.

*Response 3.5-4: A SYNCHRO analysis was conducted for the study area intersections including the U.S. Route 202/NYS Route 306 intersection. Based on the results of this analysis, the U.S. Route 202/NYS Route 306 intersection is expected to continue to operate at an overall Level of Service "B" with the NYS Route 306 northbound approach continuing to operate at a Level of Service "D" with a slight increase in delay during the Weekday Peak PM Highway Hour.*

**Comment 3.5-5 (Mr. Rhodes, 26 Sky Meadow Road, Public Hearing Transcript, June 4, 2009):** We have very, very dangerous intersections. We have the intersection of Wilder and 202. Anybody going towards Suffern who has to turn left on Wilder, it's a blind turn, ..going down Limekiln and onto 202, it's a three way intersection, it's partially blind.

*Response 3.5-5: The analysis for the U.S. Route 202/Wilder Road intersection indicates that the intersection is expected to continue to operate at a Level of Service "B" during the Weekday Peak AM Highway Hour and is expected to continue to operate at a Level of Service "C" during the Weekday Peak PM Hour.*

**Comment 3.5-6 (Ms. Gellis, 623 Route 306, Public Hearing Transcript, June 4, 2009):** ..you get off on Exit 13 on the Palisades..And now if I come home any time around rush hour, which is between 4:00 and 6:00, that could be backed up with 15, 20 cars.

*Response 3.5-6: The NYSDOT improvements to the U.S. Route 202/ Thiells-Mt. Ivy Road intersection including signal timing coordination is expected to improve the operation of this intersection and adjacent intersections.*

**Comment 3.5-7 (Mr. Cook, Public Hearing Transcript, June 4, 2009):** I'd like to emphasize the traffic backup on 202 and Mount Ivy, Thiells Mount Ivy Road.

*Response 3.5-7: Refer to Response 3.5-6.*

**Comment 3.5-8 (Mr. Rakower, 2 Quince Lane, Public Hearing Transcript, June 4, 2009):** ..the traffic on 202, coming from Mount Ivy, from the Palisades. The DOT started making like two lanes there. I notice a lot of times the light stays red for minutes at a time and nobody turns or goes.

*Response 3.5-8: NYSDOT improvements are underway at U.S. Route 202 and Thiells-Mt. Ivy Road and include a coordination of the adjacent traffic signals.*

**Comment 3.5-9 (Mr. Sholomon, 28 Scenic Drive, Public Hearing Transcript, June 4, 2009):** We had to wait close to two minutes leaving Lime Kiln Road to get onto Route 202.

*Response 3.5-9: 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 analysis for the U.S. Route 202/Lime Kiln Road/Spook Rock Road intersection indicates that this intersection is expected to continue to operate at a Level of Service "C" during the Weekday Peak AM and Weekday Peak PM Hours.*

**Comment 3.5-10 (Mr. Celini, Diltz Road, Public Hearing Transcript, June 8, 2009):** But you've heard more than a fair share of facts that gives you plenty of evidence to suggest that maybe this isn't a good idea for now. There's no infrastructure in place. Come up to my neighborhood on a Saturday morning and tell me if you can get from 306 to Mount Ivy in less than a half hour. It is impossible to travel that route now. I go to the Palisades Parkway, to Exit 14, I travel north on the back roads in order to get on the Parkway to avoid the traffic jam in Mount Ivy. We've got commercial development going on that's planned in Mount Ivy. We've got schools going up at Burgess Meredith place. It's -- this is just pure common sense. And as a layman I just need to say, it doesn't take much common sense to see that this is the inappropriate time for this type of development. It's not a sustainable project. No public

transportation to support it. Adding 1,000 automobiles minimum to 202 corridor daily doesn't make sense.

**Response 3.5-10:** *Comment noted. The proposed project is expected to generate 230 am peak hour trips and 288 PM peak hour trips.*

**Comment 3.5-11 (Mr. Drennen, Public Hearing Transcript, June 8, 2009):** Traffic, 497 units provides probably about 1,000 cars on Pomona, 202, 306. It doesn't take rocket science to figure this is a traffic nightmare, as all increased housing is.

**Response 3.5-11:** *According to data published by the Institute of Transportation Engineers ITE, which projects trip generation based upon studies of trip generation characteristics of similar land uses, the proposed project is expected to generate 230 a.m. peak hour trips and 288 p.m. peak hour trips.*

**Comment 3.5-12 (Mr. Drennen, Public Hearing Transcript, June 8, 2009):** The fire district, which one gentleman mentioned, the fire men have quite a ways to go. Traffic on these roads does not give them easy access.

**Response 3.5-12:** *Based on the detailed traffic analysis conducted for the 17 study area intersections (including the 3 site driveways) similar Levels of Service and delays will be experienced under the Year 2013 No-Build and Year 2013 Build Conditions. Thus, it is not anticipated that the travel times will be significantly increased.*

**Comment 3.5-13 (Mr. Saraceno, 125 Camp Hill Road, Public Hearing Transcript, June 8, 2009):** I see what development has done to the roadway network. I moved here to get away from that. I see it developing. I see on the site plans there's only a two access or egress roadways from the development. I'm not a fireman, but if any of those roadways get blocked up, there's an emergency, it's though to get in and out.

**Response 3.5-13:** *The site design includes two access points (access to both U.S. Route 202 and NYS Route 306), which provides emergency access if one of the driveways gets blocked. It is unlikely that both of these access points would be restricted at the same time.*

**Comment 3.5-14 (Mr. O'Reilly, Public Hearing Transcript, June 8, 2009):** The traffic is bad enough now. This will be the sixth borough of New York City, and I don't think any of us want that.

**Response 3.5-14:** *Refer to Responses 3.5-10, 3.5-11 and 3.5-12.*

**Comment 3.5-15 (Letter #3, Lee Ross, July 1, 2009):** The effects on traffic (already a disaster on Rt 202 between 4 and 6:30 PM EVERY day) will be drastically worsened.

**Response 3.5-15:** *The Traffic Impact Study evaluated 17 area intersections (including the 3 site driveways) in detail for both the Weekday Peak AM and Weekday Peak PM Highway Hours. Based on the results of the traffic analysis, similar Levels of Service and delays will be experienced under the Year 2013 No-Build and Year 2013 Build Conditions. No decline in operating conditions is expected to result from construction of the Patrick Farm project.*

**Comment 3.5-16 (Letter #4, Doris F. Ulman, Attorney at Law, July 6, 2009):** The Transportation section of the DEIS on Pages 1-16 through 1-20 contains many inaccurate statements and was obviously prepared by someone who has not experienced the daily backup of traffic on Route 202 from Route 45 easterly to Martino Avenue and westerly to Pacesetter Shopping Center and beyond. With the advent of the Bergstol project on Route 202, the Congregation Mesifita Beth Shraga school on Camp Hill Road, the Bobover and Babcock Road schools on Route 306 and the Tartikov project on Route 306, traffic on Route 202 will be at a standstill.

**Response 3.5-16:** *The Traffic Impact Study, which evaluated 17 intersections (including the 3 site driveways) indicated that similar Levels of Service and delays will be experienced under the Year 2013 No-Build and Year 2013 Build Conditions.*

*The NYSDOT improvements to the U.S. Route 202/ Thiells-Mt. Ivy Road intersection including signal coordination is expected to improve the operation of that intersection including the adjacent signalized intersections.*

*In addition, Minisceongo Park is proposing an additional eastbound through lane at the NYS Route 202/P.I.P. Southbound on/off ramp intersection and coordination of adjacent traffic signals.*

**Comment 3.5-17 (Letter #4, Doris F. Ulman, Attorney at Law, July 6, 2009):** The project proposes to have the entrance/exit to the multi-family housing at Route 202. The DEIS tells us this is a benefit to the community. It is not. This portion of Route 202 is high speed and is currently quite dangerous. There are many driveways entering onto Route 202 into this high speed, heavy traffic. Another driveway being used by 314 families will add to the danger. The problem will be exiting the new driveway; adding a turning lane will not resolve this problem.

**Response 3.5-17:** *As part of the proposed development, a separate left turn lane on U.S. Route 202 will be provided for entering left turns to reduce the impact on through traffic along U.S. Route 202. In addition, adequate sight distance will be provided at the site driveway based on NYSDOT's "Policy and Standards for the Design of Entrances to State Highways."*

**Comment 3.5-18 (Letter #15, Salvatore Corallo, Commissioner, County of Rockland Department of Planning, July 24, 2009):** Transportation issues are summarized in Section 1.4.5. The information about New York State Department of Transportation (NYSDOT) improvement plans for the Thiells Mt. Ivy Road and Routes 202 and 45 must be updated since it references a 2006 completion date.

**Response 3.5-18:** *Current plans for the U.S. Route 202 improvements are underway and are scheduled to be completed by the end of 2010.*

**Comment 3.5-19 (Letter #15, Salvatore Corallo, Commissioner, County of Rockland Department of Planning, July 24, 2009):** On Page 3.5-24 the discussion of the Site Access at NYS Route 306 incorrectly references US Route 202.

**Response 3.5-19:** *Comment Noted.*

**Comment 3.5-20 (Letter #15, Salvatore Corallo, Commissioner, County of Rockland Department of Planning, July 24, 2009):** As noted above, the Rockland County Department of Public Transportation has determined that it is not feasible for TOR buses to enter the proposed housing complex.

***Response 3.5-20:** Comment noted. As discussed earlier, the applicant will coordinate with the Rockland County Department of Public Transportation to facilitate a bus stop on NYS Route 306 in proximity to the site access.*

**Comment 3.5-21 (Letter #16, Salvatore Corallo, Commissioner, County of Rockland Department of Planning, July 24, 2009):** Given that the site has frontage on two heavily-traveled state highways and site access is proposed via both Routes 202 and 306 the New York State Department of Transportation must review the proposed amendments to the Comprehensive Plan and the Zoning Map to determine how the proposed increase in residential density will impact the carrying capacity of these roadways.

***Response 3.5-21:** The NYSDOT is an involved agency and has received a copy of the DEIS. The project will require issuance of a NYSDOT Highway Work Permit for the proposed driveways. The required permit will be secured by the Applicant prior to final site plan approval.*