

Bright View Engineering

Moving you forward

June 13, 2022

VIA EMAIL (SSantiago@Morristwp.com)

Sonia Santiago
Township of Morris
Planning & Zoning
50 Woodland Avenue
PO Box 7603
Morristown, NJ 07961-7603

Re: New York Red Bulls Training Complex
101 Columbia Road, Block 9101, Lots 4 & 5
Morris Township, Morris County, New Jersey
Project No.: 212629

Dear Ms. Santiago:

As requested, Bright View Engineering (BVE) has reviewed the following documentation pertaining to the above referenced project.

- “Preliminary and Final Major Site Plan Application for Red Bull New York Training Complex” prepared by Gensler, et al, dated June 1, 2022, 111 sheets
- “Traffic Assessment Study, New York Red Bulls Training Complex” prepared by Bowman Consulting Group, LTD, May 31, 2022
- “RBNY Training Complex Parking Assessment” prepared by WSP, dated June 1, 2022

With regard to the above referenced documents, BVE offers the following comments:

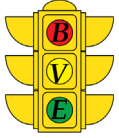
Site Plan

- 1) The site plans show multiple gated entrances throughout the campus. Information / testimony should be provided regarding the intended operation of these gates including how they will be activated and how vehicles which are not granted access will return to the roadway network as turn around areas are not provided.
- 2) It appears deliveries will be accommodated via a subsurface loading dock. Information regarding the largest vehicle anticipated to utilize this space should be provided including vehicle turning templates illustrating how said vehicle will navigate into and out of the site.
- 3) Vehicle turning templates should be provided for the turnaround loop in the vicinity of Building A assuming all parking spaces illustrated on the loop are occupied.

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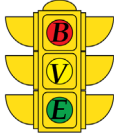
PO Box 99
Roseland, NJ 07068



- 4) The site plan includes 'mid-block' crosswalks where the walking path crosses internal roadways. Sight lines shall be provided for these locations to confirm adequate vehicle stopping sight distance is available approaching the crosswalk. In lieu of in pavement pedestrian warning signs, we recommend static pedestrian warning signs (W11-2 & W16-7pL) be placed on the edge of the roadway. This will minimize conflicts caused by in pavement signs with snow removal operations.
- 5) Additional detail should be provided regarding the size of the text provided on the internal directional signs to confirm they will be legible to drivers at the appropriate distance.

Traffic Impact Study

- 6) Traffic counts for the project were conducted in February, 2022. This office has reviewed the traffic counts and finds them to be generally acceptable.
- 7) Additional justification for the employee distribution approaching the site eastbound on Columbia Road is required. This office has concerns that 8% underestimates vehicle traffic from that direction since this is the most direct route from points south on I-287 into and out of the site.
- 8) We recommend improvement options be explored at the intersection of Columbia Road & the West Service Drive to accommodate a westbound left turn lane into the site. While not required based strictly on Level of Service, this office has concerns that reopening the driveway without a dedicated left turn lane could result in an increase in crashes at the intersection.
- 9) We have noted a number of minor numerical discrepancies between the volume figures and Synchro reports, mostly 10 vehicles or less. While we do not believe these minor discrepancies alter the conclusions in the TIS, we recommend the applicant's traffic engineer review any discrepancies and confirm his conclusions in testimony. For instance, the applicant's traffic engineer should confirm via testimony that the 2022 existing evening peak hour westbound through movement of 1,737 is a typographical error as it is inconsistent with the remainder of the volumes on Madison Avenue.
- 10) The LOS summary table indicates that the southbound left turn at Columbia Turnpike & Normandy Parkway during PM build condition operates at a delay of 8,938 seconds. The applicant's traffic engineer should confirm if this is a typographical error and identify the correct delay for the board.
- 11) The overall levels of service at the intersection of Columbia Turnpike & Normandy Parkway indicate a slight reduction in overall delay with the addition of the site traffic. Testimony should be provided explaining how an increase in volume can result in a decrease in overall intersection delay.
- 12) This office is in general agreement with the timing changes proposed to mitigate both existing delays and the traffic from the proposed development.



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Parking Study

13) The parking study estimates a total maximum parking demand of 340 spaces whereas a total of 381 spaces are proposed. While we recommend testimony be provided to support the proposed parking layout, this office is in general agreement with the parking plan for the project. Testimony should include how the various parking lots will be accessed and if staff will be provided to direct motorists to various parking areas for any of the activities planned on site.

I trust this information assists the Board in their consideration of this application. I will be present at the Committee and Planning Board meetings to address any questions or concerns the Board may have. I can be contact at 908-421-4674 or via email at JFishinger@BVEngr.com.

Sincerely,
Bright View Engineering



Joseph A. Fashingier, Jr., PE, PP, PTOE
Director of Traffic Engineering

<https://bvengr.sharepoint.com/sites/bvengr/proj/212629-ColumbiaRdArena/3-Correspondence/BVEReview1.docx>