

**East Hanover Avenue Technical Meeting 1
Agenda**

November 22, 2011
10:30am – 12:00pm

Morris County Dept. of Planning & Development
30 Schuyler Place, 4th Floor Conference Room
Morristown, NJ

Presentation by Adam Catherine, P.E., Stantec Consulting

I. Field Data Collection

- a. Peak Hour Volumes
- b. Pedestrian and Bicycle Volumes
- c. Infrastructure Assessment

II. Existing Conditions Simulation Model

- a. Presentation of Model
- b. Identification of Issues
- c. Comments

III. Future No Build Simulation Models

- a. Background Growth
- b. Anticipated Developments
- c. Presentation of Models
- d. Identification of Issues

IV. Multimodal Opportunities

- a. Pedestrian/Bicycle
- b. Transit

Meeting Notes



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Technical Meeting #1

East Hanover Avenue Corridor Transportation Study

Date/Time: November 22, 2011 10:30 AM
Place: Morris County Planning Board Offices
Attendees: See Attachment
Distribution: Attendees, File

I. Meeting Purpose

The purpose of Technical Meeting #1 was to present the analysis of existing conditions that has been conducted to date on the East Hanover Avenue study, and obtain feedback from the meeting attendees. The results of the existing condition, 2015 No Build condition, and 2035 No Build condition analyses were presented. For the purposes of this study, the No Build condition refers to background volume growth plus the traffic generated by the proposed developments, without any improvements to East Hanover Avenue. Feedback from this meeting will be incorporated in the analysis of potential improvement strategies.

The following is a summary of the items discussed during the project Technical Advisory Committee (TAC) meeting with representatives from Morris County, Hanover Township, Morris Township, Morris Plains Borough, NJ TRANSIT, TransOptions, the New Jersey Department of Transportation (NJDOT), and NJDOT's consultant, Stantec. An attendance sign-in sheet is attached to this document.

II. Meeting Introduction

Christine Marion began the meeting with the introduction of all meeting attendees. Following the introductions, Adam Catherine from Stantec Consulting Services, Inc. (Stantec) gave a brief overview of the purpose and objectives of the study.

The current issues that the study will address include:

- Significant congestion and queuing along the East Hanover Avenue corridor.
- Redevelopment along the corridor that will increase vehicle and pedestrian volumes.
- Limited pedestrian, bicycle, and transit facilities and connections.
- The need to provide a comprehensive corridor land use and transportation plan in order to balance the needs of the three municipalities along the corridor, as well as Morris County.

One Team. Infinite Solutions.

The objectives of the study include:

- Analyze existing and future projected traffic operations and analyze three improvement alternatives.
- Involve stakeholders in developing a comprehensive plan for the corridor across all three municipalities to facilitate a cohesive approach to mitigating increases in traffic volumes associated with individual developments.
- Provide documentation that would allow the County to negotiate pro rata share contributions for transportation improvements with developers along the corridor.
- Improve pedestrian, bicycle, and transit connectivity.

III. Field Data Collection and Existing Conditions

Mr. Catherine presented the field data collection program that was conducted to support the existing condition analysis. Mr. Catherine then summarized the results of the existing condition analysis at each intersection and presented the traffic model to the attendees.

- The field data collection program included: turning movement counts at all signalized intersections within the study area and the unsignalized intersection of East Hanover Avenue and Monroe Street; automatic traffic recorder data at four corridor locations; AM and PM peak period pedestrian and bicycle counts; travel time runs; and a field assessment of existing pedestrian, bicycle, and transit facilities.
- The peak hours were determined to be 7:30 to 8:30 AM and 4:30 to 5:30 PM.
- Helene Rubin was asked by meeting attendees to follow-up on a request by Morris Township to adjust the signal timing at the intersection of East Hanover Avenue and Whippany Road.
- The results of the pedestrian and bicycle data were presented. There were no bicycles that were observed during the AM and PM peak period data collection. In addition, peak period pedestrian activity was relatively low along the corridor. It was suggested that the low pedestrian and bicycle counts were due to the limited bicycle and pedestrian facilities along the corridor and that people do not feel safe on the roadway during the peak travel periods.
- Ms. Marion noted that she has observed bicycles on East Hanover Avenue during off-peak times.
- It was suggested that Stantec consider a methodology to estimate the latent demand due to the lack of existing facilities, as well as the demand that would be generated by the new developments. A cost benefit analysis could be conducted that examines whether the demand would warrant corridor-wide

improvements or if localized improvements, such as crosswalks, would suffice. In addition, Stantec should determine what pedestrian and bicycle facilities currently exist on the side streets.

- Mr. Slate James from Morris Township expressed concern that the study area stopped at Speedwell Avenue. He suggested that the study area be expanded to include West Hanover Avenue to Stiles Avenue because the Township feels that it is a critical segment along the corridor.
- Morris County representatives stated that they had already issued a response letter to the request and did not feel that the segment should be added to the corridor study at this time.
- Mr. Catherine presented the Sim Traffic simulation models of the AM and PM peak period. The attendees agreed with the traffic conditions that were portrayed in the simulation model.

IV. 2015 and 2035 Future No Build Conditions

Mr. Catherine described the methodology that was used to develop the 2015 and 2035 No Build condition traffic volumes, and then presented the results of the capacity analysis that was performed for those scenarios.

- For the purpose of this study, the No Build condition is defined as existing traffic, plus background growth, plus traffic generated by the developments. No improvements, other than those currently planned, were incorporated into the No Build Condition.
- Mr. Catherine stated that the No Build analysis models will provide the basis for the alternatives analysis. The alternatives analysis will compare various corridor improvements, from signal timing improvements to roadway widening, based on how well they meet the project needs and objectives, as well as their costs and benefits.
- It was suggested that changes to zoning could be one alternative that would help to reduce future traffic along the corridor.
- Mr. Catherine presented the developments that were assumed for the No Build conditions. The meeting attendees provided feedback and additional information regarding the proposed development:
 - An additional 78-unit residential community is planned for Horse Hill Road, behind the proposed ShopRite Center.
 - There is an approved site plan for a 69,000 SF office-warehouse building on the American Road.

- The proposed retail site at the corner of Ridgedale Avenue and East Hanover Avenue will most likely be completed by 2015 and may consist of a home improvement store.
 - By 2035, the Litton site should be completely remediated and it is likely that it would be an office or retail site.
 - Ms. Rubin requested that meeting attendees consider what land use would best suit the former Litton site. She cited the Governor's recently released draft Strategic Plan for economic development and growth, which focuses on industry clusters.
 - The redevelopment of the former Bell Labs site at Whippany and Parsippany Roads would add some additional traffic to Whippany Road and East Hanover Avenue.
 - There are some small site improvements planned for the Mennen Arena, but they should not affect the peak hour traffic analyses.
- Mr. Catherine requested that representatives from the municipalities in which these developments are occurring forward any additional information they may have on any proposed developments along or near the corridor. The above-mentioned developments would be incorporated into the No Build condition analyses.
 - It was requested that Stantec conduct a crash analysis along the corridor, within the study area.
 - Upon showing the results of the 2035 No Build condition analyses, Mr. Catherine stressed the importance of encouraging smart land use decisions, as well as pedestrian, bicycle, and transit trips as a way to mitigate the potential growth in vehicular traffic. He also stated that a significant increase in corridor vehicular traffic would most likely result in wider regional impacts.

V. Action Items

- Ms. Rubin to follow up with NJDOT traffic signal engineers to determine the status of the requested changes to the signal timing at East Hanover Avenue and Whippany Road.
- Stantec to obtain crash history along the corridor.
- Stantec to prepare a draft Alternatives Analysis Report by mid-December. Technical Meeting #2 would then be scheduled in January to present the improvement alternatives and receive feedback from the meeting attendees before making final recommendations.

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November 22, 2011 10:30 AM
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East Hanover Avenue Corridor Study
Page 5 of 5

The foregoing is considered to be a true and accurate record of all items discussed. If any discrepancies or inconsistencies are noted, please contact the writer within one week.

STANTEC CONSULTING SERVICES INC.

Adam Catherine, P.E.
Traffic Engineer
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Attachment: Attendee List

**EAST HANOVER AVENUE CORRIDOR STUDY
TECHNICAL MEETING #1**

November 22, 2011, 10:30 am – 12:15 pm

Morris County Department of Planning & Development
4th floor Conference Room
30 Schuyler Place, Morristown, NJ

ATTENDANCE

Name:	Title	Organization
Barilla, Joseph , P.P./AICP	Planner	Morris County Planning Board
Beitl, Ken	Supervisor, Bus Service Plng	NJTransit
Biggs, Jeff , P.E.	Director of Engineering	Morris County Park Commission
Brancheau, Blais , PP	Planner	Hanover Township
Catherine, Adam L., P.E.	Traffic Engineer	Stantec Consulting
Dellagiacoma, Debra	Assistant Engineer	Morris County Engineering Division
Hall, Leon C., P.E.	Engineer	Morris Plains Borough
Hayes, John , P.P.	Planner	Morris County Transportation Division
Hirya, Abbas H., Ph.D.	Project Engineer	NJ Department of Transportation
Maceira, Gerardo , P.E.	Engineer	Hanover Township
Marion, Christine G., PP/AICP	Planning Director	Morris County Planning Board
Osterhoudt, Mark	Traffic Safety Officer	Morris Township
Perry, Gregory , P.P.	Supervising Planner	Morris County Planning Board
Powell, Dave	Traffic Safety Officer	Morris Township
Rohsler, Gerald	Director	Morris County Transportation Division
Rubin, Helene K., P.P.	Section Chief	NJ Department of Transportation
Slate, James , P.E.	Engineer	Morris Township
Thompson, Scott A.	Police Chief	Morris Plains Borough
Vitz, Chris , P.E.	Traffic Engineer	Morris County Engineering Division
Weiss, Joseph		TransOptions
Zabihach, Roman	Councilman	Morris Plains Borough