



April 19, 2012

Ref: 28315.11

Mr. Sean McCarthy, Village Architect
28 Beekman Avenue
Sleepy Hollow, NY 10591

Re: Sleepy Hollow Open Door Clinic
1 New Broadway, Sleepy Hollow, NY

Dear Mr. Mr. McCarthy:

VHB has reviewed Adler Consulting's correspondence, dated February 1, 2012 regarding traffic, parking and pedestrian activity at the new Sleepy Hollow Open Door Facility proposed to be located at 1 New Broadway and offers the following comments.

Summary

New traffic count data confirm the counts and analyses performed using the November 2011 data. The Adler study indicates that the addition of Open Door traffic will not materially change the nature of traffic operating conditions in the vicinity of the new facility.

New staff and patient survey data are consistent with the data used in the original report.

New parking count data confirm the counts and analyses performed using the November 2011 data. However, it can be inferred from the study that unless a successful parking strategy is implemented and maintained, the new facility could have a significant adverse impact on parking. The requirements and corrective measures included in the Open Door's *Policy and Procedure for Employee Parking* are acceptable, however, the Policy should include a figure identifying the limits of Weber Park and the Board may wish to extend that prohibition to Hudson Terrace. The Policy makes no mention of any shuttle service between Northern Westchester Hospital and the Mount Kisco Open Door facility. Confirmation of a successful shuttle would provide evidence to support that the proposed Sleepy Hollow shuttle is a viable parking mitigation measure. The Board may wish to contact Mt Kisco Building Department or Planning officials to confirm that the Mt Kisco shuttle is operational and realizing its intended goals.

The existing pedestrian infrastructure in the vicinity of the site has a number of deficiencies. The Board should take these into consideration when reaching a decision on this matter.

Traffic Impacts

The new facility is projected to generate 43 trips in the AM peak hour and 31 trips during the PM peak hour. While motorists can experience considerable difficulty turning left onto US Route 9 from the unsignalized side streets near 1 New Broadway during the peak hours and while long delays can be experienced at the signalized intersections of US Route 9 with Bedford Road and Beekman Avenue, the addition of Open Door traffic will not materially change the nature of traffic operating conditions at these intersections. At most, delays will increase by eight seconds on one or two movements. Delay increases on the other movements will be considerably less.

Parking Impacts

The Adler study indicates that the Village Code requires 42 spaces be provided while only 10 are proposed on-Site. Excluding permit and municipal official's parking spaces, Table 1 of the study indicates that there are 228 spaces which can be used by staff or patients of the Open Door facility within 0.25 miles of 1 New Broadway. During the busiest period, between 6:00 and 7:00, there are approximately 50 of these spaces which are unoccupied, primarily on New Broadway. When activity is likely to be greatest at the facility (midday) there are approximately 90 spaces available, mostly on New Broadway, Hudson Terrace, Beekman Avenue and Lawrence Street.

The Adler study does not provide parking projections (similar to how it provides traffic projections). However, based on the results of the survey data presented in the study, 21 staff and 80 patients currently require parking (although the patients are spread out over the course of the day and perhaps between 7 and 10 require parking at peak times). Considering that the space in 1 New Broadway will be approximately 2.5 times the space currently occupied by Open Door at 80 Beekman Avenue, the parking demand at the new building could be between 70 and 75 vehicles (52 for staff and 18-23 for patients). These values are at the upper range of those surveyed by the Institute of Transportation Engineers (ITE) and contained in its publication, *Parking*, 4th Edition.

The traffic study indicates that Open Door staff is expected to drive to and park at Phelps Memorial Hospital's parking garage, almost 2 miles away. The Open Door's Policy and Procedure for Employee Parking provides stiff punitive measures for employees who do not comply with the Policy's parking requirements. However, the Policy should include a figure identifying the limits of Weber Park and the Board may wish to extend that prohibition to Hudson Terrace. The Board may wish to contact Mt Kisco Building Dept and Planning officials to confirm that the Mt Kisco shuttle is operational and realizing its intended goals.

Pedestrian Impacts

The following deficiencies in the pedestrian infrastructure in the immediate vicinity of the proposed Open Door facility were identified:

- No curb ramp is provided on the east end of the crosswalk on Broadway south of Hudson Terrace;
- No curb ramp is provided at the east end of the crosswalk on New Broadway north of Bedford Rd.;
- Many of the curb ramps have no detectable warning landing pads or the existing landing pads are deteriorated;
- The pedestrian signal and pushbutton on the east side of Broadway south of Hudson Terrace do not appear to be functioning properly;

- Only 22 seconds is provided to cross Bedford Road, whereas the current standard requires that 28 seconds be provided;
- The sidewalk and ramp on the west side of North Broadway by Mickeys Auto Shop appear to be in very poor condition;

Since the proposed action is projected to dramatically increase pedestrian traffic activity in this vicinity, the Board should take these deficiencies into consideration when considering this application. The Applicant should also confirm that the pedestrian signal phase to cross North Broadway north of New Broadway is concurrent with the New Broadway/Hudson Terrace vehicular phase, since very few vehicles turn right from New Broadway (max, 15 per hour).

I trust that this information will assist you with your continued review of this project.

Very truly yours,

VHB Engineering, Surveying and Landscape Architecture, P.C.



John Canning, PE
Director of Transportation Planning

