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City of Hackensack Zoning Board of Adjustment
65 Central Avenue
Hackensack, NJ 07601

January 19, 2010
Job No. 2-06728-200002

Attn: Marcella A. Sbarbaro, Secretary

**Re: Application V# 23-08 SP# 21-08
Block 344, Lots 3-5 & 14
Bergen Passaic Long Term Acute Care Hospital LLC
City of Hackensack, Hudson County, NJ
Traffic Review No. 3**

Dear Board Members:

At the December 10, 2009 public heading, the applicant's traffic engineer provided direct testimony from the Traffic Assessment Study prepared by his firm. At the subsequent public hearing on January 7, 2010, the public was afforded the opportunity to ask questions of the traffic engineer. The meeting ended before I had the opportunity to ask several questions.

The applicant's attorney asked if I could submit the questions in writing prior to the next meeting to afford his traffic engineer the opportunity to respond in writing. As agreed, the following is a list of the questions that I was going to ask.

1. Summit Avenue is a County Road. What is the status of the application with the County?
2. Is State licensing, or determination of need required for this type of facility? Is the licensing or determination of need for the entire facility or does each component (long-term acute care, dialysis, adult daycare) need to be licensed? If so, has this facility or components been licensed?
3. What methodology was used to arrive at the site distribution contained in Figure 4?
4. The methodology suggests that traffic be assigned to the roadway network based on travel patterns. Since Summit Avenue handles the higher traffic volumes compared to Prospect Avenue, it would seem that more site traffic uses Summit Avenue than estimated.
5. The report indicates 28 vehicles dropping off in a ½-hour period at the Summit Avenue drop off area. Has a queuing analysis been done to determine if the drop off area is adequate? The concern is that there is only a 12-foot wide driveway to this area. If vehicles queue up into the driveway, there is no ability to bypass any vehicles.



6. The traffic study states that the drop-off lane on Summit Avenue is for emergency services and as a convenience for drop-off activities to the facility. If the LTACH is for patients needing acute care, it is reasonable that the number of emergency responses may be higher than a non-acute care facility. Has an estimate been made for the anticipated number of emergency responses?
7. The traffic report assumed 11% of the employees would be dropped off based on a survey of employees at the Prospect Heights Care Center. For the dialysis unit, 40% are estimated to be dropped off and 20% for the adult day care. How were these percentages arrived at?
8. Where will emergency response vehicles park when responding to an emergency call? Is there a sufficient area for drop-off vehicles to bypass an emergency vehicle?
9. The report estimates approximately 48% of dialysis patients will arrive via a 10-12 passenger van with an estimated ten (10) patients per van. If vehicle occupancy is less, this will increase the number of van trips. How will the applicant ensure that the estimated vehicle occupancy is met?
10. The report estimates 80% of adult care participants will arrive via a 10-12 passenger van with an estimated eight (8) participants per van. If vehicle occupancy is less, this will increase the number of van trips. How will the applicant ensure that the estimated vehicle occupancy is met?
11. It is my understanding that the applicant owns the Prospect Heights Care Center. Rather than sending patients for dialysis somewhere else, it would seem that these patients would be sent to this proposed facility. If this is the case, has there been any estimate of activity between the two facilities?
12. Will there be sharing or interaction of staff between this facility and the Prospect Heights Care Center? If so, this will increase pedestrian activity across Prospect Avenue. If this is the case, is there a need to address pedestrian crossings of Prospect Avenue?
13. My recollection of Mr. Keller's testimony was that the background growth rate used in the report considers future development in the area. Thus, traffic from the expanded Hackensack Hospital is included in the future volume estimates. However, shouldn't the background traffic be supplemented with site-specific traffic from nearby development if that development may have a direct impact on volumes on the roadways under study?



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14. The service driveway requires trucks to back into the driveway from Prospect Avenue. A turning template plan was submitted showing a truck arriving from the north. It is suggested that one be provided for a truck arriving from the south.
15. Has an operational plan been prepared to address traffic control during the period that a truck is backing up into the service driveway?
16. My recollection of Mr. Keller's testimony was that he stated that, in an urban setting, it was not unusual to have trucks backing into a service driveway from a main roadway. While this may be unavoidable for renovation of an existing building, is it desirable for a new building?
17. The "head knock" bar at the Summit Avenue garage access is about 70 feet into the site. What will be done to ensure large vehicles do not enter the access and have to back out onto Summit Avenue?
18. My recollection of the testimony was that all deliveries will be internal and would access the garage from Prospect Avenue. How does the applicant propose to ensure that this occurs? It seems reasonable that some drivers will want to use the Summit Avenue drop off area since it will be easier and quicker than pulling onto the garage.

Very truly yours,

BIRDSALL ENGINEERING, INC.

Frank A. Miskovich, P.E., C.M.E.
Vice President Transportation Services

FAM:WEM:lkc

cc: Joseph Mellone, Construction Official
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