

The capacity analyses show that all of the analyzed lane groups operate at level of service D or better during both the A.M. and P.M. peak hours in the 2005 Existing condition and the 2010 No-Build and Build conditions. Based on the criteria stipulated in the Scoping Document there are no significant impacts requiring mitigation caused by the project-generated traffic on any lane group.

f. Public Transportation

The applicant does not propose to run shuttle bus service, as it is believed that the existing BeeLine service is adequate. As shown by the boarding /disembarking counts – see the public Transportation section under Existing Conditions – use of the bus stop at the intersection of Columbus Avenue and Lozza Place is very light, although the immediate area contains probably over one million square feet of office space. Furthermore, as the counts show, all patronage is to and from the south, which is counterflow to the main commuter flow, which would be southbound in the morning and northbound in the evening. Should the demand for bus service become heavy, it is likely that WCDOT would increase the service.

Metro-North commuter trains presently carry heavy passenger loads in the morning and evening commuter hours. However, as with the bus usage, any usage would be counterflow to the main commuter patterns, so capacity should not be a problem.

Use of Public transportation is expected to be low, and no reduction into the generated traffic volumes has been taken in the traffic analysis.

g. Pedestrian Circulation

An internal pedestrian circulation system consists of sidewalks along driveways and separate pedestrian pathways fully separated from the vehicular paths. Students will be able to walk between most of the educational and dormitory buildings without crossing any internal roadways.

In order to facilitate the movement of Westchester University pedestrians to local bus stops on Columbus Avenue, the project will -- subject to Town approval -- install (or pay the cost of installing) a sidewalk on the north side of Lozza Drive, between Columbus Avenue and the site access road. No additional sidewalks are proposed along the remaining perimeter of the site at this time.

h. Parking

The plan calls for providing a total of 755 on-site parking spaces. According to informational guidelines developed by the Institute of Transportation Engineers³, a suburban college/university has a peak midday parking demand of 0.3 parking spaces per student. On the basis of the conservative (high) assumption of 1,700 equivalent students (see Section on Generated Traffic above), this would result in a parking requirement of 510 spaces. Even allowing for variations between institutions, the 755 provided spaces should be adequate.

The parking requirements of the Town of Mount Pleasant OB-1 General Office zoning district require the provision of not less than 750 parking spaces for Westchester University (see Figure II/C-2, "Preliminary Concept Plan Statistics" in Section II of this DEIS).

i. Emergency Access and On-Site Circulation

In addition to the main access drive to Lozza Drive, an emergency access drive, the width of which will be thirty feet (30'), will be provided to connect to the adjacent conference center. The drive will provide emergency access to both Columbus Avenue and West Lake Drive and will be paved in the same manner as the internal loop road. Within the site all buildings will be located on a loop road, so that access to all buildings will be available from two directions.

³ "Parking Generation," Third Edition, Institute of Transportation Engineers, Washington, D.C., 2004