



## MEMO

To: Michael J. Kelly, P.E.  
From: Frank D. Dobiszewski, P.E. PTOE – Traffic Engineer  
Date: September 30, 2021  
Subject: Application Review  
Monarch Communities, LLC  
**Preliminary & Final Site Plan Application**  
East Ramapo Avenue/Franklin Turnpike/  
King Street/Siding Place  
Block 82, Lots 1, 3-17, 26, 29 & 30  
Township of Mahwah  
Docket No. 1478-20  
Our File No. MAES-2018

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I have reviewed the following documents prepared for the site application listed above:

*Site Plans (28 sheets) entitled, "Preliminary/Final Land Development Plans for Monarch Communities, Proposed Multi-Level Senior Housing Facility, Block 82, Lots 1 & 3-30, East Ramapo Avenue (CR-100), Franklin Turnpike (CR-507), King Street and Siding Place, Township of Mahwah, Bergen County, New Jersey", prepared by Bohler Engineering LLC., dated June 4, 2021.*

My review comments are:

1. Sidewalks along King Street should be considered.
2. The resurfacing of all roadways and replacing/upgrading existing signing along them should be considered as part of off-site improvements.
3. The proposed 8-foot wide concrete planter proposed on King Street should provide a minimum clear zone of 10 feet, measured from the edge of the cartway to the face of the planter.
4. The height of the proposed planter with plantings is needed to determine if it will block a driver's line of sight.
5. A proper guiderail design that complies with current and accepted design criteria is needed. The alignment of the guiderail and sharp angle near East Ramapo Avenue should be revised. The guiderail design calculations should be submitted for review.

6. It appears that inadequate sight distance is provided for the exit driveway onto East Ramapo Avenue closest to the rail overpass. The overpass abutment combined with the change in alignment on East Ramapo Avenue are seen as the major factors blocking the line of sight. The plan set needs to provide information and demonstrate that adequate sight distance is being provided for all points of ingress and egress.
7. The proposed striping and signing and the accompanying details need to be in compliance with the current MUTCD and local agency requirements. Examples are the pavement symbols and markings (e.g., STOP. Fire Lane).
8. The vehicle circulation plan shows the path for the delivery trucks having to perform a parallel parking maneuver to access the loading area. This will impede other site traffic in the area.
9. The plans should show where service entrances are for the proposed retail.
10. The plans should designate where employees for the retail and housing will park.
11. The location of the proposed parking spaces in the lot off King Street will cause drivers to back up across the points of ingress and egress, which does not comply with Township's design standards. A waiver has been requested, but revising the layout should be explored.
12. An explanation is needed for the note on the lighting plan stating the existing street lighting was not modelled for the design.
13. Clarification is needed whether or not the proposed site lighting is compatible with the existing bank's lighting.
14. The proposed crosswalk on East Ramapo Avenue near Scherer Place should be moved closer to Franklin Turnpike or eliminated. If relocated, then warning signs supplemented with beacons, and/or other measures should be added.
15. The vehicle circulation plan shows the larger design vehicles tracking over the curbline and encroaching into opposite lanes of travel. Every effort should be made to avoid this.
16. Confirmation that the location of the recycling/refuse areas on Siding Place does not encroach onto NJ Transit's dynamic envelope for the rail line.

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*Traffic Impact Study, For Monarch Communities, Proposed Multi-Level Senior Housing Facility, Property located at E. Ramapo Avenue (CR-100), Franklin Turnpike (CR-507), King Street and Siding Place, Block 82, Lots 1, 3-17, 26, 29 & 30, Township of Mahwah, Bergen County, NJ". prepared by Dynamic Traffic, dated July 23, 2020.*

My review comments are:

1. Justification for not obtaining weekend counts should be provided. The surrounding land uses along with the proposed use suggests that the weekend volumes could match (and possibly) exceed the weekday volumes.
2. Based upon personal observations, the NJ Transit rail station, NJ Transit bus stops, proximity of the site to parks, schools, and retail establishments in the immediate area, the pedestrians volumes appear under-represented. The count data provided in the report indicates:
  - a. *East Ramapo Avenue and Scherer Place/Driveway*
    - i. 07:00 – 09:00 – 17 pedestrians
    - ii. 16:30 – 18:30 – 13 pedestrians
  - b. *East Ramapo Avenue and Franklin Turnpike*
    - i. 07:00 – 09:00 – 8 pedestrians
    - ii. 16:30 – 18:30 – 21 pedestrians
  - c. *Franklin Turnpike and Miller Road/Scherer Place*
    - i. 07:00 – 09:00 – 27 pedestrians
    - ii. 16:30 – 18:30 – 28 pedestrians
  - d. *Franklin Turnpike and King Street*
    - i. 07:00 – 09:00 – 37 pedestrians
    - ii. 16:30 – 18:30 – 36 pedestrians
3. No pedestrians volumes were used in the analyses and should be added. Once the pedestrian volumes are verified, the analyses should be re-run for all time periods.
4. The report does not include any information on crash data or safety concerns. However, statistics from 2015-20 indicate that 59 crashes occurred within the study area. Of these,
  - a. Franklin Turnpike and King Street – 10 crashes
  - b. Franklin Turnpike and Ramapo Avenue – 12 crashes
  - c. Franklin Turnpike and Miller Road/Scherer Place – 16 crashes
  - d. Ramapo Avenue near Scherer Place and NJ Transit Overpass – 15 crashes
  - e. Balance of the remaining crashes occurred mid-block on roadways contained within the study area.

5. The study should include an assessment on whether or not the crash potential may increase, or if any mitigation measures should be implemented.
6. The study does not include any mention of site interaction between the proposed site and the existing bank that will remain.
7. The study should include an assessment of available sight distance for all points of ingress and egress. Of particular concern is the proposed driveway closest to the railroad overpass on East Ramapo Avenue. The combination of vertical and horizontal alignment restricts clear visibility that should be addressed in testimony.
8. The on-street parking in and around the study area should be re-checked, verified, and the report updated. For example, the report states that parking is not allowed on either side of King Street, which is incorrect. Parking is allowed on the north side of King Street.
9. The report does not appear to indicate the location of bus stops in and around the study area, nor does it appear that the bus stops were accounted for in the analyses.
10. The analyses need to be updated to fully reflect all and actual existing conditions, such as bus stops, right-on-red restrictions, CBD area, offset references, etc.
11. The report offers no suggestions or recommendations with respect to mitigated the traffic impacts. The findings and conclusions section basically states that since some of the approaches for some locations are at or above capacity, adding more volume will not cause any more degradation. However, based on the comments above, the true levels of service are not known, since the input coding into the analyses does not reflect actual conditions.
12. A comparison of existing and post-development queues should be identified and discussed. In certain situations, impact on queue lengths is a better indicator than level of service for an intersection within a study area. For example, the distance along northbound Franklin Turnpike from the stop bar at Miller Road to the extended southerly curblin e at East Ramapo is approximately 65 feet. The report states that this approach under the Build condition will be a Level of Service B, and indicates there are no congestion or operational problems. However, based on observations of the actual traffic conditions, this is clearly not the case. Also, the projected queue lengths for the approach are greater than 65 feet, meaning that East Ramapo Avenue traffic approaching Franklin Turnpike may be blocked. With the existing density of current land uses and types in and around the study area, the additional trips generated by this site will only increase traffic in and around the area.
13. Once revised analyses are performed, copies of the files used for the analyses is requested.