

Traffic Engineering, Transportation Planning & Design

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July 21, 2020

Mr. Joseph McElwee  
Capitol Seniors Housing  
1275 Pennsylvania Avenue  
NW 2<sup>nd</sup> Floor  
Washington, DC 20004

(via email: joe.mcelwee@cshpe.com)

Re: **Traffic Response**  
**CSH Assisted Living – Pascack**  
**Block 2202, Lot**  
**Pascack Road (CR 63)**  
**Washington Township, Bergen County, NJ**  
SA Project No. 19130-A

Dear Joe:

In response to the T&M Associates Traffic Review letter dated July 17, 2020, Shropshire Associates, LLC has prepared a brief point-by-point response letter. The data and response contained in this report are to supplement the information provided in our previously submitted Traffic Engineering Assessment report dated January 15, 2020 as well as the previously submitted Supplemental Analysis and Response letter dated July 8, 2020 for the above-referenced assisted living facility.

The following responses corresponded to the review comments in the T&M Associates letter dated July 17, 2020.

## A. Traffic Impact Analysis Review

1. Agreed. Accident data will be requested and obtained for Pascack Road (CR 63) in the vicinity of its intersections with Washington Avenue and the Washington Commons residential drive. This would include the area of Pascack Road along the proposed development's frontage. Upon receipt, an analysis of the data will be compiled and summarized.
2. As requested, based upon our review of the collected MTMC intersection data for the Washington Avenue/Pascack Road signalized intersection, during peak hour operations there are primarily along the eastbound and westbound Washington Avenue approaches, as well as the southbound Pascack Road approach, which contain the majority of the peak hour trips during the AM and PM peak hours. In addition, at times the existing Washington Avenue left-turn lane queues extend beyond the existing storage lengths and cause additional queues for the eastbound and westbound through/right-turn movements.

The eastbound Washington Avenue has a significantly high peak hour left-turning volume during both the AM and PM peak hours, while the southbound Pascack Road approach has a high volume of right-turns movements during peak hour conditions.



3. Agreed. No further response required.
4. Agreed. No further response required.
5. Agreed. As indicated in the January 15, 2020 Traffic Engineering Assessment report, the traffic to be generated by the proposed Assisted Living facility based upon the ITE trip generation rates will be approximately 19 total trips during the weekday AM peak hour and approximately 26 total trips during the weekday PM peak hour.

In addition, as part of the submitted Traffic Engineering Assessment report, traffic volume data was collected at the existing tennis facility driveway along southbound Pascack Road. Based upon this collected data, the existing facility currently generates approximately 11 total trips during the weekday AM peak hour and approximately 41 total trips during the weekday PM peak hour.

When comparing the existing tennis facility driveway volumes to the proposed Assisted Living facility driveway volumes, the proposed development will generate approximately eight (8) additional trips during the weekday AM peak hour and approximately 15 less trips during the weekday PM peak hour.

6. Agreed. Based upon the ITE Trip Generation Manual, 10<sup>th</sup> Edition rates, the proposed 100-bed Assisted Living facility will generate a total of 27 trips during the Saturday peak hour conditions. When compared to the weekday PM peak hour conditions, this is only one (1) additional trip. Based upon our experience with studies throughout the State of New Jersey and the high volume of residential development in the vicinity of this site, it is our opinion that traffic conditions along Pascack Road during typical Saturday peak hour conditions will be reduced when compared to the weekday AM and weekday PM peak hour conditions.

Therefore, it is our opinion that based upon the reduced roadway volumes and minimal change in trips to be generated by the proposed development, there is no need for further analysis of the roadway network or the site driveway under the Saturday peak hour conditions.

7. Agreed. Testimony will be provided with regards to the use of the peak hour of the roadway network for the trip generation variable as compared to the peak rate of the generator.
8. As indicated in the January 15, 2020 Traffic Engineering Assessment, no additional site-specific traffic was included in the future background conditions. However, an annual background growth rate of 1.00% to 1.50% was applied to account for general increases in roadway volumes as dictated by the New Jersey Department of Transportation for the adjacent roadway network.
9. Agreed. 95<sup>th</sup> Percentile vehicle queuing information can be provided for all of the study locations in the January 15, 2020 Traffic Engineering Assessment as well as the July 8, 2020 Supplemental Analysis as requested. This additional information will be provided under a supplemental cover or report.
10. Agreed. The requested Level of Service (LOS) Summary Table can be provided for all intersections analyzed in the January 15, 2020 Traffic Engineering Assessment as



well as the July 8, 2020 Supplemental Analysis as requested. This additional information will be provided under a supplemental cover or report.

11. Testimony will be provided. It is our opinion that no mitigation is warranted at the future Washington Avenue/Pascack Road signalized intersection as a result of the traffic from the proposed Assisted Living facility. As noted in the July 8, 2020 Supplemental Analysis, there are significant intersection improvements being implemented by the County that will reduce delays and increase capacity at this location.
  - a. Agreed. This requested analysis was provided in the July 8, 2020 Supplemental Analysis. As noted in this analysis, the traffic resulting from the proposed Assisted Living facility will have no impact on the future improved Washington Avenue/Pascack Road signalized intersection.
12. Agreed. Testimony will be provided.
13. Agreed. Testimony will be provided.
14. Agreed. A copy of the Bergen County approval will be provided upon receipt.

#### **B. Site Plan and Circulation Review**

1. Agreed.
2. Testimony will be provided with regards to the proposed off-street parking supply, the anticipated parking demands for the use, and our experience with developing numerous other similar facilities throughout New Jersey.
3. Agreed. Testimony will be provided.
4. Agreed.
5. Agreed.
6. Agreed. Consideration will be given to adding the requested signs.
7. Agreed.
8. If applicable, the Applicant will consider the installation of the requested R7-1 "No Parking" signage.
9. If applicable and requested by the County, the Applicant will consider the installation of the requested R7-1 "No Parking" signage on Pascack Road.
10. Testimony will be provided.
11. Agreed. Vehicle turning templates for emergency, delivery, and site vehicles have been prepared and updated copies will be provided.



Should you have any questions or require any additional information, please feel free to contact us.

Sincerely,  
**Shropshire Associates LLC**

A handwritten signature in black ink, appearing to read 'Nathan B. Mosley'. The signature is fluid and cursive, with a large, sweeping 'M' at the end.

Nathan B. Mosley, P.E., C.M.E.  
Senior Project Manager  
*NBM/jab*

cc:	Joseph Zadlo	(via email: jazarch@aol.com)
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