Town of Oyster Bay
Department of Environmental Resources
Transportation Information Request Addendum - 2019

Overview

As stated in the updated NYSDEC EAF Workbooks, effective January 1, 2019, understanding the demands new development places on a community's street and road network is an important part of evaluating the overall impacts of that development. Several potential adverse impacts can result when traffic levels increase in a community. More traffic can lead to congestion, which in turn has real economic, environmental, and safety impacts. Traffic congestion is not only annoying to motorists, but can increase economic costs because of extra fuel used, lost productivity, and time wasted. It can also result in higher air pollution emissions, increased traffic accident rates, decreased accessibility to economic centers, and decreased road surface lifetimes. Impacts need to be determined through an understanding of the number of new vehicles that will be added as a result of the project, the number of cars already on the road, and the capacity and physical condition of the road. A proposed action can also increase the demand for public transportation or pedestrian infrastructure. If so, the community may also require additional parking areas, park and ride facilities, or other infrastructure. Proposed actions can also increase the demand for bicycle parking, bike paths or bike lanes. A proposed action may also create the need for more roadway infrastructure than can be maintained.

The NYSDEC Workbooks also provide guidance and a table regarding determining significance of trip generations directly as a result of an action. "This table assumes that a project generating fewer than 100 peak hour vehicle trips per day will not result in any significant increases in traffic. Note that even projects that do not result in a significant traffic increase may still negatively impact traffic in the area."
If the proposed project does add traffic and potentially affects public transportation or pedestrian facilities, then there may be an impact, and this impact must be evaluated in terms of scale and context. Therefore, DER respectfully requests that the applicant should indicate and substantiate their responses to the below enumerated considerations pursuant to SEQR as it pertains to overall transportation impacts (i.e., impacts must be discussed in terms of short-term, long-term, and cumulative impacts).

Traffic

A Traffic Impact Study should be prepared in accordance with the recommended guidelines and practices outlined by the Institute of Transportation Engineers (ITE) within Transportation Impact Analyses for Site Development and pursuant to all relevant SEQR considerations. Field investigations and data collection efforts should be completed as needed in order to identify the existing traffic volumes at the study intersections to serve as a base for the traffic analyses. Capacity analysis, a procedure used to estimate the traffic-carrying ability of roadway facilities over a range of defined operating conditions, should be performed using the 2000 Highway Capacity Manual, 2010 Highway Capacity Manual (HCM), and the Synchro 10 Software for all study conditions to assess the roadway operations (or the most recently updated/available versions).

Please ensure that a traffic engineer licensed in the State of New York undertakes a comprehensive analysis of the proposed action and provides any expert recommendations pertaining to mitigation measures that may be needed. NYSDEC SEQR guidance documents suggest that the applicant provide information regarding the following (DER requires substantiation and a reasoned elaboration for each response):

1. Will the proposed action result in any change in traffic?
2. If there will be new traffic added to the area, how much? Please be aware that providing information on truck traffic generation is also required as of January 1, 2019.
3. Do the roads have the capacity to hold the expected level of additional traffic?
4. Are there any roadway restrictions that would influence traffic flow patterns?
5. Are there any safety concerns?
    a. Are the existing and proposed sight distances adequate?
    b. Is there adequate emergency vehicle access?
    c. Are there any known or anticipated collision problems?

Parking

Please provide substantiation that the proposed project will not have any adverse direct or secondary environmental impacts. A discussion regarding same should be analyzed in terms of Town Code requirements and utilizing rates provided within the Institute of Transportation Engineers (ITE) Parking Generation, 4th Edition (or as amended). A comparison between the required parking supply according to the Town of Oyster Bay Ordinance and the anticipated parking demand as published by the ITE Manual clearly demonstrating the potential impacts and mitigation measures if needed should be provided.

If "shared" parking has been factored into the estimated parking demand, please provide a comprehensive analysis of same, inclusive of a discussion pertaining to conclusions/recommendations. As shared parking is intended to take advantage of variation in the periods of maximum usage among different land uses, allowing different uses to share the same given parking spaces if they have different time-of-day or day-of-week usage patterns, the application of any shared parking should be substantiated by expert analysis of industry standards, and manuals/reference materials should be cited.

Public Transportation, Pedestrian Opportunities and Bicycle Routes

1. Please provide additional information in the form of a separate attachment or within the context of the traffic and parking study regarding any public transportation service(s) available at or near the site of the proposed action, and any mitigation or improvements planned to enhance pedestrian opportunities.
2. Will the proposed action place new or different demands on public transportation?
3. Will the proposed action require new public transportation, or expansion of an existing public transportation system?
4. Describe the bus or rail services available at or near the project site; if the project can take advantage of existing public transportation services, please explain how that will be accomplished.
5. Are park and ride facilities or other infrastructure which will contribute to healthy communities, decreased reliance on automobiles, and reduce greenhouse gases incorporated into the project?
6. Will the proposed action include accommodations for use of hybrid, electric or other alternative fueled vehicles?
7. Will the proposed action result in added demand for bike or pedestrian infrastructure?
8. Does the proposed project include new bicycle or pedestrian infrastructure, or provide for connections to any existing facilities?
9. Explain if there are any pedestrian accommodations or bicycle routes (including signed shared roadways) available on or near site of the proposed action. If the project includes or can add to or link to existing pedestrian accommodations or bicycle routes (trails, paths, sidewalks, or bike lanes), please elaborate on the applicant's measures to enhance pedestrian connectivity and utilization of the aforementioned means of transportation.
10. Please include a discussion of the employee parking needs associated with the proposed project. Please incorporate this projection into the analysis as it pertains to parking needs during peak demand hours regarding employees and patrons (typically weekdays AM/PM, and weekend peak hours, if applicable).

Please ensure that impacts are also discussed in terms of short-term (during construction activity) and long-term (upon project build-out) scenarios and cumulative impacts of planned development projects within a reasonable sphere of influence. Further, if there are any project-specific transportation-related impacts that may occur as a result of the proposed project, they should be included in the analysis and proposed mitigation measures provided as needed.

It is preferable that traffic, parking, public transportation, pedestrian and bicycle access/opportunities are discussed in one report prepared by a traffic engineer for a comprehensive analysis as it pertains to potential environmental impacts. Any mitigation measures or improvements planned as part of the proposed project should be specifically stated in the report.