

June 19, 2014

Mr. Duncan Barrett
Omni Development Corp.
40 Beaver Street
Albany, New York 12207

RE: Response to Public Comments, HVCC Student Housing, City of Troy, Rensselaer County, New York; CM Project No. 113-231

Dear Mr. Barrett:

Creighton Manning Engineering, LLP was in attendance at the Public Information Meeting held on Wednesday, June 11, 2014 regarding the proposed HVCC student housing project. This letter serves to summarize and respond to the public concerns expressed during this meeting regarding traffic.

Comment 1: The traffic on Morrison Avenue is high and residents have a difficult time exiting their streets. How can this project be accommodated?

The analysis completed for the project indicates that the existing site access intersection with Morrison Avenue will operate with acceptable levels of service with the proposed re-development of the site with student housing. The geometry on Morrison Avenue at the site driveway provides a center two-way left-turn median that can be used by drivers entering or exiting the site and the adjacent side streets to make a two stage turn during busy travel times. It is noted that the pavement striping on this center lane will need to be modified to provide a left-turn arrow in the eastbound direction when activity on the site resumes. It is noted that residents of the proposed project can also choose to use the Vandenburg Avenue driveway to turn right and travel toward campus rather than turning left from the Morrison Avenue driveway during busy travel periods.

In general, the travel characteristics at a student housing facility are relatively low during the typical commuter periods as students do not necessarily follow typical commuter patterns. For the proposed facility with 330 beds, trips during the peak hours will be 31 (14 entering and 17 exiting) during the morning peak hour and 46 (20 entering and 26 exiting) during the afternoon peak hour. Housing the students adjacent to the campus reduces the daily travel for these 330 students to and from the campus from locations outside of the study area.

Comment 2: Can the access to the site be modified to provide a one-way flow; entering from Morrison Avenue and exiting onto Vandenburg Avenue? Or can access be limited to Vandenburg Avenue only?

The analysis for the proposed project shows that the proposed project will operate with acceptable levels of service with full access to Morrison Avenue and a right-out only to Vandenburg Avenue. The analysis does not identify a need for additional access limitations. Also refer to the response to Comment 1.

Allowing left and right-turns exiting the site to Vandenburg Avenue requires good sight lines looking north and south. Review of the southbound vehicle queues at the signalized Morrison Avenue/Vandenburg Avenue intersection shows that sight distances looking right out of the proposed site driveway are limited by existing vehicle queues during the AM and PM peak hours resulting in the proposed access restriction.

Comment 3: How will the additional pedestrians be accommodated for at the Vandenburg Avenue/Morrison Avenue intersection? Won't the increase in pedestrians impact the flow of vehicles?

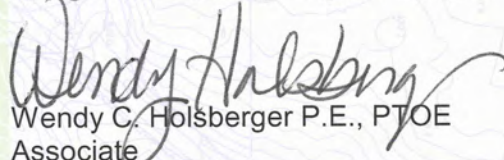
Pedestrians are currently accommodated at the Morrison Avenue/Vandenburg Avenue intersection with pedestrian pushbuttons, indicators, and countdown timers on the eastbound, westbound, and southbound intersection approaches. Pedestrian phases occur concurrently with the vehicle phases maximizing the efficiency of the traffic signal. With construction of the proposed project, pedestrians will continue to be accommodated at the traffic signal through concurrent phasing. Pedestrian traffic at the intersection is expected to increase with construction of the project; however, the current accommodations are expected to accommodate the increased pedestrian activity.

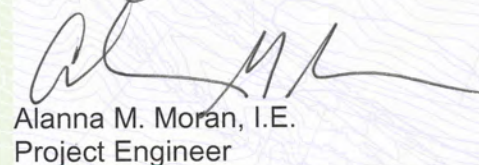
Comment 4: Should a pedestrian bridge be installed?

The proposed project will not have a sufficient number of pedestrians to warrant the construction of a pedestrian bridge. In addition, it is difficult to define an exact location for crossing of roadway, especially with other retail/restaurant/service uses along the pedestrian routes between the college and the site.

If you have any questions regarding the above, please feel free to contact our office.

Respectfully submitted,
Creighton Manning Engineering, LLP


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Associate


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