

November 11, 2023



Village of Rhinebeck Planning Board
76 East Market Street
Rhinebeck, NY 12572
Attn: Mayor Gary Bassett

RE: Tighe & Bond Peer Engineering Review for Proposed Residential Development, 6 Mulberry Street, Village of Rhinebeck, Dutchess County, New York; CM Project No. 123-020

Dear Mayor Bassett:

Creighton Manning Engineering, LLP (CM) has reviewed the Comments contained in the October 24, 2023, Peer Review prepared by Brandee Nelson, PE, LEED AP of Tighe & Bond. Below is a summary of the comments regarding traffic and lighting and our responses. Our responses are provided in **bold**.

Comment No. 2 - The Applicant should provide information regarding the lighting in accordance with Sections 120-18 and 120-47 (C)(6).

- a. There are locations on the southern property line where the footcandles exceed a 0.2 value. The lighting levels shall not exceed 0.1 footcandles at the property lines. The Applicant should revise the plan accordingly.*
- b. The average lighting levels for paths, sidewalks, and parking lots should not exceed one footcandle. The Applicant should provide the average lighting levels for parking versus walkway areas on the plan*
- c. The maximum height to the top of the light-emitting part of the pole lights shall not exceed 12 feet in the Residential District. The Applicant should provide the height for pole lights.*

Response: CM will adjust the lighting plan accordingly and as requested. The revised lighting plan will be submitted for review.

Comment No. 3 - The Applicant's consultant should clarify the operating speed used as the basis for the sight distance assessment.

Response: Because speed data is not available for the roadway, the operating speed is assumed to be 35MPH, which is determined by using the posted speed limit (30MPH) + 5MPH. The recommended sight distances listed in Table 8 of the Traffic Impact Study are based on this assumed operating speed of 35MPH. Our sight distance evaluation indicates that the available intersection and stopping sight distances do not meet the AASHTO recommended guidelines for 35MPH. For discussion purposes, we opine in the narrative following Table 8, that a more realistic operating speed is 30MPH or possibly lower due to this segment of Mulberry Street being bookended by two stop-controlled intersections. When considering a lower operating speed such as 30MPH, the available stopping sight distance meets the AASHTO recommended guidelines. We agree that vegetation should be trimmed to maintain sight lines. Any low-lying vegetation, such as bushes, are recommended to under 42" and any higher growing vegetation, such as trees, are recommended to not have limbs within 6' of the ground. In regards to no parking zones, it's not uncommon in urban areas for on-street parking to be adjacent to driveways. Given that a driveway currently exists on Mulberry Street and on-street parking is currently permitted, new restrictions to parking do not seem necessary.

Please feel free to call our office if you have any questions or comments regarding the above comment responses.

Respectfully submitted,
Creighton Manning Engineering, LLP

Aaron Roberts

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