Appendix B: Transportation

B-4   AECOM Traffic Analysis Memorandum

TZB I-287 Corridor Project
Validity of Use of 2005 Traffic Data for DEIS

During previous phases of the DEIS, a comprehensive traffic count was completed in 2004-2005 for the project study areas. As the project continued into the initial stages of the DEIS preparation phase (2008-2009), the need for an updated traffic counting program was raised given that the previously collected data sets were now more than three years old.

After extensive discussion with NYSDOT and NYSTA, it was agreed that a traffic counting update was not warranted and that the DEIS traffic analyses could continue using the 2005 traffic counts for the corridor. The reasons behind this decision were as follows:

- **Declining Corridor Volumes** – during the 2008-2009 period when consideration was given to recounting corridor volumes, transportation agencies across the New York City metropolitan area were reporting declining river crossing volumes, with volumes typically below those measures in 2005. In fact, across the metro region, river crossing volumes by 2009 were generally 3% to 8% lower than they had been 10 years earlier. Therefore, any recount would likely result in volumes that were lower than those collected in 2005.

- **2005 Data Provided a Conservative Worst-Case Base** – given the decline in traffic volumes in recent years, even though the 2005 data were by that time older than the normal 3-year range, the use of the 2005 data would provide a conservative worst-case baseline for future traffic projections.

- **BPM Model Calibration Year** – the calibration year for the BPM model is 2005. Using 2005 for the calibration of the BPM's application to the TZB project and the associated calibration of the Paramics model's existing conditions results provides a consistent data check across all platforms.

- **Expense of an Updated Collection program** – a new comprehensive data collection program would cost hundreds of thousands of dollars – an expenditure that is not warranted given the factors noted above.

Thruway
Authority

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