

of pedestrians crossing the North Broadway Cross-Walk with traffic from the proposed new office. While we believe that a crossing guard could and would enhance the safety of the North Broadway Cross-Walk at issue, it is our considered professional opinion that the crossing guard is not necessary for the Cross-Walk to operate safely and, further, that the absence of a crossing guard will not detract from the safety of the North Broadway Cross-Walk or adversely affect pedestrian safety.

5. The traffic impacts of the proposed Open Door project, including on the capacity of the intersections, were measured and assessed in accordance with accepted industry methodologies and standards. In the case of the North Broadway Cross-Walk, the pedestrian signal phase operates concurrently with the signal phase for the vehicle traffic on New Broadway and occurs every cycle. The pedestrian signal indications (Walk/Don't Walk), however, are only activated by means of a push button. The pedestrian push buttons are located on the signal poles on each side of North Broadway (Route 9) in the vicinity of Open Door and adjacent to Mickey's Automotive.

6. After the pedestrian push button is pressed and the pedestrian Walk indications are shown, pedestrians could cross North Broadway in the North Broadway Cross-Walk concurrent with the signal phase for New Broadway. The vehicles on the other approaches to the intersection are not permitted to enter the intersection while the traffic signal for the New Broadway approach is green and pedestrians are crossing in the Cross-Walk. The actuation of the pedestrian signal does not add to the length of the signal phase or the signal cycle. Since the pedestrian phase operates concurrent with the signal phase for the New Broadway approach, the results of the capacity analysis do not change whether the pedestrian phase is, or is not, activated. The timing of the pedestrian phase is based on nationally accepted standards for pedestrian walking speeds of 3.5 feet per second. There are 22 seconds provided for crossing the 40-foot roadway width, which is well more than necessary to cross the street. (Even at 2.5 feet per second, there is well more than sufficient time to cross the street.)

7. The operation of the pedestrian signal and the results of the capacity analysis do not change based on who presses the button to activate the pedestrian signal phase. The analysis is not predicated on a crossing guard assisting pedestrians and any pedestrian can engage the push button to activate the pedestrian signal phase. It is, therefore, the considered professional opinion of Adler Consulting that the elimination of the provision of a crossing guard has no impact on the operation of the pedestrian signal phase, pedestrian safety or the operation of the intersection of North Broadway with New Broadway and Bedford Road. In other words, Adler Consulting's findings regarding the operation of pedestrian facilities and the studied intersections did not rely on the provision of the crossing guard.

Trip Generation – Calculations and Comparison

8. The number of trips expected to be generated by the new Open Door medical office was projected by our office by growing the number of vehicle trips generated by the existing office at 80 Beekman Avenue on a proportional basis to reflect the increased size (i.e. square footage) of the proposed medical office. To determine the number of trips generated by the existing office and the travel mode of its patrons, surveys were conducted at the office on Monday, November 28, 2011 and Tuesday, February 28, 2012, between 8:00 a.m. and 7:00 p.m. Surveyors noted the

arrival time of each person, 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. 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, picked up by others (in a private car or taxi), boarded a bus or by walking. We then calculated the proportionate increase in the number of trips based upon an increased office size of 12,389 sf, as follows: a total of 39 trips (27 entering and twelve [12] exiting trips) during the AM Peak Highway Hour and a total of 27 trips (twelve [12] entering and 15 exiting trips) during the PM Peak Highway Hour.

9. As requested by Ferrandino & Associates, the number of trips expected to be generated by the new medical office was also projected by growing the number of vehicle trips generated by the existing Site on a proportional basis to reflect the increased size of the number of patients anticipated to be served at the new office. Therefore, an increase in the number of patients served, from the existing 4,000 patients currently served by Open Door, to an anticipated patient base of 5,600 patients is projected to proportionately generate a total of 22 trips (15 entering and seven [7] exiting trips) during the AM Peak Highway Hour and a total of 15 trips (seven [7] entering and eight [8] exiting trips) during the PM Peak Highway Hour. A comparison of the project-generated vehicle trips for the AM and PM Peak Hours is summarized in Table 1.

Table 1. Project-Generated Peak Hour Vehicular Trip Summary

Open Door	AM			PM		
	In	Out	Total	In	Out	Total
Projected Future Trips based on building size	27	12	39	12	15	27
Projected Future Trips based on Patient Ratio	15	7	22	7	8	15

The arrival and departure patterns for the Project-generated traffic were developed based on a review of the surveyed volumes at the study intersections.

10. To be conservative, the total number of trips anticipated to be generated by the new office during the Peak Saturday Highway Hour was assumed to be the same as that generated during the Peak Weekday AM Highway Hour. The number of trips expected to be generated on a Saturday by the new office was projected on a proportional basis to reflect the increased size of the proposed

medical office. Therefore, the proposed 12,389 sf medical office is projected to proportionately generate a total of 39 trips (27 entering and twelve [12] exiting trips) during the Saturday Peak Highway Hour. The number of trips expected to be generated by the new medical office was also projected on a proportional basis to reflect the increased size of the number of patients expected to be served by Open Door in its new office. Therefore, an increase in the number of patients served is projected to proportionately generate a total of 22 trips (15 entering and seven [7] exiting trips) during the Saturday Peak Highway Hour. A comparison of the project-generated vehicle trips for the Saturday Peak Hour is summarized in Table 2.

Table 2. Project-Generated Saturday Peak Hour Vehicular Trip Summary

Open Door	SATURDAY		
	In	Out	Total
Projected Future Trips based on building size	27	12	39
Projected Future Trips based on Patient Ratio	15	7	22

A review of the data depicted in Table 1 and Table 2 reveals that the use of the increase in the size of the building in the Traffic Studies as the basis to generate the changes in traffic volumes for Open Door results in a more conservative projection of the anticipated Site-generated traffic volumes as well as a more conservative analysis of the vehicle and pedestrian impacts in the Study area.


 Michael P. O'Rourke

Sworn to before me this 27th day
 of March, 2013.


 Notary Public

CAROL M. VIGNA
 Notary Public, State of New York
 No. 01VI4848209