

# Meeting Notes



**Stantec**

## Technical Meeting #2

East Hanover Avenue Corridor Transportation Study

---

Date/Time: January 30, 2012 10:30 AM  
Place: Morris County Planning Board Offices  
Attendees: See Attachment  
Distribution: Attendees, File

---

### I. Meeting Purpose

The purpose of Technical Meeting #2 was to present and discuss the three alternative improvement plans that were developed for the East Hanover Avenue corridor, as part of the Alternative Analysis document. The alternatives presented combined vehicular, transit, and pedestrian/bicycle improvements. The results of the 2035 Build condition analyses were presented for each of the three improvement alternatives. For the purposes of this study, the Build condition refers to background traffic volume growth plus the traffic generated by the proposed developments, with the proposed improvements to East Hanover Avenue.

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 Content

Christine Marion began the meeting by giving a brief description of the meeting purpose. Adam Catherine from Stantec Consulting Services, Inc. (Stantec) then gave a brief overview of the objectives of the study, and began the presentation.

- Based on discussion from the previous meeting, held November 22, 2011, the anticipated redevelopment projects were used to estimate future additional traffic generated onto the corridor. It is anticipated that the developments would generate a total of 814 AM peak hour trips and 1,874 PM peak hour trips. It should be noted that some of these trips would be pass-by trips. However, to be conservative, no trip credits were utilized in the analysis.
- Pedestrian trip generation was presented based on data for suburban areas provided in FHWA's *Compendium of Pedestrian Trip Generation Data in the United States* (1994). The data was limited and did not account for recreational trips that would be generated by enhancements to bicycle and pedestrian facilities.

One Team. Infinite Solutions.

- Mr. Catherine presented crash statistics for January 2008 – June 2011. During this time period, there were 192 crashes with no fatalities. Rear end, right angle, and side swipe crashes represented the top three crash types.
- A significant number of right angle crashes are occurring at driveways, particularly at gas station driveways near the intersection of Speedwell Avenue.
- Consideration could be made to promoting less-intensive land uses along the Corridor, such as research and manufacturing or residential, in order to reduce the number of new trips generated on the Corridor. However, land use/zoning controls would not address all of the existing and future anticipated operational issues along the Corridor.
- Mr. Catherine presented three alternatives to mitigate the queuing and congestion along East Hanover Avenue.
- Alternative 1 provides minor signal timing improvements that maximize the use of the existing infrastructure. In addition, repairs to the existing sidewalk are recommended. New sidewalk is recommended to close existing gaps in the pedestrian network, and crosswalks and pedestrian signal heads are recommended at all signalized intersections.
- Alternative 1 does not meet all of the needs identified in the study and is not recommended for further consideration.
- Alternative 2 provides moderate physical improvements by adding some vehicular infrastructure, such as additional turn lanes, channelized right-turn lanes, as well as improved signal timing. The pedestrian improvements identified in Alternative 1 were incorporated with additional mid-block crosswalks in this Alternative.
- The improvements associated with Alternative 2 would require acquiring ROW at the intersection of Speedwell Avenue and East Hanover Avenue, including complete acquisitions of the two gas stations on the east side of Speedwell Avenue.
- Alternative 2 reduces queuing and improves operations at some, but not all, study area intersections. Therefore, it is only recommended if zoning controls are put in place to minimize the number of additional new trips on the corridor.
- Alternative 3 improves upon Alternative 2 by providing more significant improvements to vehicular, transit, and pedestrian/bicycle infrastructure, such as additional turn lanes, bus pull-outs, and a 10-foot wide multi-use path.
- Some of the improvements associated with Alternative 3 would require greater ROW acquisition, particularly for the improvements to the intersection of Speedwell Avenue.

- Alternative 3 significantly reduces queuing at all intersections and decreases delay so that all intersections operate at LOS D or better in the 2015 Build condition.
- The multi-use path and mid-block crossings would provide a cohesive pedestrian and bicycle facility that would improve bicycle and pedestrian safety, and provide an enhancement to the existing cultural resources in the area.
- Even though Alternative 3 is the most costly, it is recommended for consideration, assuming that no zoning controls are implemented, because it provides the greatest operation benefits to the network and meets the existing and future operational needs along the Corridor.
- Alternative 3 should be implemented in pieces, and incorporated into the various redevelopment projects.
- There are no corridor-wide roadway improvements associated with any alternative. Therefore, various components of Alternatives 2 or 3 could be combined as needed.

### **III. Discussion**

- Developers' contributions and ROW costs were not included in the order-of-magnitude estimated costs developed for each alternative. Right-of-way costs can be determined by coordinating with the County and townships in order to calculate actual costs.
- No bridge structures are recommended to be altered; therefore, the multi-use path would have to be necked-down in areas that cross over a structure.
- Stormwater management was not included in the final cost of each alternative. Drainage and stormwater management issues could be coordinated with developers' plans.
- The multi-use path proposed in Alternative 3 would cost approximately \$450,000.
- Queuing at Whippany Road can be mitigated immediately by improving signal timing. The County and municipalities will coordinate and send a letter of request to NJDOT for the improvements, based on Stantec's analysis.
- The triangular island at the intersection of Ridgedale Avenue and East Hanover Avenue does not allow for enough vehicles to enter the right turn lane; vehicles are currently bypassing the signal by cutting through the corner parking lot. The proposed improvements associated with Alternatives 2 and 3 would reduce the queuing that blocks the right-turn lane, thereby reducing this cut-through activity.

- Improvements to the Speedwell Avenue intersection in Alternative 3 consist of adding lanes to Speedwell Avenue in order to provide additional green time for East Hanover Avenue. It would be possible to provide a third westbound through lane, which would neck down to two lanes along West Hanover Avenue, improving westbound operations during the PM peak period. This would require widening westbound West Hanover Avenue from one lane to two lanes. Analyzing this option would require extending the study area to Stiles Avenue.
- Increasing the number of eastbound lanes on West Hanover Avenue would not mitigate the queuing experienced during the AM peak period. The queuing and delay experienced are due to the limited capacity of the Speedwell Avenue intersection.

**Action Items**

- Stantec to provide the County with the recommended timing improvements to the intersection of East Hanover Avenue and Whippany Road.
- Stantec to send PowerPoint presentation from Technical Meeting #2 to the County.
- NJDOT to review Draft Alternatives Analysis document and submit comments.
- Stantec to distribute updated Draft Alternatives Analysis document to meeting attendees after incorporating DOT comments.
- Meeting attendees to submit comments on Draft Final Report within three weeks of receipt of the Draft.
- Stantec to coordinate with the County to conduct a public meeting regarding the project.

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  
adam.catherine@stantec.com