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FREDERICK P. CLARK ASSOCIATES, INC.

PLANNING, TRANSPORTATION, ENVIRONMENT AND DEVELOPMENT RYE, NEW YORK FAIRFIELD, CONNECTICUT

December 10, 2018

Mr. Eric Morrissey
Village Administrator
Village of Pleasantville
80 Wheeler Avenue
Pleasantville, New York 10570

Subject:

Final Traffic Review – Manville Road Corridor Improvement Traffic Study – Manville Road at Memorial Plaza/Grant Street, Pleasantville, New York

Dear Mr. Morrissey:

As requested, we reviewed the second report submitted by HVEA, the Traffic Consultant for the Manville Road Corridor Improvement, dated November 2018. It was requested that we specifically evaluate the portion of this Traffic Study addressing existing and future traffic conditions at the Manville Road/Memorial Plaza/Grant Street signalized intersection.

Traffic Review

Our responsibility was to review the proposal for this signalized intersection, which would eliminate the slip ramp for the right turn movement from Memorial Plaza to Manville Road. It would be replaced with a separate right turn lane controlled by the traffic signal. As part of these modifications the access to the Village parking area is modified and the slip ramp area would be eliminated.

The expanded traffic counts confirmed that the peak hours used in the traffic report were appropriate for purposes of completing the analysis to make a determination on potential future operations.

The analysis includes a 10-year design year to determine if this intersection will operate at acceptable Levels of Service and overall operational characteristics in the future. A 10-year analysis was based on the Traffic Consultant's discussions with the New York State Department of Transportation (NYSDOT). We are in agreement

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with the expansion of the traffic volumes to reflect a 10-year design year condition at this one intersection.

Analysis results indicate this signalized intersection, with the proposed modifications to the intersection, will operate satisfactorily within the design period. Generally, analyses and results indicate that this signalized intersection will operate at acceptable overall Levels of Service during both the weekday morning and weekday afternoon peak hours, with the elimination of the slip ramp at the intersection.

Findings

Based on a review of this one signalized intersection, which included the baseline traffic volumes and the future traffic volumes, with the elimination of the slip ramp, modification to the Traffic Signal Timing Plan and inclusion with an additional right turn lane on Memorial Plaza, we are in general agreement with the results of the analysis, which indicate that this signalized intersection will continue to operate at acceptable Levels of Service under a future condition.

It is important to note that the elimination of this slip ramp will reduce pedestrian and vehicular conflicts and in our opinion, improve overall operational characteristics at this intersection. It will separate the commuter traffic from entering the slip ramp and entering Memorial Plaza away from the intersection, which will minimize potential conflicts.

Sincerely,

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Michael A. Galante

Managing Principal

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