Site Planning
Civil Engineering
Landscape Architecture
Land Surveying
Transportation Engineering
Environmental Studies
Entitlements
Construction Services
3D Visualization
Laser Scanning

MEMORANDUM

DATE: September 25, 2020

TO: Chairman Thomas LaPerch and Members of the Town of Southeast Planning Board

FROM: Mr. Richard Pearson, JMC

RE: JMC Project 14012
Commercial Campus at Fields Corner
NY 312 & Pugsley Road
Town of Southeast, NY

SUBJECT: ***Traffic Summary***

The Applicant was asked to consolidate the project's traffic analysis into a condensed summary.

The project's traffic analysis, which has been rigorously reviewed by the Town's traffic consultant, which required that the project's potential traffic impacts be analyzed in several ways, from very conservative (greater traffic impacts with shift changes during the rush hours) to conservative based on operating characteristics of warehouses (less rush hour traffic impacts due to shift changes at different times from peak rush hours). Real life traffic impacts based on traffic counts at nearby GAP and Matrix facilities were not analyzed at each intersection relative to levels of service and queuing yet would have less impacts than projected in the ITE manuals. The three following tables show the traffic impacts based on the very conservative assumptions and "likely impact" derived by the average of several methodologies including the very conservative assumptions.

All models show that 80% of the employee traffic to and from the site travels east on NY 312 to I-84 and 20% of the traffic from the site travels west on NY 312 toward NY 6. While 90% of the truck traffic to and from the site travels east on NY 312 to I-84 and 10% of the traffic from the site travels west on NY 312 toward NY 6.

Under the very conservative model at NY 312 and Pugsley Road, traffic will increase by approximately 18% during am and pm peak hours and under the likely volume model, which is also conservative, traffic will increase by approximately 7% percent during am and pm peak hours. The likely model seems more realistic as warehouse shifts typically change before the local rush hours, thus reducing rush hour impacts.

A realistic conclusion could suggest the peak rush hour traffic will increase between 5-10% once the project is fully occupied at Pugsley Road and NY 312.

The mitigating measures identified in the FEIS and Findings concentrate on the Pugsley to I-84 corridor where NY 312 will be widened to a full four lanes. This additional capacity will help existing traffic volumes and provide ample capacity for volumes generated by the project. During peak rush hours, through traffic on NY 312 will have a green light 85% of the time. The additional lane from I-84 to Pugsley Road creates unimpeded access to the property complete with a right turn lane from NY 312 onto Pugsley Road or a shared through/right turn lane, as determined by NYSDOT. Additionally, the Applicant will implement signal timing adjustments to improve traffic flow in this area.

Traffic flowing west on NY 312 toward NY 6 will generate a 1-2% increase in volume that will maintain overall intersection service levels and the Applicant will invest $150,000 to study and signalize the Prospect Hill Road/NY 312 intersection.

The net result of additional traffic generated by the project and the NYSDOT approved mitigations included in the FEIS and Findings is maintenance of overall intersection service levels at all intersections within the NY 312 corridor and only a 1% net impact on the various impacts analyzed based on the Town of Southeast criteria for the measurement of service levels and queuing, and thus meets or exceeds the SEQRA test of mitigation of potential significant impacts.

The Applicant is required to study the traffic impacts post development and occupancy and evaluate NY 312 corridor signal timing to assure that the projections are achieved.

TABLE PGS-1

Project Generated Volumes Summary - Peak Weekday AM Hour

Intersection	No Build Volume[1]	Conservative Project Generated Volume[2]	Conservative Project Related Percentage Increase[3]	Average Project Generated Volume[4]	Average Project Related Percentage Increase[5]
1. US 6 & NY 312 / NY 312 Extension	2,313	72	3.1%	28	1.2%
2. NY 312 & Prospect Hill Road	1,997	72	3.6%	28	1.4%
3. NY 312 & Pugsley Road	1,956	364	18.6%	142	7.3%
4. NY 312 & Caremount Driveway	2,068	292	14.1%	114	5.5%
5. NY 312 & Independent Way / I-84 EB Ramp	3,128	292	9.3%	114	3.6%
6. NY 312 & I-84 WB Ramp	2,039	168	8.2%	68	3.3%
7. NY 312 & International Boulevard	1,456	25	1.7%	9	0.6%

Notes:

(1) The No Build Volumes is the projected 2023 traffic volume at the intersection including all current projects and proposed projects during peak weekday morning hour of 7:30-8:30.

(2) The Conservative Project Generated Volume is the project generated volumes based on the The Sensitivity Analysis condition which represents if the shift changes (peak hour of the generator) occur during the peak hour of adjacent street traffic.

(3) This is the precent that the No Build Volume increases during the peak weekday morning hour on the Conservative Project Generated Volume.

(4) Average Project Generated Volumes is the project generated volumes based on the average trip generation from ITE 9th Edition Land Use Code 150, ITE 10th Edition Land Use Code 150, ITE 10th Edition Land Use Code 154, and a composite of the existing Gap/Matrix Facilities.

(5) This is the percent that the No Build Volume increases during the peak weekday morning hour on the Average Project Generated Volume.

TABLE PGS-2

Project Generated Volumes Summary - Peak Weekday PM Hour

Intersection	No Build Volume[1]	Conservative Project Generated Volume[2]	Conservative Project Related Percentage Increase[3]	Average Project Generated Volume[4]	Average Project Related Percentage Increase[5]
1. US 6 & NY 312 / NY 312 Extension	2,796	84	3.0%	30	1.1%
2. NY 312 & Prospect Hill Road	2,419	84	3.5%	30	1.2%
3. NY 312 & Pugsley Road	2,375	426	17.9%	148	6.2%
4. NY 312 & Caremount Driveway	2,477	342	13.8%	118	4.8%
5. NY 312 & Independent Way / I-84 EB Ramp	3,685	342	9.3%	118	3.2%
6. NY 312 & I-84 WB Ramp	2,771	163	5.9%	58	2.1%
7. NY 312 & International Boulevard	1,643	29	1.8%	10	0.6%

Notes:

(1) The No Build Volumes is the projected 2023 traffic volume at the intersection including all current projects and proposed projects during peak weekday morning hour of 7:30-8:30.

(2) The Conservative Project Generated Volume is the project generated volumes based on the The Sensitivity Analysis condition which represents if the shift changes (peak hour of the generator) occur during the peak hour of adjacent street traffic.

(3) This is the precent that the No Build Volume increases during the peak weekday morning hour on the Conservative Project Generated Volume.

(4) Average Project Generated Volumes is the project generated volumes based on the average trip generation from ITE 9th Edition Land Use Code 150, ITE 10th Edition Land Use Code 150, ITE 10th Edition Land Use Code 154, and a composite of the existing Gap/Matrix Facilities.

(5) This is the percent that the No Build Volume increases during the peak weekday morning hour on the Average Project Generated Volume.

TABLE PGS-3

Project Generated Volumes Summary - Peak Saturday Midday Hour

Intersection	No Build Volume[1]	Conservative Project Generated Volume[2]	Conservative Project Related Percentage Increase[3]	Average Project Generated Volume[4]	Average Project Related Percentage Increase[5]
1. US 6 & NY 312 / NY 312 Extension	2,863	23	0.8%	17	0.6%
2. NY 312 & Prospect Hill Road	2,459	23	0.9%	17	0.7%
3. NY 312 & Pugsley Road	2,415	121	5.0%	93	3.9%
4. NY 312 & Caremount Driveway	2,477	98	4.0%	98	4.0%
5. NY 312 & Independent Way / I-84 EB Ramp	4,146	98	2.4%	98	2.4%
6. NY 312 & I-84 WB Ramp	2,695	56	2.1%	56	2.1%
7. NY 312 & International Boulevard	1,541	8	0.5%	8	0.5%

Notes:

(1) The No Build Volumes is the projected 2023 traffic volume at the intersection including all current projects and proposed projects during peak weekday morning hour of 7:30-8:30.

(2) The Conservative Project Generated Volume is the project generated volumes based on the Build condition.

(3) This is the precent that the No Build Volume increases during the peak weekday morning hour on the Conservative Project Generated Volume.

(4) Average Project Generated Volumes is the project generated volumes based on the average trip generation from ITE 9th Edition Land Use Code 150, ITE 10th Edition Land Use Code 150, and ITE 10th Edition Land Use Code 154.

(5) This is the percent that the No Build Volume increases during the peak weekday morning hour on the Average Project Generated Volume.