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April 2, 2012

Honorable Members of the Village
of Sleepy Hollow Planning Board
Municipal Building
28 Beekman Avenue
Sleepy Hollow, New York 10591

RECEIVED
APR 4 2012
BUILDING DEPT.
VILLAGE OF SLEEPY HOLLOW

Re: Open Door Family Medical Center
1 New Broadway
Village of Sleepy Hollow
Westchester County, NY

Dear Chairman and the Honorable Board Members:

Adler Consulting has reviewed the comments offered by the Village's traffic engineering consultant dated, February 15, 2012.

The Village's traffic engineering consultant noted concern that the traffic study submitted by **Adler Consulting** dated, February 1, 2012, was based on traffic counts conducted on the Tuesday before Thanksgiving which may have been influenced by the Thanksgiving Holiday. In order to verify the earlier count data, **Adler Consulting** conducted a second survey in February/March 2012 wherein data were collected on days more isolated from public holidays. Comparison of the information collected found the two sets of data to be very similar, indicating that the data nor the concomitant findings of the initial study were not skewed by the Thanksgiving holiday.

In addition, **Adler Consulting** conducted an inventory of the existing sidewalks, crosswalks, curb ramps, and pedestrian crossing signal equipment in the vicinity of the proposed new Open Door facility. This was done to address the traffic engineering consultant's comment regarding the adequacy of pedestrian facilities provided at study intersections to accommodate pedestrian activity arriving and

departing from the clinic as well as compliance with American with Disabilities Act Accessibility Guidelines (ADAAG).

The following are the additional items and clarifications that address the Village's concerns.

A. TRAFFIC VOLUMES

New turning movement counts were collected on Tuesday, March 6, 2012 between 7:30 a.m. and 9:00 a.m. and from 3:45 p.m. to 5:15 p.m. at the intersections of North Broadway with Lawrence Avenue/Gordon Avenue; North Broadway with New Broadway/Bedford Road; and, North Broadway with Beekman Avenue/Hudson Terrace. There were no holidays during the week the traffic data were collected. No unusual weather or traffic events were recorded during these times. Therefore, the data collected is considered to be typical field conditions and unaffected by observed holidays.

The March 2012 traffic volume count data were reviewed to verify their validity and were compared with the November 2011 data. Graphical presentations of the November 2011 "Existing" Traffic Volumes and the more recent March 2012 "Existing" Traffic Volumes can be found in Attachment A to this letter. A review of the surveyed traffic data revealed slight increases as well as slight decreases in some of the movement volumes at the three study intersections during the AM Peak Highway Hour. A comparison of the data collected in the PM Peak Highway Hour indicated lower volumes in March than previously counted in November. Overall, the two sets of data are quite similar, confirming that the counts and analyses performed initially using the November 2011 data were not skewed by the Thanksgiving holiday.

B. TRAVEL MODES

New interviews of staff and clients were conducted at the existing Open Door Clinic at 80 Beekman Avenue on Tuesday, February 28, 2012, between 8:00 a.m. and 7:00 p.m. to determine the trips generated and the travel mode of patients and staff. Surveyors noted the arrival time of each person and briefly interviewed them

concerning how they arrived (automobile, taxi, bus, or walk). For those who stated that they arrived by automobile, they were also asked whether they had been dropped off by others or had parked their vehicle. The surveyors also interviewed all people leaving the Site and recorded their time of departure and the mode they used, whether they walked to a parked car, were picked up by others (in a private car or taxi), boarded a bus or walked.

The data was categorized to identify existing parking demand attributed to the staff and the visitors at the current Open Door Clinic. There were a total of 237 surveys conducted during the day including 214 patients/visitors and 23 staff. The survey data indicate that the vast majority of the patients and visitors (69 percent) walk to the Clinic, while one quarter of the patients (25 percent) drive to the Clinic. Approximately two (2) percent of the patients use public transportation while approximately four (4) percent of patients either used taxi service or are dropped off. The patient/visitor travel mode percentages are almost identical to those calculated using the November 2011 survey data wherein 70 percent of the patients/visitors also arrived at and left the clinic by walking and approximately one quarter of the patients drove.

The staff travel mode percentages determined using the February 2012 survey resulted in higher vehicle usage than was survey on the November 2011 data (87 percent versus 78 percent) and lower bus usage (15 percent usage in November 2011 versus nine (9) percent in February 2012). However, the two sets of survey data are consistent and indicate the majority of the staff drive to the clinic while most of the patients/visitors (approximately 70 percent) arrive at and leave the clinic by walking.

C. PARKING IMPACTS

New on-street parking data were collected in the near vicinity of the Open Door Clinic to assess parking needs of the patients and visitors in February, 2012.

1) ON-STREET PARKING DATA COLLECTION FOR PATIENTS/VISITORS

In November 2011, representatives of **Adler Consulting** reconnoitered within approximately one-quarter mile of the proposed Site including sections of Lawrence

Avenue, New Broadway, Pine Close, Pine Street, Hudson Terrace, Beekman Avenue, North Washington Street and the municipal parking lot located on Beekman Avenue west of North Broadway to determine the number of available on-street parking spaces.

The parking inventory indicated that there are a total of 242 parking spaces including 56 metered spaces and seven (7) handicapped spaces available in the immediate vicinity of the Site.

On Lawrence Avenue, there are 34 parking spaces, of which 21 spaces are located on the east side and 13 spaces are located on the west side. On New Broadway, there are a total of 44 parking spaces distributed equally on both the sides of the roadway. On Pine Close, there are nine (9) parking spaces located on the north side of the street. Although parking is not permitted on the south side of Pine Close, vehicles were observed to be parking on this side of Pine Close and, therefore, are included in the parking demand calculations. On Pine Street, there are a total of nine (9) parking spaces on the east side.

On Hudson Terrace, there are a total of 40 parking spaces. On the section of Hudson Terrace that operates in a northerly/southerly fashion, seven (7) spaces are located on the east side and 16 spaces are located on the west side. For the section of Hudson Terrace that operates in an easterly/westerly fashion, seven (7) spaces are located on the north side and ten (10) spaces are located on the south side. Parking is not permitted along the east side and north side of Hudson Terrace except on Tuesdays and Thursdays, when parking is permitted between 9:00 a.m. and 12:00 p.m. Therefore, the 14 parking spaces provided on those section of street are not available for potential parkers most of the time and are not included in the calculations of available parking supply.

On Beekman Avenue, there are a total of 50 metered parking spaces, including two (2) metered spaces designated for the use of handicapped drivers, distributed equally on both sides of the roadway. On North Washington Street, there are a total of 19 parking spaces. The municipal parking lot has a total of 58 parking spaces, of which 22 parking spaces are provided for permit holders and nine (9) spaces are reserved for Municipal use. These 31 reserved parking spaces are not available for Clinic customers, and were not included in the calculations.

New on-street parking data were collected every half-hour on Tuesday, February 28, 2012, between 8:00 a.m. and 7:00 p.m. The on-street parking supply and demand is summarized in Table 1.

Table 1. On-Street Parking Supply and Demand (Tuesday, February 28, 2012)

Time	Lawrence Avenue		New Broadway		Pine Close		Pine Street	Hudson Terrace				Beekman Avenue		Washington Street		Municipal Lot			Official	Total 242 spaces	Available	
	E	W	E	W	N	S	E	E	W	N	S	N	S	E	W	R	H	C				
# of Spaces	21	13	22	22	9	0	9	7	16	7	10			12	7	24				179		
<i>Metered</i>												24	24	4	4					56		
<i>HC spaces</i>		1										1	1	1				3		7		
<i>Permit</i>																	22	9		31		
8:00	8:30	8	16	0	13	5	0	9	3	4	0	5	5	11	7	13	19	9	1	9	119	123
8:30	9:00	8	15	1	11	5	0	10	5	4	0	2	9	13	6	12	17	10	1	10	119	123
9:00	9:30	5	15	0	11	5	0	9	9	0	2	0	7	12	9	9	17	13	1	10	111	131
9:30	10:00	3	16	0	14	4	0	10	6	0	1	0	9	16	10	9	17	14	2	10	117	125
10:00	10:30	1	17	0	15	3	1	8	9	0	1	0	8	14	6	9	16	13	1	10	109	133
10:30	11:00	4	16	0	13	3	1	7	7	0	3	0	10	13	8	9	19	14	1	10	114	128
11:00	11:30	2	16	0	14	4	1	7	6	1	4	0	15	16	12	10	16	15	1	10	125	117
11:30	12:00	3	16	0	13	4	1	9	7	0	2	0	12	18	15	10	16	15	2	10	128	114
12:00	12:30	4	17	0	11	4	1	10	6	2	1	0	13	25	13	9	17	14	1	10	134	108
12:30	1:00	8	17	1	12	4	2	7	0	9	1	1	16	20	10	9	15	11	0	10	132	110
1:00	1:30	13	16	0	13	4	1	9	0	10	0	1	9	19	9	9	11	14	0	11	124	118
1:30	2:00	12	16	0	9	5	1	9	0	11	0	3	10	16	9	10	18	14	0	11	129	113
2:00	2:30	11	15	0	13	6	1	8	0	13	0	3	11	14	12	8	16	12	0	11	131	111
2:30	3:00	12	15	2	13	5	1	9	0	12	0	2	13	12	12	9	12	11	1	11	130	112
3:00	3:30	14	14	0	13	5	1	7	0	12	0	2	20	11	8	8	11	9	0	11	126	116
3:30	4:00	10	14	3	13	6	0	7	0	8	1	2	15	12	11	10	15	10	0	12	127	115
4:00	4:30	11	16	3	10	6	0	6	0	11	0	2	14	13	8	9	13	11	0	10	122	120
4:30	5:00	15	16	5	10	6	0	7	0	12	1	2	16	18	12	9	11	9	0	12	140	102
5:00	5:30	15	15	8	12	7	0	7	1	12	0	5	18	17	11	12	12	8	0	12	152	90
5:30	6:00	16	12	11	13	8	0	8	0	12	0	7	19	17	11	10	13	5	2	11	159	83
6:00	6:30	19	16	11	13	10	0	9	0	14	0	7	21	22	10	9	14	4	0	11	175	67
6:30	7:00	18	15	13	14	10	1	9	0	17	0	8	25	25	18	9	15	6	0	11	197	45

As shown in Table 1, 117 vehicles are observed to be parked in the study area between 9:30 a.m. and 10:00 a.m. With 242 parking spaces within the area of the relocated Clinic, there are at least 125 additional parking spaces available for potential patients or visitors during this period. The data also indicate that during the evening 4:30 p.m. to 5:00 p.m. period (the last half-hour before local residents return to the area from work), there are at least 102 on-street parking spaces available. From 5:00 p.m. to the hour when the Clinic closes (7:00 p.m.), it was observed at half-hour intervals that 90 spaces, 83 spaces, 67 spaces, and 45 on-street parking spaces, respectively, would be available in the study area.

The parking data collected in February is very similar to what was collected initially three months earlier around the Thanksgiving holiday. The November 2011 parking data revealed 115 vehicles parking in the study area between 9:30 a.m. and 10:00 a.m., leaving at least 127 available parking spaces for potential patients or visitors during this period. The previous data collected also indicated that from 5:00 p.m. to 7:00 p.m. (the time when the Clinic closes, it was observed at half-hour intervals that 70 spaces, 73 spaces, 62 spaces, and 48 on-street parking spaces, respectively, would be available in the study area.

The Site Plan for the Open Door Clinic indicates that ten (10) parking spaces are provided on-Site. In analyzing the anticipated parking conditions, no credit was taken for the ten (10) on-Site parking spaces, nor for providing shuttle service from Phelps Memorial Hospital Garage for the staff resulting in a very conservative approach. It can be seen from Table 1 that there would be at least 45 on-street parking spaces available (similar to the minimum of 48 on-street parking spaces available based on the November 2011 data) for the use of the patients and staff of the Open Door Clinic during a typical weekday. It is, therefore, the considered opinion of **Adler Consulting** that there is still sufficient on-street parking available to accommodate the anticipated parking needs at the Open Door Clinic.

2) PARKING FOR STAFF AT PHELPS / SHUTTLE SERVICE

The Open Door Clinic will be responsible for providing shuttle service to staff between the Phelps Memorial Hospital parking garage and the Clinic. Open Door staff will be directed to park in designated locations at the Garage and take the shuttle to the Clinic. Two shuttle vehicles (similar to a stretch-van or mini-bus) will transport Clinic staff

from the parking garage to the Clinic, and vice versa. The shuttle service will run every 30 minutes. In the earlier November 2011 study, it was noted that the proposed shuttle bus service would add an additional two (2) entering and two (2) exiting trips to the roadways during the AM and PM Peak Highway Hours. It was also determined based on parking data collected at the Hospital Garage in November 2011 that there were more than 300 parking spaces available at the parking garage (the majority of the open spaces being centered on Level 4 and the roof of the garage). Open Door Clinic staff will be required to park at the Hospital garage and be shuttled to the Clinic and back.

D. PEDESTRIAN CONSIDERATIONS

Information regarding pedestrian facilities and equipment currently provided within the near vicinity of the new location was gathered through a field inventory. Pedestrian counts were also collected at three intersections within the area of the new Clinic and related to the information collected during the field inventory.

1) INVENTORY OF EXISTING PEDESTRIAN FACILITIES AND EQUIPMENT

Adler Consulting inventoried the existing sidewalks, crosswalks, curb ramps and pedestrian crossing signal equipment in the vicinity of the proposed new Open Door facility. The scope of the field study encompassed inventorying four intersections (North Broadway with Beekman Avenue, Bedford Road, New Broadway and Lawrence Street) and noting the conditions and widths of the sidewalks, crosswalks, and curb ramps in the area. It was determined from the information gathered for each intersection that facilities are provided to accommodate pedestrian activity arriving at and leaving the clinic and are for the most part in compliance with American with Disabilities Act Accessibility Guidelines (ADAAG).

The following details **Adler Consulting's** findings regarding existing provision of sidewalks, crosswalks, curb ramps, and pedestrian crossing signal equipment.

a. North Broadway (US 9) at Beekman Avenue/Hudson Terrace

At the signalized intersection of North Broadway (US 9) and Beekman Avenue/Hudson Terrace, there are crosswalks present on the western, southern, and eastern legs of the intersection. On the southwest corner of the intersection, handicap accessible ramps are provided for both the northbound and eastbound directions together with pedestrian signals and pushbutton controls. The sidewalks at this corner are in good condition. The sidewalks along the south side of Beekman Avenue and along the west side of North Broadway are continuous and are each six (6) feet wide. On the western leg of the intersection, there is a 15-foot center island with handicap accessible ramps. The ramp on the north side of the center island is in excellent condition. On the south side of the center island, the pavement shows some cracking and repaving work where the roadway pavement meets the ramp. Two crosswalks are provided across Beekman Avenue, one on each side of the center island. Each of the crosswalks is ten (10) feet wide and in relatively good condition. The crosswalk from the southwest corner of the intersection to the center island is approximately 49 feet long and the crosswalk from the center island to the northwest corner of the intersection is 58 feet long. A pedestrian pushbutton and a handicap accessible ramp is provided on the northwest corner of the intersection. The pedestrian crossing signals for the Beekman Avenue crosswalk provide approximately eight (8) seconds for the WALK interval and 14 seconds for the Flashing DON'T WALK interval. Sidewalks are present along the north and west sides of Beekman Avenue and North Broadway, respectively. The sidewalks are approximately ten (10) feet and 12 feet wide, respectively. The sidewalk along the west side of North Broadway appears to be in newer condition than the sidewalk along the north side of Beekman Avenue.

On the northeast corner of the intersection, sidewalks exist along the east and north sides of North Broadway and Hudson Terrace, respectively. These sidewalks also appear to be in good condition. The sidewalk along the east side of North Broadway is approximately four (4) feet wide and the sidewalk along the north side of Hudson Terrace is five (5) feet wide. No sidewalk is provided on the south side of Hudson Terrace. The crosswalk crossing Hudson Terrace is approximately six (6) feet wide and 29 feet long and in good condition. Detectable warning tile are provided on the handicap accessible ramps at both ends of the crosswalk. There are no pedestrian signals on either corner. Detectable warning tile are features used at curb ramps consisting of a series of small domes that contrast in color with the surrounding

sidewalk and are integrated into the walking surface. These detectable warning tile are designed to alert pedestrians who are blind or have low vision that they are about to enter a street where cars pass. These features at handicap accessible ramps inform pedestrians who are blind or have low vision that they need to stop and assess the situation where the curb meets the roadway. The groove matrix on the detectable warning tile also provides a grip surface for wheelchair and walking cane users on a sloping curbside ramp where detectable warning tile is used.

On the southern leg of the intersection, the crosswalk is approximately nine (9) feet wide and 47 feet long. A pedestrian signal, pedestrian pushbutton control and handicap accessible ramp are provided for eastbound pedestrian traffic crossing North Broadway. However, no handicap accessible ramp is provided at the northern corner (on the east side of North Broadway). A traffic signal pole is located on the sidewalk at the crosswalk. The eastbound pedestrian countdown display on this signal pole does not appear to function and the pushbutton control also appears to be in a state of disrepair. A three (3)-foot sidewalk exists along the east side of North Broadway south of the crosswalk. However, this sidewalk is not continuous along the frontage of Tornello's Auto Repair to the corner of North Broadway and Hudson Terrace.

b. North Broadway and Bedford Road (NYS Route 448)

At the signalized intersection of North Broadway and Bedford Road, a crosswalk is provided for pedestrian traffic crossing Bedford Road. The crosswalk is approximately 8.5 feet wide and 83 feet long. The crosswalk markings are in fair condition. Pedestrian crossing signals, pushbutton controls and handicap accessible ramps are provided on both ends of the crosswalk. The pedestrian crossing signals for the Bedford Road crosswalk provide approximately eight (8) seconds for the WALK interval and approximately 14 seconds for the Flashing DON'T WALK interval. The detectable warning tile on the ramps at both ends of the crosswalk appear to have been installed some time ago. In addition, sidewalks in good condition are provided along the east side of North Broadway (approximately five (5) feet wide), the south side of Bedford Road (also approximately five (5) feet wide), and the north side of Bedford Road (approximately four (4) feet wide). The sidewalks are continuous along the east side of North Broadway and the north side of Bedford Road. It should be noted, though, that no sidewalk is present north of the driveway for The Horseman Restaurant for a distance of approximately 420 feet.

c. North Broadway and New Broadway

At the signalized intersection of North Broadway and New Broadway, two crosswalks are provided. The markings of the crosswalks are in good condition. The crosswalk for pedestrian traffic crossing North Broadway is approximately ten (10) feet wide and 51 feet long, while the crosswalk for pedestrians crossing New Broadway is also approximately ten (10) feet wide and 37 feet long. Pedestrian crossing displays, pushbutton controls and handicap accessible ramps are provided on each side of the crosswalk for pedestrians crossing North Broadway. The pedestrian crossing displays for the North Broadway crosswalk provide approximately eight (8) seconds for the WALK interval and 14 seconds for the Flashing DON'T WALK interval. At the west end of this crosswalk, the detectable warning tile appears to have been installed some time ago, while the detectable warning tile on the ramp at the other end of the crosswalk appears to be in newer condition. Pedestrian crossing displays and pushbutton controls are not provided for the New Broadway crosswalk. A handicap accessible ramp with new detectable warning tile is provided at the west end of the New Broadway crosswalk. No ramp has been constructed for the east end of the crosswalk. The sidewalk along the east side of New Broadway is approximately 3.5 feet wide and in good condition. The sidewalks along both sides of the site are new and are approximately five (5) feet wide. On the east side of North Broadway, handicap accessible ramps are provided on both sides of the site driveway for pedestrians crossing the driveway. Field observations revealed that the detectable warning tile on the ramp on the south side of the driveway has deteriorated. The new sidewalk along the east side of North Broadway continues north of the driveway for a distance of approximately 50 feet and is approximately 8.5 feet wide. North of the newly installed sidewalk, the sidewalk is in good condition and at least six (6) feet wide.

d. North Broadway and Lawrence Avenue/Gordon Avenue

Pedestrian amenities are not provided across North Broadway at its intersections with Lawrence Avenue and Gordon Avenue. Handicap accessible ramps are provided on both sides of North Broadway just west of Lawrence Avenue as well as for those crossing Lawrence Avenue and Gordon Avenue. A sidewalk is provided along the north side of North Broadway on both sides of Gordon Avenue. West of Gordon Avenue, the sidewalk is approximately 6.5 feet wide; east of Gordon Avenue, the sidewalk is approximately eleven (11) feet wide. Along the frontage of the BP gasoline station on

the south side of North Broadway, the sidewalk is approximately six (6) feet wide while the sidewalk east of Lawrence Avenue is approximately eight (8) feet wide. Sidewalks are also provided along both sides of Lawrence Avenue south of North Broadway and are at least six (6) feet wide. All of the sidewalks were observed to be in good condition. The handicap accessible ramps provided on both sides of North Broadway have detectable warning tile that were installed some time ago as are the two ramps on both sides of Gordon Avenue. The sidewalks along the south side of North Broadway on either side of Lawrence Avenue are in good condition. It was observed that the detectable warning tile on the two ramps provided for those crossing Lawrence Avenue are well-worn.

e. Additional Field Measurements Related to Crossing Streets

North Broadway (US Route 9) is under the jurisdiction and control of NYSDOT who determine the timing and phasing for both vehicle and pedestrian signals at the intersections. The curb-to-curb width of North Broadway is approximately 51 feet at the intersection with New Broadway. The pedestrian signal phasing currently provides approximately 22 seconds of time, including the WALK interval and the flashing DON'T WALK interval, to cross the street. The 2010 edition of the Highway Capacity Manual indicates that a crossing speed of 3.5 feet per second should be used if no more than 20% of the pedestrians are elderly and a crossing speed of 3.0 feet per second be used if elderly people constitute more than 20% of the total number of pedestrians. At a walking speed of three (3) feet per second, there is sufficient time to cross North Broadway.

The curb-to-curb width across Beekman Avenue is approximately 121 feet including the 15-foot traffic island. The northerly crosswalk is approximately 58 feet long while the southerly crosswalk is approximately 49 feet in length. At an average walking speed of three (3) feet per second (that recommended by the 2010 Highway Capacity Manual to be used if more than 20% of the pedestrians are elderly), a pedestrian could safely walk across one section of Beekman Avenue in one phase, wait on the traffic island, and then cross the remaining section of Beekman Avenue in a second pedestrian phase.

2) PEDESTRIAN DATA COLLECTION

Pedestrian counts were conducted by representatives of **Adler Consulting** during the peak AM, Midday, and PM weekday periods at the intersections of North Broadway with Beekman Avenue/Hudson Terrace; North Broadway with Bedford Road; and, North Broadway with New Broadway (the latter two intersections were considered as one four-legged intersection). The pedestrians crossing at each intersection were counted on Tuesday, February 28, 2012 at 15-minute intervals between 8:00 a.m. and 10:00 a.m., 12:00 p.m. and 2:00 p.m., and from 3:30 p.m. to 6:30 p.m. No unusual weather or traffic events were recorded during these times. Therefore, the data collected is assumed to be representative of field conditions and unaffected by observed holidays. The pedestrian counts were reviewed to verify their validity. The Pedestrian Volumes are depicted on Figures located in Attachment B to this letter.

At the intersection of North Broadway with Beekman Avenue/Hudson Terrace, 97 pedestrians were observed crossing the south leg of the intersection during the weekday AM Peak Hour (8:00 a.m. – 9:00 a.m.) with 112 pedestrians crossing the east leg of the intersection. At the North Broadway with Bedford Road intersection, eleven (11) pedestrians were observed crossing Bedford Road. Only one (1) pedestrian crossed New Broadway at the North Broadway with New Broadway intersection. The pedestrian counts conducted during the weekday morning period indicate that the 112 pedestrians observed crossing at the Hudson Terrace crosswalk can be attributed to activity at The Horseman Diner as well as travel to the Middle and High Schools. Since there is no sidewalk on the south side of Hudson Terrace, it would appear that pedestrians are crossing Hudson Terrace and then walk on the sidewalk along the north side of Hudson Terrace or use the sidewalk along the south side of Bedford Road toward the Schools.

During the weekday Midday Peak Hour (12:00 p.m. – 1:00 p.m.), 106 pedestrians were observed crossing the west leg of North Broadway at the Beekman Avenue/Hudson Terrace intersection, 36 pedestrians crossed the south leg, and 62 pedestrians crossed the east leg of the intersection. At the North Broadway with Bedford Road intersection, three (3) pedestrians were observed crossing at the Bedford Road crosswalk. Only one (1) pedestrian used the New Broadway crosswalk at the North Broadway with New Broadway intersection. The pedestrian counts conducted during the weekday midday period indicate that the majority of the pedestrians observed crossing at the Beekman Avenue crosswalk can be attributed to activity at the Wasabi

Japanese Sushi Restaurant located on the northwest corner of the North Broadway/Beekman Avenue intersection. The Restaurant opens at 12:00 p.m. for lunch. It also appears that pedestrians crossing the Hudson Terrace crosswalk can be attributed to those having lunch at The Horseman Restaurant or to usage of sidewalk along the north side of Hudson Terrace (due to the absence of sidewalk along the south side of Hudson Terrace) and usage of sidewalk along the south side of Bedford Road, similar to what was deduced from the weekday AM period counts.

During the weekday PM Peak Highway Hour (4:00 p.m. – 5:00 p.m.), the majority of the pedestrians (41) were counted crossing the west leg of the North Broadway at Beekman Avenue/Hudson Terrace intersection. The pedestrian counts conducted during the weekday evening period indicate that the 41 pedestrians observed crossing Beekman Avenue can be attributed to activity at the Wasabi Japanese Sushi Restaurant, similar to what was deduced from the weekday Midday period counts. The Restaurant serves dinner until 10:00 p.m.

Pedestrians coming from the Inner Village may cross to the north side of Beekman Avenue using the crosswalks at intersections prior to reaching the North Broadway at Beekman Avenue intersection. These pedestrians then are likely to continue walking along the west side of North Broadway before crossing North Broadway to the Clinic at the New Broadway intersection.

Test intersection capacity analyses, however, were completed to see what effect increasing the number of pedestrians would have on the intersection's operating conditions. The number of conflicting pedestrians with right-turning vehicles was increased to 200 pedestrians per hour on each leg of the intersection in both the Build AM and PM Peak Highway Hour capacity analyses. The 200 pedestrians per hour entered into the analyses is well over the number of conflicting pedestrians observed during the Peak Hours analyzed. The test analyses indicate that there was little change in the way the intersection operated. The increase of the conflicting pedestrians with right-turning vehicles to 200 pedestrians per hour resulted in only a three (3.0) second increase in the overall intersection delay during the weekday AM Highway Peak Hour and a 1.9 second delay increase during the weekday PM Highway Peak Hour. The SYNCHRO printouts are in Attachment C to this letter.

E. DROP-OFFS AT THE SITE

At the February 16, 2012 Public Hearing, it was suggested that motorists (especially taxis) would drop off visitors to the Open Door facility on New Broadway. From a traffic engineering perspective, this suggestion appears to be less likely in that:

- The address of the facility is 300 North Broadway clearly identifying access on North Broadway and not New Broadway;
- There are no building entry portals on New Broadway making it less convenient for a visitor to enter the building if dropped off on New Broadway;
- There is a driveway with a convenient location for a taxi driver to stop allowing a passenger to disembark in the parking lot off North Broadway;
- Upon exiting, a motorist can easily turn right out of the driveway onto northbound North Broadway and turn left onto Lawrence Street to return to Beekman Avenue;
- Most clients and the taxi stations are located to the west on Beekman Avenue making it more convenient and logical to use the North Broadway parking lot instead of driving on a clearly residential street and looking to make a u-turn or drive through other residential streets to return to Beekman Avenue.

F. TRAFFIC-RELATED SAFETY ISSUES IN THE WEBBER PARK NEIGHBORHOOD

A number of concerns were expressed in a memorandum to the Village, dated December 23, 2008 by The Residents of Webber Park through its liaison, Ms. Jennifer Lobato-Church, regarding vehicular traffic and safety issues. Neighbors' concerns included the number of vehicles that did not stay on US Route 9 but traveled on New Broadway into the Webber Park neighborhood and the speeds of the wayward vehicles. Since that

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time, NYSDOT and the Village of Sleepy Hollow have installed several mitigating measures to reduce the number of drivers who errantly enter the Webber Park Neighborhood, including the construction of an island at the entrance to New Broadway, the installation of a sign announcing the Webber Park Neighborhood, the installation of additional roadway placards with arrows directing motorists to bear to the left to stay on US Route 9, the installation of "No Truck" signs at the entrance to New Broadway, and the installation of neighborhood Speed Limit signs, at 25 miles per hour, on New Broadway.

G. CONCLUSIONS

Based on the findings contained herein, it is the considered professional opinion of **Adler Consulting** that the initial traffic counts, survey data, and area parking counts collected and used in the study were not skewed by proximity to the Thanksgiving holiday and that the results of the study remain valid. An inventory of the existing sidewalks, crosswalks, curb ramps, and pedestrian crossing signal equipment in the vicinity of the proposed new Open Door facility revealed that adequate pedestrian facilities are provided to accommodate future pedestrian activity arriving at and leaving the clinic.

If you have any questions or need additional information, please do not hesitate to contact us. We trust that this information will assist you in your review of this issue.

Respectfully submitted,
Adler Consulting,
Transportation Planning & Traffic Engineering, PLLC



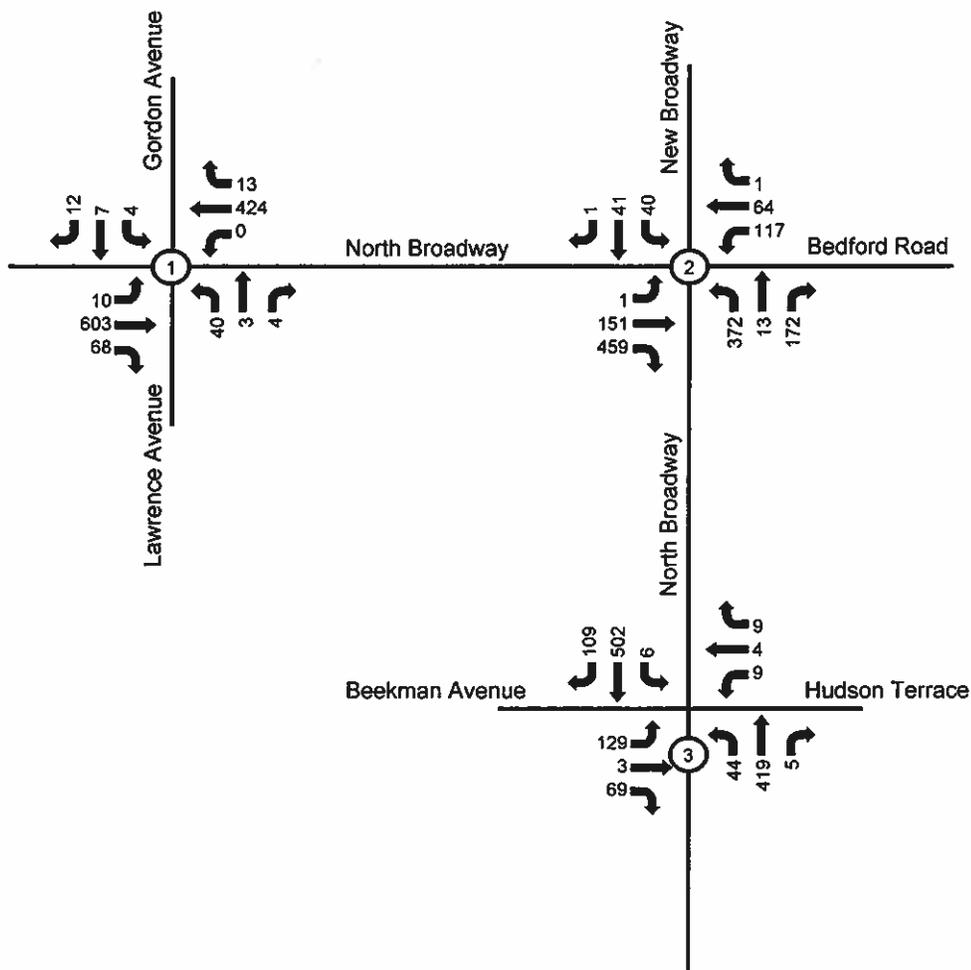
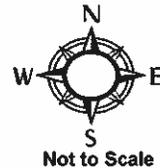
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ATTACHMENT A

EXISTING VEHICULAR TRAFFIC VOLUMES



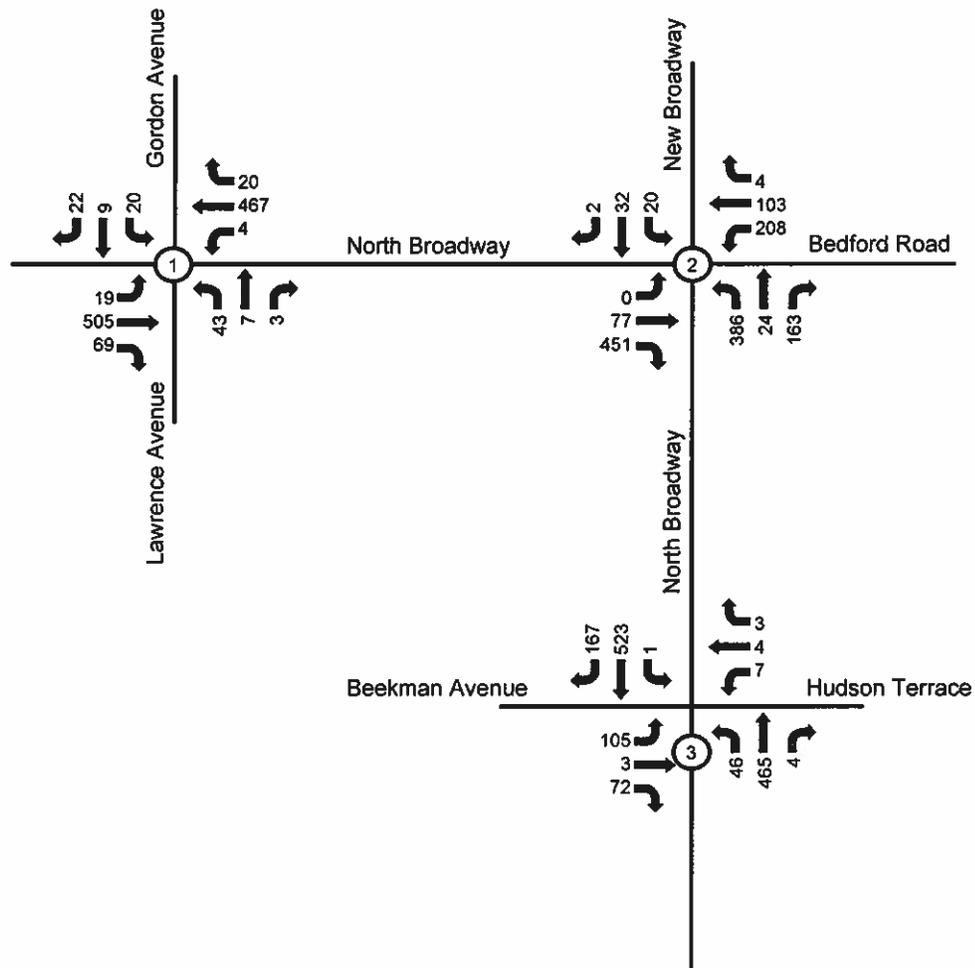
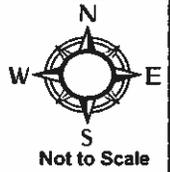
Legend
AM Peak Hour Volume

Project:
Open Door
Sleepy Hollow, NY

Title:
AM Peak Highway
Hour Traffic Volumes
(November 2011)

Prepared By:
Adler Consulting, White Plains, NY
Transportation Planning & Traffic Engineering, PLLC

FIGURE 1



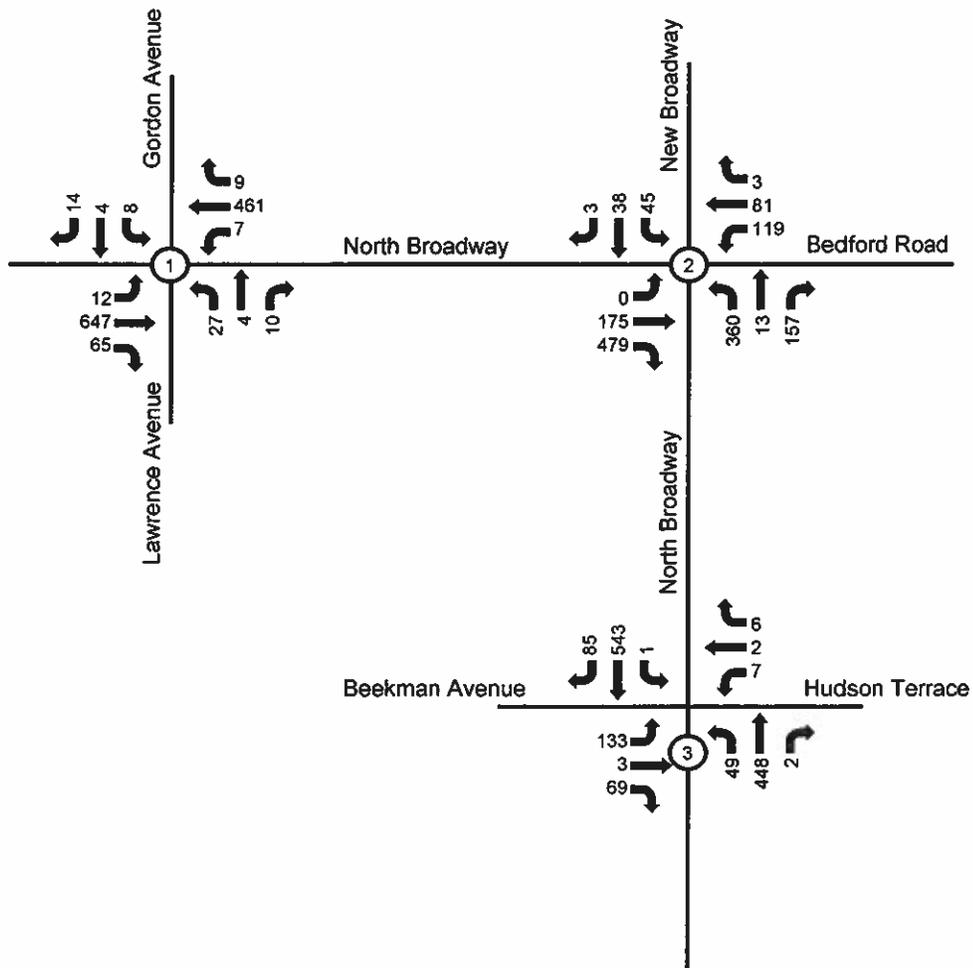
Legend
PM. Peak Hour Volume

Project:
Open Door
Sleepy Hollow, NY

Title:
PM Peak Highway
Hour Traffic Volumes
(November 2011)

Prepared By:
Adler Consulting, White Plains, NY
Transportation Planning & Traffic Engineering, PLLC

FIGURE 2



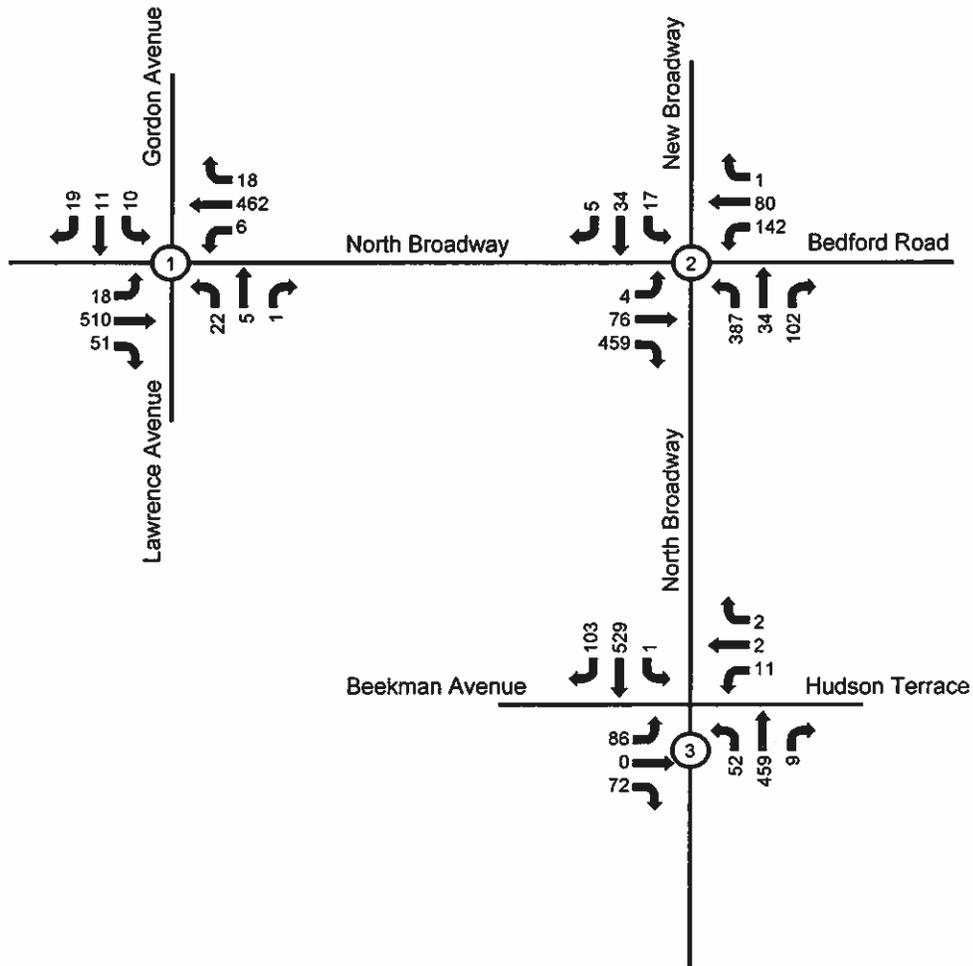
Legend
AM. Peak Hour Volume

Project:
Open Door
Sleepy Hollow, NY

Title:
AM Peak Highway
Hour Traffic Volumes
(March 2012)

Prepared By:
Adler Consulting, White Plains, NY
Transportation Planning & Traffic Engineering, PLLC

FIGURE 3



Legend
PM. Peak Hour Volume

Project:
Open Door
Sleepy Hollow, NY

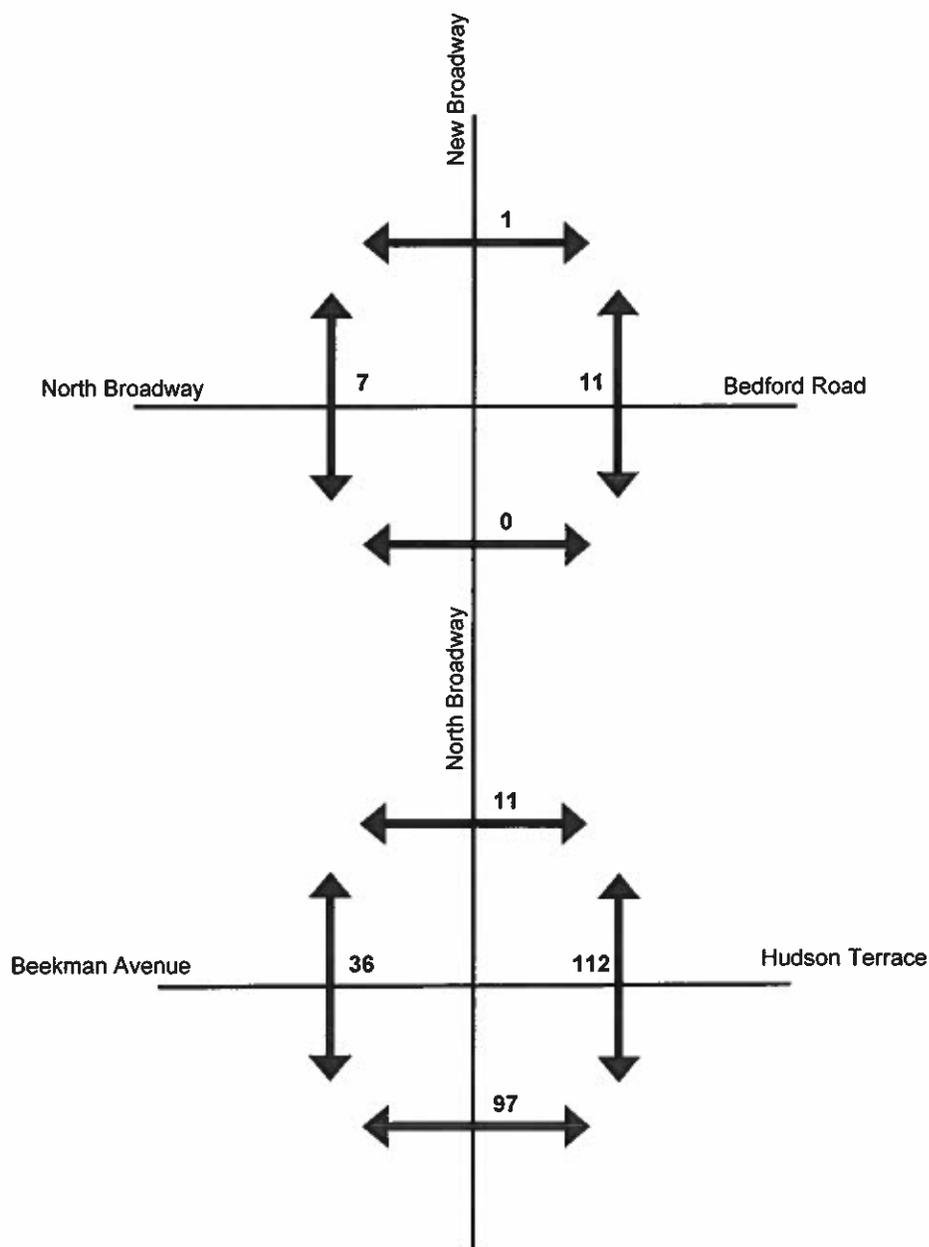
Title:
PM Peak Highway
Hour Traffic Volumes
(March 2012)

Prepared By:
Adler Consulting, White Plains, NY
Transportation Planning & Traffic Engineering, PLLC

FIGURE 4

ATTACHMENT B

FEBRUARY 2012 PEDESTRIAN VOLUMES



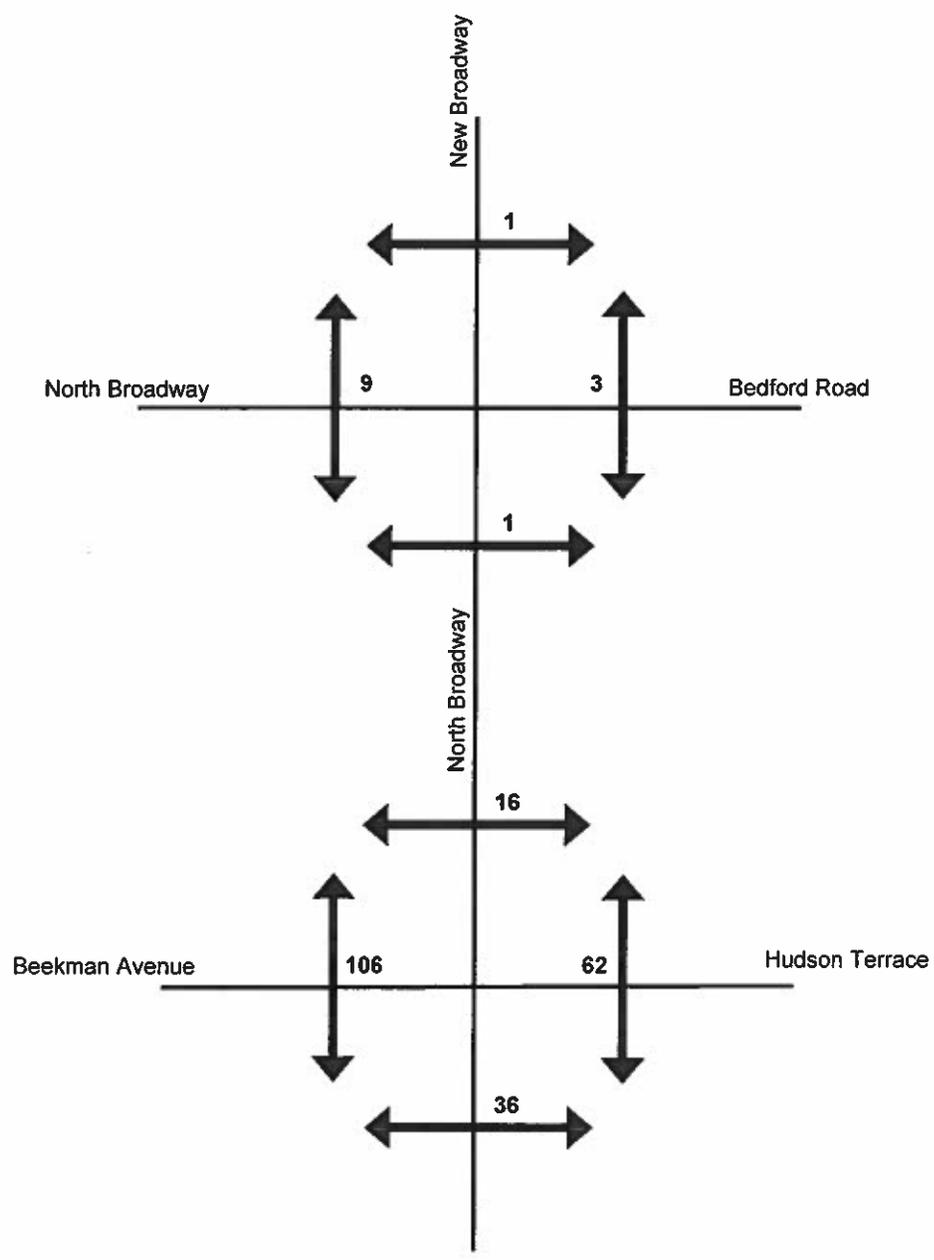
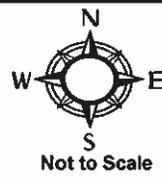
Legend
AM. Peak Hour Volume

Project:
Open Door
Sleepy Hollow, NY

Title:
February 28, 2012 Pedestrian Volumes
Weekday AM Peak Hour

Prepared By:
Adler Consulting, White Plains, NY
Transportation Planning & Traffic Engineering, PLLC

FIGURE 5



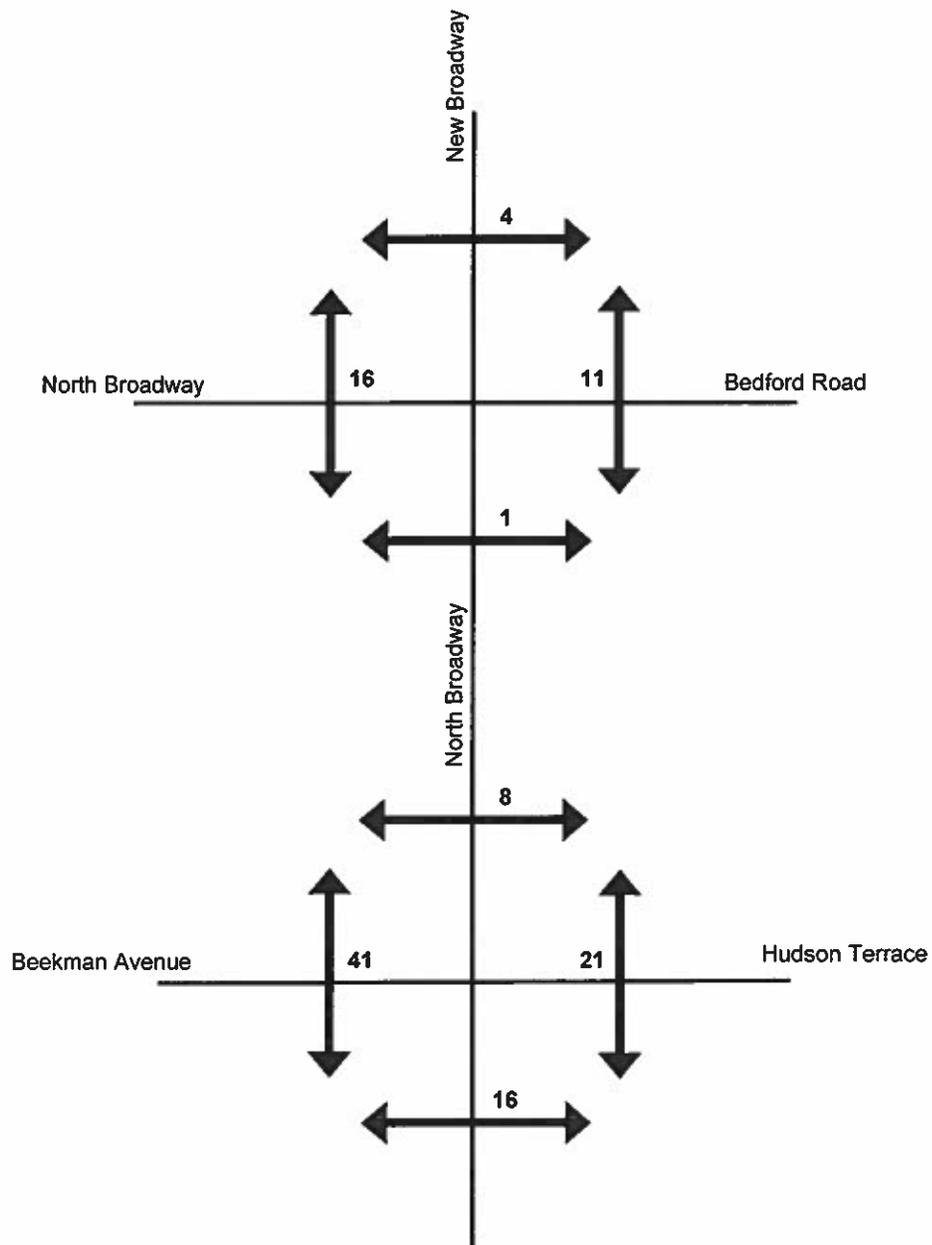
Legend
Midday Peak Hour Volume

Project:
Open Door
Sleepy Hollow, NY

Title:
February 28, 2012 Pedestrian Volumes
Weekday Midday Peak Hour

Prepared By:
Adler Consulting, White Plains, NY
Transportation Planning & Traffic Engineering, PLLC

FIGURE 6



Legend
PM. Peak Hour Volume

Project:
Open Door
Sleepy Hollow, NY

Title:
February 28, 2012 Pedestrian Volumes
Weekday PM Peak Highway Hour

Prepared By:
Adler Consulting, White Plains, NY
Transportation Planning & Traffic Engineering, PLLC

FIGURE 7

ATTACHMENT C

INTERSECTION CAPACITY ANALYSES



Movement	WBL	WBR	WBR2	N&T	NBR	NBR2	SBL2	SBL	SBT	SWL2	SWL	SWR
Lane Configurations												
Volume (vph)	146	68	1	400	14	214	1	154	479	40	44	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	12	12	16	12	12	10	10	12	14	12
Grade (%)	-4%			0%					6%		-3%	
Total Lost time (s)	6.0	6.0		6.0					6.0		6.0	
Lane Util. Factor	1.00	1.00		1.00					0.95		1.00	
Frbp, ped/bikes	1.00	1.00		0.98					1.00		0.99	
Flpb, ped/bikes	1.00	1.00		1.00					1.00		1.00	
Frt	1.00	0.85		0.95					1.00		1.00	
Flt Protected	0.95	1.00		1.00					0.99		0.95	
Satd. Flow (prot)	1753	1561		1694					3075		1896	
Flt Permitted	0.95	1.00		1.00					0.55		0.95	
Satd. Flow (perm)	1753	1561		1694					1699		1896	
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	164	76	1	449	16	240	1	173	538	45	49	2
RTOR Reduction (vph)	0	0	0	10	0	0	0	0	0	0	1	0
Lane Group Flow (vph)	164	77	0	695	0	0	0	0	712	0	95	0
Conf. Peds. (#/hr)	3	82				8		8		8		97
Heavy Vehicles (%)	5%	2%	2%	5%	2%	5%	2%	5%	5%	2%	2%	2%
Turn Type		Prot					Perm	Perm		Split		
Protected Phases	13	13		27					6	15	15	
Permitted Phases							6	6	6			
Actuated Green, G (s)	20.4	20.4		86.6					60.4		12.2	
Effective Green, g (s)	20.4	20.4		86.6					60.4		12.2	
Actuated g/C Ratio	0.15	0.15		0.63					0.44		0.09	
Clearance Time (s)	6.0	6.0							6.0		6.0	
Vehicle Extension (s)	3.0	3.0							3.0		3.0	
Lane Grp Cap (vph)	261	232		1069					748		169	
v/s Ratio Prot	c0.09	0.05		c0.41							c0.05	
v/s Ratio Perm									c0.42			
v/c Ratio	0.63	0.33		0.65					1.09dl		0.56	
Uniform Delay, d1	54.8	52.3		15.8					37.0		59.9	
Progression Factor	1.00	1.00		0.11					1.00		1.00	
Incremental Delay, d2	4.7	0.8		1.1					23.1		4.2	
Delay (s)	59.5	53.1		2.8					60.1		64.2	
Level of Service	E	D		A					E		E	
Approach Delay (s)	57.5			2.8					60.1		64.2	
Approach LOS	E			A					E		E	

Intersection Summary				
HCM Average Control Delay		36.9	HCM Level of Service	D
HCM Volume to Capacity ratio		0.77		
Actuated Cycle Length (s)		137.2	Sum of lost time (s)	18.0
Intersection Capacity Utilization		103.7%	ICU Level of Service	G
Analysis Period (min)		15		

dl Defacto Left Lane. Recode with 1 though lane as a left lane.

c Critical Lane Group



Movement	WBL	WBR	WBR2	NBT	NBR	NBR2	SBL2	SBL	SBT	SWL2	SWL	SWR
Lane Configurations												
Volume (vph)	146	68	1	400	14	214	1	154	479	40	44	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	12	12	16	12	12	10	10	12	14	12
Grade (%)	-4%			0%					6%		-3%	
Total Lost time (s)	6.0	6.0		6.0					6.0		6.0	
Lane Util. Factor	1.00	1.00		1.00					0.95		1.00	
Frbp, ped/bikes	1.00	1.00		0.81					1.00		0.99	
Flpb, ped/bikes	1.00	1.00		1.00					1.00		1.00	
Frt	1.00	0.85		0.95					1.00		1.00	
Flt Protected	0.95	1.00		1.00					0.99		0.95	
Satd. Flow (prot)	1753	1561		1388					3075		1892	
Flt Permitted	0.95	1.00		1.00					0.55		0.95	
Satd. Flow (perm)	1753	1561		1388					1698		1892	
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	164	76	1	449	16	240	1	173	538	45	49	2
RTOR Reduction (vph)	0	0	0	10	0	0	0	0	0	0	1	0
Lane Group Flow (vph)	164	77	0	695	0	0	0	0	712	0	95	0
Confl. Peds. (#/hr)	3	200				200		200		8		200
Heavy Vehicles (%)	5%	2%	2%	5%	2%	5%	2%	5%	5%	2%	2%	2%
Turn Type		Prot					Perm	Perm		Split		
Protected Phases	13	13		27					6	15	15	
Permitted Phases							6	6	6			
Actuated Green, G (s)	20.4	20.4		86.6					60.4		12.3	
Effective Green, g (s)	20.4	20.4		86.6					60.4		12.3	
Actuated g/C Ratio	0.15	0.15		0.63					0.44		0.09	
Clearance Time (s)	6.0	6.0							6.0		6.0	
Vehicle Extension (s)	3.0	3.0							3.0		3.0	
Lane Grp Cap (vph)	260	232		875					747		169	
w/s Ratio Prot	c0.09	0.05		c0.50							c0.05	
w/s Ratio Perm									c0.42			
w/c Ratio	0.63	0.33		0.79					1.09dl		0.56	
Uniform Delay, d1	54.9	52.3		18.8					37.1		59.9	
Progression Factor	1.00	1.00		0.31					1.00		1.00	
Incremental Delay, d2	4.9	0.8		4.0					23.3		4.2	
Delay (s)	59.8	53.2		9.8					60.4		64.2	
Level of Service	E	D		A					E		E	
Approach Delay (s)	57.7			9.8					60.4		64.2	
Approach LOS	E			A					E		E	

Intersection Summary				
HCM Average Control Delay		39.9	HCM Level of Service	D
HCM Volume to Capacity ratio		0.80		
Actuated Cycle Length (s)		137.3	Sum of lost time (s)	18.0
Intersection Capacity Utilization		107.2%	ICU Level of Service	G
Analysis Period (min)		15		

dl Defacto Left Lane. Recode with 1 though lane as a left lane.
c Critical Lane Group

												
Movement	WBL	WBR	WBR2	NBT	NBR	NBR2	SBL	SBT	SWL2	SWL	SWR	
Lane Configurations												
Volume (vph)	256	105	4	405	26	202	80	474	20	34	2	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width	12	11	12	12	16	12	10	10	12	14	12	
Grade (%)	-4%			0%				6%		-3%		
Total Lost time (s)	6.0	6.0		6.0				6.0		6.0		
Lane Util. Factor	1.00	1.00		1.00				0.95		1.00		
Frbp, ped/bikes	1.00	1.00		1.00				1.00		0.99		
Flpb, ped/bikes	1.00	1.00		1.00				1.00		1.00		
Frt	1.00	0.85		0.95				1.00		1.00		
Flt Protected	0.95	1.00		1.00				0.99		0.95		
Satd. Flow (prot)	1753	1561		1724				3090		1887		
Flt Permitted	0.95	1.00		1.00				0.59		0.95		
Satd. Flow (perm)	1753	1561		1724				1827		1887		
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	
Adj. Flow (vph)	284	117	4	450	29	224	89	527	22	38	2	
RTOR Reduction (vph)	0	0	0	10	0	0	0	0	0	1	0	
Lane Group Flow (vph)	284	121	0	693	0	0	0	616	0	61	0	
Confl. Peds. (#/hr)	2	64							2		64	
Heavy Vehicles (%)	5%	2%	2%	5%	2%	5%	5%	5%	2%	2%	2%	
Turn Type		Prot					Perm		Split			
Protected Phases	13	13		2.7				6	15	15		
Permitted Phases							6	6				
Actuated Green, G (s)	25.0	25.0		85.7				60.1		9.8		
Effective Green, g (s)	25.0	25.0		85.7				60.1		9.8		
Actuated g/C Ratio	0.18	0.18		0.62				0.43		0.07		
Clearance Time (s)	6.0	6.0						6.0		6.0		
Vehicle Extension (s)	3.0	3.0						3.0		3.0		
Lane Grp Cap (vph)	316	282		1067				793		134		
v/s Ratio Prot	c0.16	0.08		c0.40						c0.03		
v/s Ratio Perm								c0.34				
v/c Ratio	0.90	0.43		0.65				0.78		0.46		
Uniform Delay, d1	55.5	50.4		16.8				33.5		61.8		
Progression Factor	1.00	1.00		0.03				1.00		1.00		
Incremental Delay, d2	26.4	1.1		0.8				7.4		2.5		
Delay (s)	81.9	51.5		1.3				40.8		64.2		
Level of Service	F	D		A				D		E		
Approach Delay (s)	72.8			1.3				40.8		64.2		
Approach LOS	E			A				D		E		
Intersection Summary												
HCM Average Control Delay			33.3		HCM Level of Service					C		
HCM Volume to Capacity ratio			0.73									
Actuated Cycle Length (s)			138.5		Sum of lost time (s)				18.0			
Intersection Capacity Utilization			100.8%		ICU Level of Service				G			
Analysis Period (min)			15									
c Critical Lane Group												



Movement	WBL	WBR	WBR2	NBT	NBR	NBR2	SBL	SBT	SWL2	SWL	SWR
Lane Configurations											
Volume (vph)	256	105	4	405	26	202	80	474	20	34	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	12	12	16	12	10	10	12	14	12
Grade (%)	-4%			0%				6%		-3%	
Total Lost time (s)	6.0	6.0		6.0				6.0		6.0	
Lane Util. Factor	1.00	1.00		1.00				0.95		1.00	
Flpb, ped/bikes	1.00	1.00		0.81				1.00		0.98	
Flpb, ped/bikes	1.00	1.00		1.00				1.00		1.00	
Frt	1.00	0.85		0.95				1.00		1.00	
Flt Protected	0.95	1.00		1.00				0.99		0.95	
Satd. Flow (prot)	1753	1561		1391				3090		1873	
Flt Permitted	0.95	1.00		1.00				0.59		0.95	
Satd. Flow (perm)	1753	1561		1391				1825		1873	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	284	117	4	450	29	224	89	527	22	38	2
RTOR Reduction (vph)	0	0	0	10	0	0	0	0	0	1	0
Lane Group Flow (vph)	284	121	0	693	0	0	0	616	0	61	0
Confl. Peds. (#/hr)	2	200				200	200		2		200
Heavy Vehicles (%)	5%	2%	2%	5%	2%	5%	5%	5%	2%	2%	2%
Turn Type		Prot					Perm		Split		
Protected Phases	13	13		2.7				6	15	15	
Permitted Phases							6	6			
Actuated Green, G (s)	25.0	25.0		85.9				60.1		9.9	
Effective Green, g (s)	25.0	25.0		85.9				60.1		9.9	
Actuated g/C Ratio	0.18	0.18		0.62				0.43		0.07	
Clearance Time (s)	6.0	6.0						6.0		6.0	
Vehicle Extension (s)	3.0	3.0						3.0		3.0	
Lane Grp Cap (vph)	316	281		861				790		134	
v/s Ratio Prot	c0.16	0.08		c0.50						c0.03	
v/s Ratio Perm								0.34			
v/c Ratio	0.90	0.43		0.81				0.78		0.46	
Uniform Delay, d1	55.7	50.6		20.1				33.7		61.9	
Progression Factor	1.00	1.00		0.11				1.00		1.00	
Incremental Delay, d2	26.4	1.1		3.4				7.5		2.5	
Delay (s)	82.0	51.6		5.6				41.2		64.3	
Level of Service	F	D		A				D		E	
Approach Delay (s)	73.0			5.6				41.2		64.3	
Approach LOS	E			A				D		E	

Intersection Summary				
HCM Average Control Delay		35.2	HCM Level of Service	D
HCM Volume to Capacity ratio		0.80		
Actuated Cycle Length (s)		138.8	Sum of lost time (s)	18.0
Intersection Capacity Utilization		105.1%	ICU Level of Service	G
Analysis Period (min)		15		
c Critical Lane Group				