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June 10, 2024

Chair Lon Lieberman
Village of Wesley Hills Planning Board
Village Hall
432 Route 306
Wesley Hills, NY 10952

Traffic Review
Wickes Arborist
11 McNamara Rd, Spring Valley, NY 10977
Colliers Engineering & Design Project No. 24005883A

Dear Mr. Lieberman & Planning Board Members,

Colliers Engineering & Design has conducted a review of the Wickes Arborists application for Amended Site Plan Approval to add an emergency access connection to the site from Union Road opposite Fairway Oval. Our review of the Project included a review of the following documents:

- Site Plan for Ira Wickes Arborists prepared by Civil Text Engineering & Surveying PC latest revision January 3, 2024.
- Wickes Arborists Traffic Impact Study (TIS) prepared by Harry Baker Associates dated February 12, 2024.

The following outlines the various areas reviewed. Our comments, which include additional items to be clarified or addressed in the analysis are identified in bold at the end.

Project Description

Wickes Arborists is an existing tree, lawn and landscape services company that has been in operation for several decades. The facility is located at the southwest corner of the intersection of Union Road (CR 80) and McNamara Road (CR 67) in the Village of Wesley Hills. The site is located within the R-35 zone and is improved by an approximate 6,321 sq. ft. building used for office & workspace, storage & truck/trailer parking related to the Wickes Arborists operation. There is also an existing two-family home located in the north easter corner of the property.

Site plan approval was previously issued by the Village of Wesley Hills Planning Board in 2010, and the current proposal to add an emergency access driveway is being pursued in compliance with the current zoning code. Under the proposed site plan amendment, access to the facility will remain via the existing driveway connection to McNamara Road (CR 67), with the emergency access connection to Union Road (CR 80) gated at all times and only available for use by emergency vehicles.

As identified in the TIS, there are currently 18 employees. Two employees remain on site daily while the remainder arrive and depart in trucks and go into the field for their daily work. Most employees

arrive between 6:30 to 7:00 am with some arriving after 7:00 am. Between 7:00 am and 8:00 am, the majority of trucks leave the yard for work destinations, although not all trucks go into the field each day depending on the type and nature of work required. Over the next few years, Wickes Arborists intends to add up to six additional employees. Several may stay on site to oversee material deliveries, but the remainder will team up with current truck drivers to create two-person teams. There will be no additional trucks added to the fleet.

General

Overall, the TIS was prepared in accordance with the industry standard procedures and methodology in evaluating and assessing development proposals as related to access and potential traffic impacts. The specific components of the study which we reviewed included each of the following:

Existing Traffic Conditions

The TIS collected traffic volume data at the intersections of Union Road (CR 80)/McNamara Road (CR 67) and McNamara Road (CR 67)/Wickes Arborists Driveways. Based on our review of the site area and the existing and proposed operations of the facility, the extents of data collection and the study area appear appropriate.

The description of the area roadways covers key factors and identifies the roadway system adequately. In establishing the existing traffic volumes, the manual intersection movement turning counts were also reviewed and copies of the data are included in Appendix C of the study.

2025 No-Build Conditions

The study accounted for a background growth rate of 1.02% percent per year based on NYMTC projections for Rockland County. A 2025 design year was utilized to assess the future traffic impacts of the Project at full build out. The growth rate and design year utilized in the analyses are appropriate. Note that no other significant project developments in the area were identified that would add additional traffic to the study area.

2025 Build Conditions

The analysis assumes six new cars will enter between 7:00 AM and 8:00 AM and leave between 4:00 PM and 5:00 PM associated with the six new employees anticipated to be added over the next several years. This is appropriate given the use of the site.

The additional traffic was assigned to the roadway network as identified on Figures No. 6 & 7 of the TIS. These assignments of the additional site generated traffic volumes to the roadway network are appropriate.

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Review of Capacity Analysis

The TIS provides capacity analysis results for the intersections of Union Road (CR 80)/McNamara Road (CR 67) and McNamara Road (CR 67)/Wickes Arborists Driveways based on the procedures of the Highway Capacity Manual and the Synchro Version 11 analysis software. The capacity analysis methodology is appropriate. A review of the analysis summaries provided in Appendix B also indicates that the lane geometry, traffic volumes, peak hour factors, truck percentages and other items critical to the capacity analysis were modeled accurately.

The capacity analysis results are summarized in Tables No. 2, 3 and 4 of the TIS. The results indicate that both of the studied intersections will operate at acceptable levels of service with the Project.

Sight Distance

A sight distance analysis is provided in the TIS for the existing driveway connection to McNamara Road (CR 67). The analysis indicates that the minimum required stopping sight distance of 200-ft., which is required for the safe operation of the intersection, is provided for vehicles both entering and exiting the driveway. However, the provided sight distances fall short of the recommended intersection sight distances for the 30 MPH posted speed limit, which are recommended to allow for driver comfort along the roadway. Since the available sight distances exceed the minimum required stopping sight distance in all directions, it can be concluded that the driveway intersection, which is an existing driveway, will continue to operate safely.

Comments

1. **The morning peak hour time period selected for analysis was identified as 7:00 AM – 8:00 AM. It is assumed this time period was selected because it coincides with the peak of truck traffic exiting the site. However, it should be noted that the actual AM Peak Hour of the roadway occurs between 8:00 AM – 9:00 AM with approximately 20% more traffic along the roadway during that time period. Regardless, the site does not generate any significant traffic during the 8:00 AM – 9:00 AM, therefore the analysis of the 7:00 AM – 8:00 AM time period is appropriate.**

2. **It is noted in the TIS that most employees arrive between 6:30 AM and 7:00 AM, but the traffic volume data provided in Appendix C indicates that count data collection started at 7:00AM, missing the peak time of employee arrival. Additional count data for the 6:30 – 7:00 AM time period should be provided, or the time periods of traffic data collection justified.**

3. **The traffic volume data collection was conducted on Tuesday December 5, 2023. Given the time of year of this data collection, information should be provided by the Applicant indicating whether this is a representative time period for peak operations of the facility. Additional data collection at the site access location may be necessary to identify the actual traffic conditions during a more representative time of the year.**

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4. Related to both Items 2 & 3 above, a review of the existing traffic volume data has been prepared by our office to assess the actual existing traffic volumes generated by the Wickes Arborists' use. Based on this review the peak hours of traffic generation for the facility observed during the traffic counts occurred between 7:15 AM to 8:15 AM and between 4:00 PM to 5:00 PM. The traffic generation volumes for the facility are summarized in Tables No. 1 below:

Table No. 1 – Existing Traffic Generation Peak Hour Summary

	Enter		Exit		Total
	Passenger Cars	Trucks	Passenger Cars	Trucks	
AM Peak Hour (7:15 AM - 8:15 AM)	2	0	0	6	8
PM Peak Hour (4:00 PM - 5:00 PM)	0	0	7	0	7

A further detailed breakdown of the full two hours of traffic generation data for the facility is provided in Table No. 2 attached. As can be seen from the tables it appears that the data collection missed the peak period of employee arrivals in the morning and the peak period of trucks returning to the site in the afternoon. Also, based on the data, only a total of seven (7) employees were observed leaving the site in the two-hour afternoon period observed. This suggests the possibility that the date of data collection does not represent a period of peak operation for the facility since it is noted in the TIS that the Wickes Arborists currently has 18 total employees. As noted above additional data collection may be necessary to confirm that the data is representative of typical operations of the facility.

5. Information on the number of trucks operated by Wickes Arborists should be provided. Based on the site plan it appears there is the ability to store up to 16 trucks on the site, but from the data collection a total of six (6) trucks were observed departing the site in the morning two-hour period observed. The actual number of trucks operated by the facility should be confirmed.

6. The TIS indicates that the facility does operate on Saturday and Sunday, but no indication is given about the intensity of operations on these days. It is assumed by our office that the weekend operations are on an as needed basis, but further information should be provided as confirmation of this assumption.

7. The TIS indicates that the sight distance analysis conducted for the Site Driveway connection to McNamara Road (CR 67) is based on field measurements. It is not stated when these measurements occurred, but it is assumed that they occurred around the same time as the traffic data collection in December 2023 when there would not have been leaves on the trees. It should be confirmed that the available sight distances, when measured at a point 14.5-ft. back from the McNamara Road (CR 67) travel lane, can be achieved during leaf on conditions. As shown in the image below looking east along McNamara Road (CR 67) towards the driveway location, it appears some pruning of vegetation may be required.

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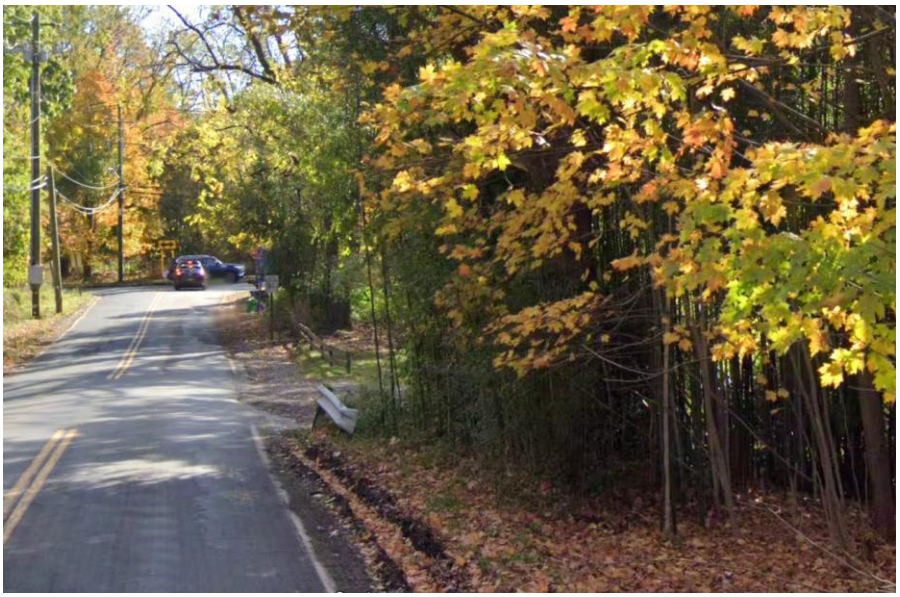

McNamara Road (CR 67) Looking East Towards Site Driveway
(Image Source: Google)

8. **A sight distance analysis for the proposed emergency access driveway connection to Union Road (CR 80) should be provided.**

9. **The Rockland County Highway Department should be contacted relative to the proposed emergency access driveway connection to Union Road (CR 80). A Rockland County Road Work Permit will be required for the construction of this driveway.**

Summary/Conclusion

Based on our review of the Project, the addition of six (6) additional employees along with the addition of the gated emergency access driveway will not result in any significant traffic-related impacts in the vicinity of the site. The six (6) additional employees will not result in a significant change in the operations of the long-standing Wickes Arborists use. The above comments should be addressed to clarify the analysis and other items; however, the resulting changes will not significantly change the analysis results and conclusions of the report.

Sincerely,

Colliers Engineering & Design, Architecture, Landscape Architecture, Surveying, CT P.C.

Richard D'Andrea, P.E., PTOE
Department Manager

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