



MEMORANDUM

TO: Matt Seckler, Stonefield
FROM: John Federico, WSP
CC: Chris Colley, Topology
Liz Jeffery, Town Redevelopment Consultant
Brian Stankus, WSP
**SUBJECT: WSP Review of Revised Traffic & Parking Assessment Report (Revised)
Proposed Mixed-Use Development, 201 Prospect Street**
DATE: April 26, 2022

WSP has prepared this memorandum to document our technical review comments on the revised "Traffic & Parking Assessment Report (TAR) for the Proposed Mixed-Use Development at 201 Prospect Street, Town of Westfield, Union County, New Jersey. The TAR was originally prepared by Stonefield Engineering & Design LLC (Stonefield) and submitted on January 17, 2022. Revised versions were provided to WSP on April 14th, April 20th, and April 26th to address the written comments below along with subsequent comments from a phone discussion on April 20th.

WSP's original comments are listed below. Each comment is followed by WSP's review of Stonefield's responses in **bold**.

2021 Existing Traffic Volumes

- The Peak Period for Thursday, 12/9 should read "7:00 a.m. to 9:00 a.m."
 - **The text has been updated adequately.**
- We note that the word "network" has been added to the peak hour descriptions, while backup calculations for the network peak hour(s) were added to the appendix. This satisfies our verbal discussion about peak hour calculations.
 - **This comment was previously addressed – no response needed.**
- We note that existing traffic volumes collected in October and December of 2021 were not adjusted to reflect any changes to traffic levels due to COVID-19. In particular, the YMCA at the corner of Clark and Ferris has been brought up as a major local generator that may not been at full activity level. We recommended conducting further analysis to adequately address this issue, which may entail collecting additional data and/or applying a site-specific or general COVID adjustment.



- In response to this comment, Stonefield conducted additional turning movement counts at the intersection of Ferris Place and Clark Street in April 2022 to analyze the impacts of the YMCA operating at a higher activity level. The text and analysis within the TIS were updated to include the new counts, including modifying volumes at relevant study area intersections to account for the new data. WSP reviewed the new counts and updated analysis and has no further comments.

2021 Existing Vehicle Gap Acceptance

- The Peak Period for Thursday, 12/9 should read “7:00 a.m. to 9:00 a.m.”
 - **The text has been updated adequately.**

2021 Existing LOS/Capacity Analysis

- The paragraph notes that “it was observed that loading on Prospect Street – often illegally on both sides of the street – caused an alternating traffic condition which caused backups.....”
 - Please clarify the bolded statement. Our understanding is that signed loading zones are provided along the north side of Prospect Street (across from the Savannah) and are being used legally; thus, the illegal loading is only occurring on the south side of the street.
 - **This statement was revised to specify that illegal loading is concentrated on the southerly side of Prospect Street.**
- The paragraph also notes that “pedestrian observations at the intersection of Prospect Street and Broad Street observed an average of three (3) pedestrians crossing the intersection simultaneously.”
 - We are not sure exactly what this means – i.e. was this a one-time observation, a regular occurrence (i.e. pedestrians crossing legs at the same time), etc.? Please clarify and explain how this observation affected the analysis and/or recommendations.
 - **This observation was clarified in the report.**
- This section includes the statement “...southbound Broad Street at times queued up to the Prospect Street intersection, but drivers typically left the intersection clear for vehicles to turn from Broad Street northbound onto Prospect Street and turn from Prospect Street onto Broad Street”.
 - It is unclear where the Broad Street queues are originating, though we presume the referenced queues are extending east from the North Avenue West intersection; and that drivers at the Broad/Prospect intersection are leaving “courtesy gaps” for turning movements. Please confirm.
 - **Stonefield confirmed our assumption above and clarified within the text.**



2023 Build LOS/Capacity Analysis

- The 3rd paragraph notes that “potential improvements.....include eliminating or reducing access from the Trader Joe’s parking lot to Prospect Street”.
 - We suggest re-phrasing this statement to reflect Town’s desired approach to create internal circulation within the Trader Joe’s parking lot, while still allowing vehicles to enter and exit the lot from Prospect Street.
 - **This statement has been adequately re-phrased.**
- In Table 9, delay for the 2023 Build EB Left/Right movement is shown as 57.8 seconds. This same movement was 59.1 seconds in an earlier version of the table. It appears that this difference is due to a revision to the directional distribution of site-generated traffic volumes, which reduces the eastbound Broad Street left turn onto Prospect Street by one vehicle. Please confirm.
 - **Stonefield confirmed our assumption above and we have no further comments.**

2023 Build Gap Analysis

WSP has reviewed the gap analysis data, which reflects the results of an investigation into how many gaps in traffic are provided, of sufficient duration for drivers at the stop-controlled Clark Street approach to enter the intersection at North Avenue West. This study demonstrates that sufficient gaps in traffic will be provided under “build” conditions to accommodate the increased traffic volumes. WSP does not take exception to this analysis.

- **No response necessary.**

Conclusions

- For the eastbound Broad Street approach to Prospect Avenue, the submitted analysis reflects a projected 8-second increase in delay from the 2023 No-Build analysis to 2023 Build analysis during the Saturday peak period, which brings the movement to a Level of Service (LOS) F.
 - To investigate potential measures to mitigate this projected LOS impact, the Town requests that the developer conduct a warrant analysis for two conditions at the affected intersection: (a) all-way stop control, and (b) a full traffic signal. This would include collecting any traffic count and crash history data that is needed to conduct the warrant analysis in accordance with MUTCD procedures.
 - **WSP reviewed the warrant analysis that Stonefield provided for both traffic signal and all-way stop conditions. Based on our review, we had several questions about the analysis including how lane assignments were determined and the lack of backup for the calculation/projection of non-peak traffic volume data. WSP discussed these issues with Stonefield in a telephone call on April 20th, 2022. Based on this discussion, Stonefield resubmitted the warrant analysis to update the lane assignment assumptions and provided backup to support the analysis including the referenced NJDOT ATR count, methodology for adjusting the counts, and warrant volume charts and summaries.**



Recognizing there is some discretion in how these analyses are conducted, we are comfortable that the existing volume projections do satisfy the Interruption of Continuous Traffic Warrant (8-hour) and the Four-Hour Warrant for signalization. While this analysis shows that minimum thresholds are met, we agree with Stonefield that further steps will be needed if the Town desires to pursue an all-way stop or traffic signal. These include coordination with Union County (who has jurisdiction over Broad Street), traffic analysis of the anticipated revisions to traffic control and evaluation of potential impacts on adjacent intersections (such as queuing on NB Broad Street extending to/interfering with North Avenue), and potential need to collect a full minimum 8-hour turning movement count at the intersection to satisfy County review.

This memorandum reflects WSP's current position on the traffic impact analysis, conformance with the Redevelopment Plan, and proposed/recommended improvements. WSP's recommendations and conclusions could change in the future based on other factors such as historical count/crash information currently unavailable to us, or other changes to baseline assumptions.