NEGLIA
ENGINEERING ASSOCIATES

34 Park Avenue – PO Box 426
LYNDHURST, NEW JERSEY 07071
Tel: 201.939.8805 • Fax: 201.939.0846

200 Central Avenue – Suite 102
MOUNTAINSIDE, NJ 07092
Tel: 201.939.8805 • Fax: 732.943.7249

March 23, 2020
Via E-mail

Township Mayor and Council
Township of Berkeley Heights
29 Park Avenue
Berkeley Heights, New Jersey 07922

Attn.:   Administrator Ms. Liza Viana

Re: **Traffic Engineering Review**
       Proposed Rezoning from OR-A1 to the proposed MU-1 Zone
       100-500 Connell Drive
       Block 4102, Lot 1
       and Block 4301, Lots 1.012, 1.011, and 1.02
       Requestor: Connell Real Estate and & Development Co.
       Township of Berkeley Heights, Union County, New Jersey
       NEA File No.: BERKADM20

Neglia Engineering Associates ('NEA") has reviewed the Traffic Analysis, prepared by Karl A. Pehnke, P.E., P.T.O.E., and Kerry A. Penhke, P.E. of Langan, dated August 12, 2019.

Per the Langan Traffic Analysis: *The Subject Property is generally bounded by Valley Road on the southeast, Plainfield Avenue (County Road 641) to the southwest, Interstate-78 (I-78) on the northwest, and Oak Way to the northeast. Access to Connell Park will continue to be provided via the existing driveway connections to Plainfield Avenue, Valley Road and Oak Way.*

From a traffic engineering and traffic planning perspective, the requested zone change seeks to introduce field based recreational land uses, reduce the permitted office use and expand the area of the multifamily use to the entirety of the site while maintaining the 328 unit count per the existing zoning.

The Langan Traffic Analysis ("LTA") seeks to report a year 2024 scenario that calculates the traffic impacts under the current OR-A1 Zone with full build out versus the proposed MU-1 Zone at full build out.

Based on our review of the LTA; we offer the following comments:

1. The 2024 build scenario includes the appropriate traffic layering to create a 2024 condition that accounts and layers the following;
   a. Background traffic growth
   b. Area projects by others
   c. Existing Zoning buildout
   d. Proposed Zoning buildout

2. The LTA should expand the discussion of existing site trip generation as to whether the site generates less (or more) vehicle trips than reported by Institute of Transportation Engineers (ITE)
3. From a technical review, the methodology and analyses of the LTA follows accepted Traffic Engineering practice.
4. The LTA scope includes 12 intersections and listed as follows:
    a. Plainfield Avenue / Bonnie Burn Road (CR 641) and Valley Road (CR 527)
    b. Connell Corporate Park West and Valley Road (CR 527)
    c. Diamond Hill Road (CR 655) and Valley Road (CR 527)
    d. Oak Way and Valley Road (CR 527)
    e. Plainfield Avenue (CR 641) and Connell Drive
    f. Connell Corporate Park East and Valley Road (CR 527)
    g. Building 300/400 Driveway and North Road (Plainfield Avenue Flyover)
    h. North Road (Plainfield Avenue Flyover) and Connell Drive
    i. Oak Way and Connell Drive
    j. Oak Way and Building 100 Driveway / Life Time Driveway (25 Connell Drive)
    k. Building 300/400 Driveway and Connell Drive
    l. North Road (Plainfield Avenue Flyover) and Main Street (Proposed)
5. Generally, during the 2024 peak periods the proposed MU-1 would yield less vehicle trip generation than the existing OR-A1 zone and as follows:
    a. 1,203 less new trips during the weekday morning peak hour
    b. 946 less trips during the weekday evening peak hour
    c. 246 less trips during the Saturday midday peak hour
6. We recommend that the intersection of Plainfield Avenue and Connell Drive be considered for signalization which would promote more efficient internal as well as external vehicle circulation.

We trust you will find the above in order. Should you have any questions or required additional information, please do not hesitate to contact the undersigned.

Very truly yours,   Very truly yours,
Neglia Engineering Associates   **Neglia Engineering Associates**
TRS   *BAI*
Thomas R. Solfaro, P.E., C.M.E.   Brian A. Intindola, P.E., C.M.E.
Principal Municipal Engineer   Principal Traffic Engineer

cc: Keenan Hughes *(via e-mail)*