

October 1, 2013

Gedney Association
P.O. Box 134
White Plains, NY 10605

RE: Addendum to September 10, 2013 report –Review of September 12 TRC Report

Dear Members of the Gedney Association:

Per your request, I have reviewed the Traffic and Transportation Section of the Technical Review prepared by TRC Engineers Inc. and dated September 12, 2013 which was not made available until September 24, 2013. The TRC report raises many of the same comments and concerns that I noted in the original September 10 report. In simple terms it concludes that the FEIS does not contain enough information to adequately describe the project and it lacks proof that the proposed mitigation is feasible and reasonable. The Mandatory Busing Policy is not supported by TRC. The review indicates that there will be impacts to the neighbors, emergency vehicles, the adjacent roadway and the White Plains High School (under the North Avenue access with realignment option). The following are highlights from the TRC report.

- TRC points out that there are several uncertainties in the trip generation and bus utilization and the result could be significant differences in the numbers
- TRC also states that more information on the buses is needed. How it will work is not demonstrated- there are a lot of unanswered questions.
- TRC states that it is questionable that a 75 percent busing can be achieved. There are numerous factors that are “unknown” that could significantly impact the actual trip generation and there is no conservativeness in the presented trip generation.
- TRC also commented that the peak hour could shift. So the worst case may be a different hour than what was analyzed.
- TRC also stated that the vehicle occupancy rates are high for a mandatory busing program.
- TRC states the number of buses and bus occupancy could vary significantly and the ability to achieve 75% bus utilization has not been demonstrated.
- TRC indicates that the access scenarios could have impacts to emergency vehicles and sight distances need further evaluation.
- TRC indicates that for the access along Ridgeway the roundabout appears to be too small. it also indicated that the mitigation at Mamaroneck and Ridgeway is not consistent with the City's Complete Streets policy.

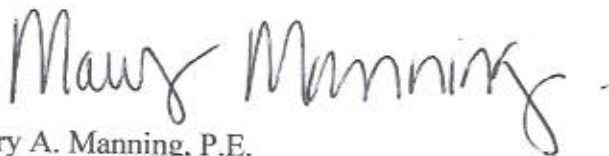
- TRC indicates that for access along North Street there is concern for traffic backups/queues at intersections. There is limited stacking for vehicles and the actual vehicles generated will be larger than what is projected in the FEIS as the 75% bussing is not achievable. They also point out that some of the mitigation is on County roads and changes will require their approval.
- TRC rejects the North Avenue offset driveway option between the White Plains High School and FASNY and expresses serious concerns with a roundabout at the North Avenue access. TRC also indicated that the County has serious concerns with the roundabout at this location. The option to realign the FASNY and White Plains High School driveway will have impacts to WPHS including on site modification, changes in circulation and changes in parking. This access option will need approval from the School District and County. Traffic flow and design of the new driveway including queuing in front of the school and during sporting and other school events needs to be considered. There is potential for congestion and safety issues with the realigned driveway and onsite traffic flow at the High School. Adjacent intersections experience congestion in the morning and afternoon when schools are in session (WPHS, Mamaroneck Avenue School, Highlands Middle and Stepinac High School).
- TRC indicates that not enough information is provided for the Bryant Avenue access.
- TRC indicates that closing Hathaway Lane will increase traffic on other local roads (Gedney Esplande, Hotel Drive and Murchison Place) and impact local residents.
- TRC indicates that an enforceable Transportation Management Plan would need to be established. (An enforceable Transportation Management Plan has not been fully prepared).
- TRC indicates that the actual mitigation to be installed must be clarified (I.e. demonstrated that it is reasonable and feasible and approved by the governing agency). TRC indicates that the proposed signal timing changes are questionable.
- TRC also indicates that depending on the access chosen, this project could have impacts to children walking to Ridgeway Elementary.
- TRC indicates that bus storage and circulation evaluation is needed for the site plan. Pedestrian crossings and circulation needs further consideration.
- TRC November 20, 2012 report, Page 3 commented on the validity of the traffic counts performed due to the possible school closures on the dates the counts were performed. This was also commented on by the speakers at the public hearing. TRC questioned whether WPHS and Stepinac were operating fully on June 12, 2012. If traffic counts were done on dates when area schools were not in full operation, this undermines the

integrity of the traffic study, especially with the revised access option directly across from the WPHS.

- TRC strongly recommends monitoring trip generation and bus usage.
- TRC notes that although there is potential increase in the amount of students that would utilize the buses, significant traffic would still result from the Project. There are intersections that currently have movements operating at poor levels of service and these will be further impacted.

Both the TRC review and mine raise several issues with respect to the traffic analysis and proposed access. If you have any questions regarding this information, please contact me.

Very truly yours,

A handwritten signature in cursive script that reads "Mary Manning". The signature is written in black ink and is positioned above the typed name.

Mary A. Manning, P.E.