

BRIDGEWATER TOWNSHIP PLANNING BOARD

Special Meeting

Tuesday, April 22, 2014

—MINUTES—

1. CALL MEETING TO ORDER:

Vice Chairwomen Kane called the meeting to order at 7:07 p.m. in the Somerset County Vocational & Technical School, 14 Vogt Drive Bridgewater, New Jersey 08807

2. OPEN PUBLIC MEETINGS ACT ANNOUNCEMENT:

Adequate notice of this special meeting has been given in accordance with the Open Public Meetings Act N.J.S.A. 10:4-6. On April 1, 2014 proper notice was sent to the Courier News and the Star-Ledger and filed with the Clerk at the Township of Bridgewater and posted on the bulletin board in the Municipal Building. Please be aware of the Planning Board policy for public hearings: no new applications will be heard after 10:00 pm and no new testimony will be taken after 10:15 pm. Hearing Assistance is available upon request.

3. SALUTE TO FLAG:

There was salute to colors

4. ROLL CALL:

Stephen Rodzinak – **absent**

James Franco – present

Walter Rusak – **absent**

Councilman Matthew Moench – **arrived at 7:13 pm**

Ron Charles – present

Barbara Kane – present

Mayor Dan Hayes – present

Tricia Casamento, Alt. #1 – present

Others present: Board Attorney Thomas Collins, Board Engineer Robert C. Bogart, Board Planner Scarlett Doyle, Traffic Engineer, Gordon Meth, PE, Recording Secretary Marianna Voorhees

5. APPROVAL OF BOARD MINUTES:

March 24, 2014 Special Meeting – Motion by Mr. Franco, second by Mayor Hayes, the foregoing minutes were adopted on the following roll call vote:

AFFIRMATIVE: Mr. Charles, Mr. Franco, Vice Chairwoman Kane, Mayor Hayes, Mrs. Casamento

ABSENT: Mr. Rodzinak, Chairman Rusak, Councilman Matthew Moench

6. MEMORIALIZATION OF RESOLUTIONS:

None pending

7. LAND DEVELOPMENT APPLICATIONS

AlFalah Center – 1475 Mountain Top Road

Block 653 Lots 36 & 37

#01-11-PB, PRELIMINARY Major Site Plan and Conditional Use

Time: 5/30/14 per extension

Councilman Moench arrived six minutes from the start of the meeting at approximately 7:13 pm.

See attached Transcription dated April 22, 2014. Prepared by: Diane M. Holmes, C.C.R. of
Rizman Rappaport Dillon & Rose, 66 W. Mt. Pleasant Ave., Livingston, NJ 07039

8. MEETING OPEN TO THE PUBLIC:

There were no members of the public wishing to address the Board on any matter not listed on the agenda.

9. ADJOURNMENT:

It was the consensus of the Board to adjourn the meeting at approximately 10:00 pm.

Respectfully submitted,

Marianna Voorhees, Secretary to Engineering/Planning Division

In The Matter Of:
In Re: Al Falah Center

Transcript of Proceedings
April 22, 2014

Rizman Rappaport Dillon & Rose
66 W. Mt. Pleasant Ave.
Livingston, N.J. 07039
(973) 992-7650
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Min-U-Script® with Word Index

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2 PLANNING BOARD

3 -----
4 IN THE MATTER OF: TRANSCRIPT
5 ALFALAH CENTER OF
6 Applicant. PROCEEDINGS
7 -----

8 Somerset County Vocational &
9 Technical High School
10 14 Vogt Drive
11 Bridgewater, New Jersey
12 Tuesday, April 22, 2014
13 Commencing at 7 p.m.

14 B E F O R E:

15 BOARD MEMBERS

16 PATRICIA CASAMENTO
17 RON CHARLES
18 JAMES V. FRANCO
19 DANIEL J. HAYES, JR., Mayor
20 BARBARA KANE, Chairperson
21 MATTHEW MOENCH, Councilman

22 ROBERT BOGART, PE, Township Engineer
23 THOMAS COLLINS, ESQ., Board Attorney
24 SCARLETT DOYLE, Planner
25 GORDON METH, PE
MARIANNA VORHEES, Asst. Board Secretary

26 A P P E A R A N C E S:

27 ARCHER & GREINER, P.C.
28 Attorneys for the Applicant
29 1 State Route 12
30 Flemington, New Jersey 08822
31 BY: LLOYD H. TUBMAN, ESQ.

1 CHAIRPERSON KANE: The meeting tonight
2 is a continuation of the application of the Alfalah
3 Center. We'll continue with the questioning of the
4 applicant's witness, Mr. Dean.

5 First, I'd like to remind the public
6 that all questions that are asked tonight should be
7 addressed and be relevant to the professional who is
8 making the presentation or has just completed one.
9 Please remember all general comments will be
10 accepted at the end of the application. We ask the
11 audience to refrain from applause, cheers or
12 extraneous comments in response to what is being
13 said this evening.

14 Anyone wishing to ask questions of the
15 witness, we request that you come forward and sit in
16 the front as this will help to move the meeting
17 along. When you go to the podium, will you please
18 state your name, spell your name and give your
19 address? Mr. Collins will then swear you in if you
20 have not been sworn in.

21 At this time, we're going to continue
22 with questions from the public for Mr. Dean who was
23 the traffic engineer for the applicant.

24 Ms. Tubman, do you have anything you
25 want to start with?

1 MS. TUBMAN: Yes, I do. First, a
2 matter of housekeeping, as you stated, this is a
3 continuation of the public hearing and a
4 continuation of questioning of Mr. Dean.

5 At the conclusion of the last hearing,
6 a question was raised about the site triangle at the
7 entrance to the driveway, and before we go into
8 further questions of Mr. Dean, I would like his
9 direct testimony on that issue so that further
10 questions can be addressed to the answer to that
11 question.

12 We also have, as of yesterday, an April
13 21, 2014, planning division report that includes
14 a -- an April 19 report by Ms. Doyle and a further
15 traffic analysis by Gordon Meth. The planning
16 division report also recites receipt of new plans
17 which my office submitted. One is a report by
18 Dynamic Traffic on parking. I'll come back to that
19 in a second.

20 One is a set -- a number of sets of
21 landscaping plans prepared by Brian Bosenberg &
22 Associates. You will remember at the last hearing
23 that the certified landscape architect originally
24 with this application is to us not locatable. So we
25 have substituted a certified landscape architect.

1 I have two other plans submitted that I
2 will not try to authenticate tonight because their
3 authors are not here, but for your information, one
4 is a concept plan prepared by David Stires &
5 Associates. That addresses two aspects, and they
6 will be addressed in testimony at a subsequent
7 hearing, but early on, Mr. Franco had asked whether
8 elimination of the landscape island in the parking
9 lot could provide a greater distance between a
10 neighbor and the parking area. That is shown on the
11 plan as is perspective landscaping and access right
12 of way on the far side of Mountaintop Road to
13 provide a buffer screening for Lot 15 which has a
14 bedroom adjacent to a driveway.

15 Again, testimony and authentication of
16 that exhibit will be at a subsequent meeting, but
17 it's there for the board to review and consider.

18 Finally, there is a proposed floor plan
19 amendment prepared by Ralph Finelli, our engineer --
20 I mean, I'm sorry, our architect. Subsequent to the
21 original architectural floor plans, we commissioned
22 a separate parking study based on worship area, and
23 because of the analysis in that parking report, Mr.
24 Finelli has provided a hard wall to reduce the
25 potential worship space expansion, and that will,

<p style="text-align: right;">Page 5</p> <p>1 again, be addressed in subsequent testimony, but it 2 is all there for the board to consider. It is 3 available to the public through the planning board 4 office. 5 As a courtesy, I unusually provided 6 copies of my transmittal letter to the two attorneys 7 for the objectors. I don't like to do that because 8 there are other persons in the audience who are 9 interested and I don't like to selectively copy some 10 and not others. So just for the record, subsequent 11 submissions should be obtained through the planning 12 board office. That's it. 13 I would like to raise one other issue 14 of potential conflict. I said I would come back to 15 the Dynamic Traffic parking study. When that study 16 was commissioned, Dynamic Traffic was a stand-alone 17 company which has since acquired Staigar Traffic 18 Company. I learned this very recently. Bridgewater 19 Township evidently engaged the Staigar Traffic 20 Company in connection with your Ordinance 11.03. I 21 did not locate the contents of the proposal. I 22 don't intend to investigate the extent to which 23 Staigar may have been involved with that ordinance. 24 We are simply going to take the Dynamic/Staigar 25 merger off the table, and we're going to bring in a</p>	<p style="text-align: right;">Page 7</p> <p>1 curvature, its alignment, it somewhat rolls, 2 undulates, whether sufficient sight distance is 3 provided, and, sir, if I could have that exhibit up 4 if you don't mind? I had referred to page 3 of the 5 site plan set prepared by Stires, David A. Stires 6 Associates, wherein a line had been positioned and 7 depicted on the plans. 8 MS. TUBMAN: May I interrupt right at 9 this point? Just for the record, I'm going to mark 10 a duplicate of this as I believe it's Exhibit A-3. 11 It is a color version of the portion of plan three 12 to which Gary will testify, and I'll provide a copy 13 for the planning board records. 14 MR. COLLINS: So it will be treated as 15 Exhibit A-3 in Evidence. 16 MR. DEAN: Exhibit A-3 is an 17 enlargement of the area of the driveway in question, 18 and although it's difficult to see on the electronic 19 version, on the actual paper copy there is a gray 20 shade that represents an area of the site property 21 that will be dedicated to the township as part of 22 the road right of way. 23 This is an older property wherein the 24 lines themselves, the boundaries of the property 25 extend into the roadway itself, and so the public</p>
<p style="text-align: right;">Page 6</p> <p>1 separate parking expert at a subsequent hearing. 2 CHAIRPERSON KANE: We're going to turn 3 up the volume. 4 MS. TUBMAN: Is this working any 5 better? I'm sorry. I will speak right into the 6 speaker. 7 CHAIRPERSON KANE: Is that better? A 8 tad higher please. Thank you. 9 MS. TUBMAN: That said, I'm sorry for 10 the extensive introduction, but I think it was 11 necessary to straighten out the record, and I would 12 like to turn this over then to Gary Dean who has 13 been sworn and qualified to address the question 14 that was asked about adequate sight distance at the 15 driveway. 16 MR. DEAN: Good evening. Again, for 17 the record, Gary Dean, traffic consultant for the 18 applicant. 19 At the conclusion of the prior hearing, 20 a question was raised regarding the adequacy of 21 sight distance; that is, the visibility for a 22 motorist who would be principally turning left from 23 the more southerly site driveway on Mountaintop Road 24 and proceeding toward Crim, and a resident had 25 inquired, given the nature of the road, the</p>	<p style="text-align: right;">Page 8</p> <p>1 today, as they travel on Mountaintop Road, is 2 essentially driving on the applicant's property. 3 To rectify that, and it's fairly 4 common, that dedication will be provided to the 5 township to create a public right of way for the 6 road itself, and that's to the more I'd say westerly 7 side of Mountaintop Road or to the top of this 8 exhibit, but it is -- it encompasses an approximate 9 50-foot area of dedication. 10 You will then see red lines on the 11 exhibit. Those red lines depict a sight line. This 12 is a projection of the visibility a driver would 13 have at the site driveway looking to the left or 14 south or looking to the right or to the north, and 15 you will note, for the driver's perspective looking 16 to the right, that line of sight falls completely 17 within the road right of way. So that the removal 18 of vegetation, trees, shrubbery, any overgrowth, 19 that will be cleared, because it's now or will be in 20 the public right of way of Mountaintop Road. 21 You'll note, however, to the left of 22 the driveway or to the south there is a yellow 23 shade. That represents the difference between the 24 public right of way and the line of sight. In other 25 words, the line of sight, because of the curvature</p>

<p style="text-align: right;">Page 9</p> <p>1 of Mountaintop Road, falls on the applicant's 2 property. It is intended that that yellow area will 3 be dedicated as an easement to the benefit of the 4 township which is a sight line easement. That is, 5 any remaining vegetation, regrading, tree clearing, 6 et cetera, will be provided in order to ensure 7 adequate visibility of not only a motorist leaving 8 the site driveway and turning left but also an 9 approaching motorist traveling northbound on 10 Mountaintop Road to have a clear line of sight of a 11 vehicle exiting the site driveway. 12 I would like to identify that that 13 proposed sight line -- all of the red lines are 280 14 feet. Your ordinance under Section 126-181 entitled 15 driveway location and design prescribes minimum 16 sight lines for driveways, and for an allowable 17 speed of 35 miles per hour, which is the posted 18 speed limit for Mountaintop Road, your ordinance 19 requires a sight distance of 250 feet. 20 This plan exceeds that sight distance. 21 It also exceeds the sight distance prescribed under 22 what is commonly known as AASHTO which is the 23 American Association of State Highway and 24 Transportation Officials whom has promulgated 25 guidelines regarding street and driveway locations,</p>	<p style="text-align: right;">Page 11</p> <p>1 with regard to evaluating what directions, what 2 areas of town or nearby towns, members who are 3 attending Friday -- Friday worship sessions will be 4 coming from? 5 MR. DEAN: In our traffic study, we 6 included an analysis of the directions of approach 7 and departure of projected site traffic that 8 includes the general cardinal points northeast, 9 southwest, and they included the analysis of the 10 likely travel routes from places of employment, 11 proximity to the major highway system that led to 12 the assignment of our projected traffic onto the 13 local road system. 14 MR. MOENCH: Looking at Friday for the 15 moment, can you point me to which chart shows that 16 analysis? 17 MR. DEAN: Figure 10 in the technical 18 appendix of our traffic impact analysis addendum 19 dated January 6, 2014. It's in the technical 20 appendix. Figure 10 shows the arrival -- the 21 arrival patterns, and then Figure 11 on the 22 following page shows the departure patterns. 23 MR. MOENCH: Looking at Figure 10, 24 you're using that set, 170 people would enter the 25 site at the peak arrival hour between 12:30 and</p>
<p style="text-align: right;">Page 10</p> <p>1 and the ordinance is based upon the AASHTO 2 guidelines. So in all cases, we meet the recognized 3 design guidelines as well as your own ordinance. 4 To add a further measure of safety, the 5 applicant has the ability to control their entire 6 frontage to provide a line of sight of up to 360 7 feet of total visibility. So, in my opinion, there 8 is no question that adequate sight lines can be 9 provided to ensure safe entering and exiting 10 movements as well as the -- for the operation of 11 vehicles along Mountaintop Road. 12 MS. TUBMAN: At this point, it's 13 appropriate to reopen questions of Mr. Dean. 14 MR. MOENCH: Madam Chair. 15 CHAIRPERSON KANE: First of all, to the 16 board. 17 MR. MOENCH: Good evening, Mr. Dean. 18 Can people hear the microphone now? 19 Mr. Dean, a few follow-up questions 20 from last meeting. Have you done any studies with 21 regard -- have you reviewed any membership 22 information for the proposed mosque with regard to 23 where residents live or where they work? 24 MR. DEAN: I have not. No. 25 MR. MOENCH: Have you done any analysis</p>	<p style="text-align: right;">Page 12</p> <p>1 1:30. Is that correct? 2 MR. DEAN: Correct. 3 MR. MOENCH: And you would agree with 4 me that there's two main intersections to access the 5 site. It's the intersection of Mine, Papen and 6 Running Brook which is at the top of that diagram 7 and the intersection of Mountaintop Road and Crim 8 Road. It's at the bottom of the diagram, correct? 9 MR. DEAN: Correct. 10 MR. MOENCH: And by my count, if we 11 look at the intersection of Crim Road and 12 Mountaintop Road on that chart, you show 33 people 13 that would be coming up Crim Road and making a left 14 on Mountaintop Road to access the site, correct? 15 MR. DEAN: Correct. 16 MR. MOENCH: And you show 42 people 17 coming up Mine Road and making a right-hand turn 18 onto Mountaintop Road to access the site, correct? 19 MR. DEAN: Well, we show 42 vehicles. 20 MR. MOENCH: Forty-two vehicles. 21 Excuse me. What site -- what facts did you do to 22 determine that there will be 33 cars turning from 23 Crim Road and making a left onto Mountaintop Road? 24 What facts support that number? 25 MR. DEAN: Sure. We looked at the</p>

<p style="text-align: right;">Page 13</p> <p>1 route, the relative ease and the distance one 2 requires basically as they come to the proverbial 3 fork in the road at Mine and Crim. Traffic has the 4 option to either proceed to the left of Mine or 5 proceed to the right of Crim. They're generally 6 equivalent, but because right turns are easier to 7 make than left turns, and looking at the levels of 8 service at that particular intersection, the 9 condition of the road and actual travel distance, we 10 estimated that there would be a slight skew, 42 11 vehicles that would elect to choose Mine Road versus 12 the 33 that would use Crim Road. 13 MR. MOENCH: How did you determine 14 that, of the 170 people that would be entering the 15 site at the peak hour, vehicles entering the site at 16 the Friday arrival peak time, that roughly 76 of 17 them would be accessing the site presumably would 18 have to come up Mine Road from the Foothill 19 intersection and then determine to split one way or 20 the other? 21 If you haven't done any studies to 22 evaluate where the membership works or lives, how 23 would you evaluate that roughly 76 of the 170 would 24 be using that route to access the site as opposed to 25 coming down from Crim Road or from Papen to access</p>	<p style="text-align: right;">Page 15</p> <p>1 If you don't know -- as an example, we 2 heard testimony that on Friday sometimes people come 3 from work. Well, if we -- presumably, if members 4 attending the mosque for Friday worship sessions -- 5 I would submit that there's more businesses that 6 would be coming from Route 22 area corridor or down 7 in this area that would be potentially accessing the 8 site through Mountaintop -- through Mine Road to one 9 of those two splits as opposed to coming from 10 Martinsville or from Papen from that section. 11 Conversely, if I'm wrong about that, 12 and more people are coming from businesses in 13 Basking Ridge or Martinsville, more people will be 14 accessing the road coming down Crim Road or Papen 15 Road down to some other access point. 16 MS. TUBMAN: May I interject for some 17 clarification? I think Gary missed the nuance that 18 underlies this question which is, if you don't know 19 where people live and where people work, how do you 20 do a traffic distribution if you don't know where 21 the specific persons live and work? 22 MR. MOENCH: That's exactly my point. 23 These numbers, it looks like it's split in between 24 two intersections, but how do you know that it's 25 roughly split 85 people on one intersection, 85 on</p>
<p style="text-align: right;">Page 14</p> <p>1 the site? 2 MR. DEAN: Certainly. If you'll 3 notice, the general arrival patterns are very 4 similar. In other words, there's 44 vehicles that 5 come south on Crim Road. There are 43 vehicles that 6 come south also on Papen Road, and as we discussed, 7 we had 42 vehicles using Mine and 33 coming up Crim. 8 So it's a fairly even distribution, and 9 it recognizes that more toward the southwest that 10 leads to the major highway corridor such as Route 11 206, 202, 287. Whereas, to the north, travel routes 12 through say the Martinsville section or coming off 13 Route 78 could arrive more in a northeast direction. 14 Whereas, traffic originating more northwest would 15 come through Pluckemin. So the proximity of the 16 highway influences those arrival patterns. 17 MR. MOENCH: I guess what confuses me 18 is -- what it looks like, you took 170 is a total 19 number of arrivals, and you split it evenly because 20 you have 85 people accessing the site from the 21 Papen, Mine, Running Brook intersection and 85 22 accessing the Mountaintop, Crim Road intersection, 23 and so, to me, it looks like you simply split it 24 between two intersections, and I guess I'm having 25 difficulty understanding.</p>	<p style="text-align: right;">Page 16</p> <p>1 another? 2 MS. TUBMAN: And may I ask another 3 question also for clarification? If you were doing 4 an office approach, ingress and egress distribution, 5 would you do an employment demographic for the 6 employees in that office building? 7 MR. DEAN: Not necessarily. The reason 8 is over time employees change, employers change, 9 building tenants change and competing facilities may 10 open. So there are a number of variables that 11 affect the traffic distribution, and in this 12 particular instance, recognizing the proximity of 13 the highway system, and I believe that that will 14 dictate more than anything the likely travel 15 patterns to and from the site, that that has led to 16 my estimate of the directional distribution of 17 traffic, but if I were to conduct a static study of 18 the members today, that may not be the same 19 demographic five years hence, 10 years hence. 20 Whereas, the major highway system and 21 their ability to carry traffic remains constant. So 22 I typically base my estimates on the roadway system 23 but also acknowledging where the business centers 24 are and how one would likely arrive and depart from 25 the site from major employment centers.</p>

<p style="text-align: right;">Page 17</p> <p>1 MR. MOENCH: What major employment 2 centers did you evaluate in determining how 3 employees who are traveling to this site on a Friday 4 worship session are going to access the site? What 5 did you evaluate as to the major employment centers? 6 MR. DEAN: Not any one specific tenant, 7 but there are employment centers all throughout 8 Bedminster. There's the Route 22 corridor in 9 Bridgewater. There's Route 287 in Franklin. 10 Although, that is served by a different facility. 11 There are employment centers to the northeast 12 towards Warren and the Route 33 and Route 36 13 interchanges off Route 78. So there are significant 14 employment centers within a 15-minute radius of this 15 site. 16 MR. MOENCH: I'm not disputing that. I 17 want to understand how if you identified -- as an 18 example, you mentioned Bedminster as an employment 19 center. How does identifying Bedminster as the 20 employment center impact this analysis that shows 21 that, because an employment center is in 22 Bedminster, you evaluate a certain number of cars 23 would be traveling a certain route to get to this, 24 to that site? 25 MR. DEAN: Correct, that would be down</p>	<p style="text-align: right;">Page 19</p> <p>1 MR. DEAN: Correct. 2 MR. MOENCH: Correct. And if we look 3 on figure -- sorry. Give me a second. Figure 11 -- 4 bear with me here. 5 If we look at the Figure 24 which is 6 labeled as the 2015 build levels of service, and if 7 I understand this diagram, you have -- there's a 8 series of As and Bs at all the intersections that 9 show how you determined your estimate of the level 10 of service at each one of those intersections based 11 on the scale A, B, C, D that you testified about 12 last time. 13 MR. DEAN: Correct. 14 MR. MOENCH: And if I look -- stick 15 with Friday arrive time for the moment, that's in 16 the series of levels -- they're in brackets, 17 correct? 18 MR. DEAN: Correct. 19 MR. MOENCH: So if I look at Mine Road 20 coming up to Mountaintop, there's a series of B. 21 Everything there is a B, but the bracketed B is the 22 one that corresponds to Friday arrival time based on 23 estimated 2015 build levels of service, correct? 24 MR. DEAN: Correct. 25 MR. MOENCH: And, similarly, I'm not</p>
<p style="text-align: right;">Page 18</p> <p>1 Papen Road. 2 MR. MOENCH: That is correct which goes 3 back to my point. You have no analysis to actually 4 indicate where the actual users of this site will be 5 coming from. 6 MR. DEAN: That's correct. 7 MR. MOENCH: Now, when you -- you 8 provided testimony at the last meeting where you 9 talked about decreases or nondecreases or increases 10 in service based upon wait times at intersections, 11 correct? 12 MR. DEAN: Yes. 13 MR. MOENCH: And your testimony, if I 14 recall correctly, was that, when you evaluate 15 impact, traffic impact on the road, you evaluate it 16 based on whether or not traffic is going to backup 17 at certain intersections, correct? 18 MR. DEAN: Well, that's one measure of 19 impact. The determining factor is what we call less 20 of service which is the delay time and there are 21 ranges in that level of service. 22 MR. MOENCH: Sure, and I believe the 23 correct terminology is that, the levels of service, 24 and you describe it as an A, B, C, D levels of 25 service.</p>	<p style="text-align: right;">Page 20</p> <p>1 going to go through every point of intersection, but 2 all of those intersections have similar series of 3 letters. Your estimation on these levels of service 4 which show -- I believe show no change in the level 5 of service. Is that correct? 6 MR. DEAN: Correct. Well, let me 7 rephrase it. 8 MR. MOENCH: I'm looking at Figure 24 9 right now. I'm not talking about other diagrams. 10 MR. DEAN: We have done a few, and when 11 I say a few, different alternate scenarios that's 12 requested by your traffic consultant. So that they 13 won't change -- even between Figures 23 and 24, some 14 of the levels of service A change to levels of 15 service B northbound Mine Road at Mountaintop. 16 MR. MOENCH: Okay. So looking at that 17 right now as an example, if there's no build, the 18 estimate right now, it's coming up Mine Road, you 19 have an A level of service. There's no wait time to 20 get to that intersection. You can turn however you 21 want to turn, correct? 22 MR. DEAN: I wouldn't say there is no 23 wait time. It is a short wait time. 24 MR. MOENCH: Short wait time. Under 25 the 2015 build scenario, you estimate that it goes</p>

<p style="text-align: right;">Page 21</p> <p>1 from an A and downgrades in level of service to a B, 2 correct? 3 MR. DEAN: For certain time periods, 4 that's correct. 5 MR. MOENCH: I'm talking now about the 6 bracketed numbers which correspond with Friday 7 arrival time. 8 MR. DEAN: Correct. 9 MR. MOENCH: So under your estimates, 10 it's a decrease in service from A to B. 11 MR. DEAN: Correct. 12 MR. MOENCH: Now, that estimate on the 13 level of service is also based on your estimate 14 that, for example, 43 cars choose the left fork and 15 I believe it was 33 cars choose the right fork, 16 correct? 17 MR. DEAN: Correct. 18 MR. MOENCH: So if -- as an example, if 19 all 77 cars went on the left fork, your analysis may 20 or may not be the same based on the -- it may not no 21 longer be B level of service. It could be a C or D 22 or could stay as B. 23 MR. DEAN: You're right. Anything 24 could be possible. 25 MR. MOENCH: So there is nothing -- all</p>	<p style="text-align: right;">Page 23</p> <p>1 preparing an analysis for an office building. I 2 haven't done -- never do. I don't know anyone who's 3 done a census analysis to identify the home 4 residents of every future employee that would work 5 in that building. 6 It's an estimate based on travel 7 routes, the path of least resistance, the most 8 convenient access to the site and the ability to 9 reach the site using the area roadway system. 10 MR. MOENCH: And if your estimates are 11 wrong about how people choose to access the site, 12 then your conclusions regarding levels of service 13 that are in this report would potentially change. 14 MR. DEAN: No. My conclusions are that 15 the roadway system has adequate capacity to 16 accommodate the traffic expected by the applicant 17 for the site. We have done extra traffic analyses 18 to consider that every space on the parking lot is 19 filled, and then at the request of your consultant, 20 we've assumed that the parking lot capacity is 21 exceeded and there are even more cars on the site 22 that can physically fit, and all of those analyses 23 conclusively demonstrate the absence of any material 24 or detrimental impact on the roadway system. 25 And I can say that, if my distributions</p>
<p style="text-align: right;">Page 22</p> <p>1 of your estimated levels of service are based upon 2 your estimates as to how cars would be arriving at 3 the site. Is that correct? 4 MR. DEAN: Correct. 5 MR. MOENCH: And you've done no 6 analysis specific to this site to demonstrate -- to 7 support your estimation as to how those cars are to 8 be arriving at the site. 9 MR. DEAN: I've done that analysis. 10 That's what's reflected in this report. 11 MR. MOENCH: I'm sorry. But I believe 12 you testified before that you don't know where cars 13 are coming from specifically to the site. You're 14 making broad estimations based upon proximity to 15 highways or employment centers. 16 MS. TUBMAN: Again, I think the 17 question, if I'm interpreting it correctly, is have 18 you done this analysis based on the specific 19 residences and places of employment of respective 20 visitors to this mosque? 21 MR. DEAN: No, I have not. It's been 22 prepared based on nearly 30 years of expertise in 23 this community and professional engineering 24 judgment. Much as I would use for any land use, 25 it's an estimate, and I can't tell you if I were</p>	<p style="text-align: right;">Page 24</p> <p>1 were off by 20 percent, 30 percent, that these extra 2 analyses, because they've tripled and quadrupled the 3 estimates of traffic, there's adequate capacity in 4 the roadway and my conclusions would not change. 5 MR. MOENCH: You testified before that 6 your conclusions regarding level of service at all 7 the intersection points are based upon your 8 estimates on how worshippers would access the site, 9 correct? 10 MR. DEAN: They're predicated on the 11 estimates contained in the report. Those estimates 12 are based on the amount of traffic. Those estimates 13 are based on patterns of arrival for that traffic 14 and the origin of that traffic, how it arrives to 15 the site. 16 MR. MOENCH: Sir, where -- the traffic 17 which is arrival at the -- that's coming down Crim 18 Road and making a right-hand turn onto Mountaintop 19 Road, where is that traffic originating from? 20 MR. DEAN: Washington Valley Road to 21 the east. 22 MR. MOENCH: And where is that traffic 23 coming from? It originates from Washington Valley 24 Road but -- 25 MR. DEAN: It can come down past Pingry</p>

<p style="text-align: right;">Page 25</p> <p>1 School from Exit 33 on Route 78. It could come from 2 Warren. 3 MR. MOENCH: Have you identified any 4 major employment centers or residential areas where 5 you believe that 23 cars will be coming that route? 6 MR. DEAN: I think, given any potential 7 worshippers who work in the route -- excuse me, Exit 8 33 employment center, Exit 36 or further east say 9 into the Ronald Center, around Berkeley Heights, 10 Lucent, that would be their travel route to this 11 particular site because they're originating from the 12 east and the north. So it's a reasonable estimate. 13 I have no reason to feel otherwise. 14 MR. MOENCH: But you have no facts to 15 support that that number of cars will be traveling 16 from that direction. You're guessing. 17 MR. DEAN: It is a professional 18 estimate, correct. It's a bit more than an 19 estimate. 20 MR. MOENCH: I'm not trying to belabor 21 the point, but I want to understand what facts you 22 have that support these numbers which appear to me 23 to be -- you took two intersections and you split it 24 and say 85 people are going to access each one, and 25 then you, more or less, you know, did your best</p>	<p style="text-align: right;">Page 27</p> <p>1 analysis to determine why traffic increased 49 2 percent on Friday midday at that intersection? 3 MR. DEAN: No. 4 MR. MOENCH: Do you know whether or not 5 that increase of traffic at that intersection is 6 something that will continue to increase and stay 7 static or will decrease? 8 MR. DEAN: I -- we assumed that traffic 9 increases over time. Traffic engineers typically 10 conservatively expect that due to economic growth, 11 renewed development, things of that nature. 12 So that's included in our estimates of 13 future traffic, and to that one particular hour on 14 that one particular intersection, I have no idea why 15 that occurred. I merely reported the fact that it 16 did occur. 17 MR. MOENCH: When -- and those numbers 18 that show the 49 percent increase from 2010, '11 to 19 2013 Friday midday, that's without projecting any 20 build numbers on top of that, correct? 21 MR. DEAN: Correct. 22 MR. MOENCH: So if we look at the 2013 23 number of 395 by -- numbers we were just talking 24 about, we would have an additional 85 cars added to 25 that number for Friday midday peak hour traffic</p>
<p style="text-align: right;">Page 26</p> <p>1 guess as to where -- how many cars will be accessing 2 from which direction. 3 MR. DEAN: It's not a best guess. It 4 is a professional estimate based on my experience. 5 MR. MOENCH: When I look at Chart 2 on 6 page 2 of your addendum report which is titled 7 comparison of peak hour traffic volumes, Crim Road 8 and Mountaintop Road, and it's a comparison of the 9 2010, 2011 volumes, 2013 volumes, and it shows a 10 difference. Do you see that, sir? 11 MR. DEAN: Yes. 12 MR. MOENCH: Okay. The first, looking 13 at Friday midday, it shows a 2010, 2011 volume of 14 264 vehicles. Is that correct, sir? 15 MR. DEAN: Correct. 16 MR. MOENCH: And it shows an increase 17 in 2013 to 395 vehicles, correct? 18 MR. DEAN: Correct. 19 MR. MOENCH: Which is a difference of 20 131 vehicles or 49 percent increase in traffic on 21 Crim Road and Mountaintop Road on Friday midday, 22 correct? 23 MR. DEAN: Yes. I haven't done the 24 math, but I assume yours is correct. 25 MR. MOENCH: Okay. Have you done any</p>	<p style="text-align: right;">Page 28</p> <p>1 volumes, correct? 2 MR. DEAN: Correct. 3 MR. MOENCH: Which is an increase of -- 4 I think it's an increase of 23 percent. Is that 5 correct, sir? 6 MR. DEAN: I have no idea. I haven't 7 calculated it. 8 MR. MOENCH: The 85 cars would then be 9 exiting the site by your estimation at the 10 Mountaintop, Crim intersection. Would they be added 11 to that number that's in Table 2? They would 12 actually be 170 cars. It would be 395 to 170. 13 MR. DEAN: No. They occur at two 14 different hours. 15 MR. MOENCH: So the Table 2 peak hours 16 are just looking at corresponding to the arrival 17 time, correct? 18 MR. DEAN: Correct. 19 MR. MOENCH: So then we have additional 20 85 cars that occur an hour later, but we don't have 21 traffic totals for the later departure time, 22 correct? 23 MR. DEAN: Not in this report, no. 24 MR. MOENCH: Sir, have you done any 25 work with regard to the circulation on the site?</p>

1 MR. DEAN: I don't know what you mean
2 by work.

3 MR. MOENCH: Did you assist in
4 preparing the circulation plans or the traffic plans
5 with regard to the parking lot or the driveway
6 circulation elements of the site itself?

7 MR. DEAN: I didn't design it. I
8 reviewed it as part of my course in preparing the
9 traffic study and opining as to the adequacy of the
10 circulation, but I didn't design it.

11 MR. MOENCH: Have you done -- has your
12 report -- does your report take into account any
13 particular traffic patterns with regard to accessing
14 the site that correspond with the circulation on the
15 site?

16 And it may be a bad question. What I
17 mean by that, for instance, if it's a circular type
18 driveway where people generally enter from one of
19 the two driveways and leave by another, how, if at
20 all, does that impact the choices worshippers may
21 make with regard to how they access the site or
22 leave the site for that matter?

23 In other words, somebody may come in
24 from Crim Road because it's easier to get into the
25 site, and they may leave from Mountaintop towards

1 the Mine Road exit because it's easier to leave that
2 way having nothing to do with where they're coming
3 from or where they're going.

4 MR. DEAN: I'm not sure what you mean
5 by easier. I don't think there's anything in our
6 report. We have very favorable levels of service at
7 both site driveways. So they're equally easy in
8 terms of their ability to serve egress or ingress
9 traffic.

10 MR. MOENCH: You mentioned before I
11 believe that you said it was easier to make a
12 right-hand turn than a left-hand turn.

13 MR. DEAN: Correct.

14 MR. MOENCH: So what I'm asking about
15 is a situation where somebody says I'd rather make
16 a -- I'd rather approach the site from the Crim,
17 Mountaintop Road intersection because I can make a
18 right-hand turn into the site rather than having to
19 make the left-hand turn and cross traffic or decides
20 to leave the site and make a right-hand turn towards
21 the Mountaintop -- excuse me, towards the Mine Road,
22 Papen intersection because they'd rather keep making
23 right hand turns even if they ultimately want to go
24 in the other direction.

25 MR. DEAN: Well, at some point they

1 need to make a left. Both of our driveways are
2 projected to operate at level of service A, the best
3 level of service. So the delays at either driveway
4 are not suggestive that one might be more favored
5 over another.

6 The traffic on Mountaintop Road is
7 relatively light in traffic engineering terms.
8 Consequently, there's a general freedom of movement
9 to and from the site driveways regardless of which
10 one.

11 MR. MOENCH: Assuming 170 people don't
12 access the intersection at the same time.

13 MR. DEAN: Assuming 170 people actually
14 show up at the site.

15 MR. MOENCH: I have no further
16 questions.

17 CHAIRPERSON KANE: Anyone else from the
18 board?

19 MR. FRANCO: I have one question, and
20 it really pertains to the site circulation. There's
21 one resident that was concerned about the exit of
22 the northerly driveway.

23 MR. DEAN: Yes.

24 MR. FRANCO: And have you given any
25 consideration because there was testimony that that

1 was really part of a loop road for dropping children
2 off.

3 MR. DEAN: I didn't hear you. I'm
4 sorry.

5 MR. FRANCO: I said there was testimony
6 that was given that that was really a loop road for
7 dropping children off.

8 MR. DEAN: No. It's a site driveway.
9 It permits full ingress and egress. It allows
10 access to the front parking field and into the main
11 parking field.

12 MR. FRANCO: I guess my question was in
13 consideration of the resident. Would you consider
14 making it a one-way right turn only given the amount
15 of traffic coming from the north?

16 MS. TUBMAN: Mr. Dean testified at the
17 last hearing that we could make the loop driveway
18 one way. It would not impair circulation either
19 way. The further testimony was that, if you are
20 coming across to the front entrance and discharging
21 a passenger, there might be a preference to
22 discharging a passenger against the building but,
23 again, there's no reason why we couldn't have a
24 one-way access.

25 The genesis of the question I believe

<p style="text-align: right;">Page 33</p> <p>1 was the owner of Lot 15, and we will have a -- I 2 provided you with a plan, but it needs 3 authentication and testimony at a further hearing 4 when the proper professional is here, but we 5 provided a -- an alternate method of screening that 6 particular residence. 7 MR. FRANCO: Okay. We'll wait for that 8 then. Thank you. 9 CHAIRPERSON KANE: Anyone else on the 10 board? 11 Okay. At this time, we'll open the 12 meeting up to the public. Again, I'll ask, if you 13 have a question, if you would please move forward, 14 come to the front and first one. 15 MR. EISDORFER: My name is Stephen 16 Eisdorfer. I'm with the firm of Hill Wallack. I'm 17 representing the Running Brook Homeowners 18 Association and the Manor at Running Brook 19 Homeowners Association. 20 Mr. Dean, so Mountaintop Road, that's a 21 two-lane road? 22 MR. DEAN: Correct. 23 MR. EISDORFER: No shoulders? 24 MR. DEAN: No shoulders. 25 MR. EISDORFER: No sidewalks?</p>	<p style="text-align: right;">Page 35</p> <p>1 MR. EISDORFER: No shoulders? 2 MR. DEAN: Correct. 3 MR. EISDORFER: No sidewalks. Is that 4 correct? 5 MR. DEAN: Yes. 6 MR. EISDORFER: Now, on Mountaintop 7 Road, are there any posted no parking signs? 8 MR. DEAN: I don't recall. I don't 9 believe so. No. 10 MR. EISDORFER: So how many cars could 11 be parked on the two sides of Mountaintop Road 12 within a quarter mile of the site? 13 MR. DEAN: I haven't prepared that 14 calculation. 15 MR. EISDORFER: When you do it, how 16 would you go about doing it? 17 MR. DEAN: I would look at the linear 18 curb frontage. I would look at the proximity to 19 intersections and driveways, and it would just be 20 approximately 22 to 23 feet of curb frontage for 21 each vehicle. It's just a measurement as to how 22 many vehicles could be accommodated. 23 MR. EISDORFER: Similarly, do you know 24 how many -- also, Running Brook Road, beyond the 25 island, posted as no parking?</p>
<p style="text-align: right;">Page 34</p> <p>1 MR. DEAN: Not yet. There are 2 sidewalks. I stand corrected. The sidewalks are 3 intermittently provided along the road. 4 MR. EISDORFER: In the vicinity of the 5 mosque? 6 MR. DEAN: Yes. 7 MR. EISDORFER: How about Crim Road, 8 two-lane highway? 9 MR. DEAN: It's not a highway, but it's 10 a two-lane road. 11 MR. EISDORFER: Your term is better 12 than mine. Two-lane road, no shoulders? 13 MR. DEAN: No shoulders. 14 MR. EISDORFER: No sidewalks? 15 MR. DEAN: No. 16 MR. EISDORFER: Running Brook Road 17 beyond the island, two-lane road? 18 MR. DEAN: Correct. 19 MR. EISDORFER: No shoulders? 20 MR. DEAN: No shoulders. 21 MR. EISDORFER: No sidewalks? 22 MR. DEAN: I don't recall. 23 MR. EISDORFER: Mine Road, two-lane 24 road? 25 MR. DEAN: Correct:</p>	<p style="text-align: right;">Page 36</p> <p>1 MR. DEAN: I don't know. 2 MR. EISDORFER: Can you tell us how 3 many cars could be parked within a quarter mile of 4 the site on Running Brook Road? 5 MR. DEAN: No, I couldn't. 6 MR. EISDORFER: Is Mine Road marked as 7 no parking? 8 MR. DEAN: I'm trying to recall. I 9 have it in my notes. I don't recall whether Mine 10 Road is posted, but that may be governed by the 11 municipal ordinance. 12 MR. EISDORFER: Can you tell us how 13 many cars could be parked on Mine Road? 14 MR. DEAN: Assuming it's permitted, no, 15 I don't know that number. 16 MR. EISDORFER: Now, did -- in your 17 calculations which were based on the maximum number 18 of people who could park and use the mosque, did you 19 take into account parking on any of those streets? 20 MR. DEAN: I did not. No. 21 MR. EISDORFER: Do you have an opinion 22 as to whether parking on those streets would be 23 safe? 24 MR. DEAN: I don't. 25 MR. EISDORFER: Now, in doing your --</p>

<p style="text-align: right;">Page 37</p> <p>1 in doing your intersection analyses, on tables -- 2 well, let's start with Tables 10 and 11. 3 MR. DEAN: Which document? 4 MR. EISDORFER: I'm looking at your 5 2014 report, your supplemental report. 6 MR. DEAN: There are two 2014. 7 MR. EISDORFER: I'm sorry. Your 8 January 2014 report. 9 MR. DEAN: Thank you. 10 MR. EISDORFER: It's the only one. 11 Now, I'm looking at Tables 10 and 11, and it appears 12 to me what you've done is you've made estimates over 13 an entire hour in determining how many cars will be 14 generated at each of those intersections. 15 MR. DEAN: Unless I'm mistaken, in the 16 January 2014, I don't believe there is a Table 10 17 and 11. 18 MR. EISDORFER: I'm sorry. Figures 10 19 and 11. 20 MR. DEAN: Okay. 21 MR. EISDORFER: So you've done those 22 counts over an hour period. 23 MR. DEAN: They're not counts. 24 MR. EISDORFER: Projections. 25 MR. DEAN: They're projections.</p>	<p style="text-align: right;">Page 39</p> <p>1 Does concentrating those numbers over a 2 half hour period -- would that have an impact on 3 your calculations? 4 MR. DEAN: It does. 5 MR. EISDORFER: Suppose, in fact, it 6 turned out to be actually a quarter of an hour 7 period. Would that have an impact on your 8 calculations? 9 MR. DEAN: It could. 10 MR. EISDORFER: Have you done any of 11 those analyses? 12 MR. DEAN: No. 13 MR. EISDORFER: Now, again, looking 14 at -- looking at the figure, looking at Figure 11, 15 how many cars would have to stack at the Mine 16 Hill -- the Mine Road, Papen Road intersection or 17 Mine Road, Mountaintop intersection before it began 18 to interfere with egress from the northern most 19 driveway? 20 MR. DEAN: I'm not sure what you mean 21 how many -- 22 MR. EISDORFER: How many cars would 23 have to backup at that intersection before you 24 began -- before that began to effect the ability of 25 people to egress from that driveway?</p>
<p style="text-align: right;">Page 38</p> <p>1 MR. EISDORFER: Over an hour period? 2 MR. DEAN: Correct. As is entitled, a 3 peak hour in this case, it's from 12:30 to 1:30. 4 MR. EISDORFER: And that was the basis 5 of your determinations as to the effect on the 6 performance of most intersections on the build 7 conditions. Is that correct? 8 MR. DEAN: I'm not understanding the 9 question. 10 MR. EISDORFER: Was that hourly count 11 that you used to determine the effectiveness of the 12 intersections? 13 MR. DEAN: Well, no. There was a -- in 14 that report, that's correct. Mr. Meth from RBA had 15 requested an alternate trip generation analysis 16 that's reflected in our March 11 report wherein in 17 that projection of traffic increased to 256 entering 18 trips which is an additional 86 over that original 19 projection. 20 MR. EISDORFER: And that was done over 21 an hour period. Is that correct? 22 MR. DEAN: Correct. 23 MR. EISDORFER: Okay. So we've had 24 testimony previously that people arrive over the 25 site on Friday afternoons over a half hour period.</p>	<p style="text-align: right;">Page 40</p> <p>1 MR. DEAN: From which direction? 2 MR. EISDORFER: Going out of that 3 driveway and turning right, turning north. 4 MR. DEAN: And then they proceed north? 5 MR. EISDORFER: And they find people 6 backed up at that intersection. How many cars? 7 MR. DEAN: There wouldn't be a backup 8 because that's the through movement. In other 9 words, there's no stop sign once someone exits from 10 the site and continues north. That traffic movement 11 has the right of way. So there's no expectation 12 that that traffic would be stopped or backed up. 13 MR. EISDORFER: Well, so now let's 14 consider the opposite situation. So you've got 15 cars -- think about people arriving at the site on 16 Friday, and they're coming from the north, and they 17 turn into that first driveway. They make a left 18 turn into that first driveway. 19 How many cars have to backup at that 20 driveway before it begins to interfere with the 21 operation of that intersection? 22 MR. DEAN: Well, I'm not quite sure 23 what you mean by the question. We have projected 24 levels of service A turning left into the driveway 25 which means there will be no backup.</p>

<p style="text-align: right;">Page 41</p> <p>1 MR. EISDORFER: Well, humor me. How 2 many cars would have to backup? 3 MR. DEAN: I don't know the answer 4 because it's not anything we have analyzed within 5 our report. 6 MR. EISDORFER: Well, how many cars 7 make up that distance? How many car lengths make up 8 that distance? 9 MR. DEAN: I don't know the answer to 10 that question. I haven't studied it because it 11 hasn't ever materialized in our analyses. 12 MR. COLLINS: The question should still 13 be answered if you can answer it with the plan and 14 the calculation here today. Please proceed by 15 answering the question. 16 MR. DEAN: I can't answer the question. 17 MR. COLLINS: You can't or you haven't 18 yet analyzed it? 19 MR. EISDORFER: It looks to me it takes 20 you applying your rules. 21 MR. DEAN: My plans are a reduced scale 22 version. So you're right. I need a scale. I need 23 a full set of drawings, and I could provide you that 24 answer. 25 MR. EISDORFER: I've got a small scale</p>	<p style="text-align: right;">Page 43</p> <p>1 arrival or departure traffic not dissimilar to a 2 school or major employment center, say a medical 3 operation when there's a defined shift that ends at 4 three. 5 MR. EISDORFER: Suppose they all arrive 6 as has been testified. Suppose they all arrive 7 within the last half hour. 8 MR. DEAN: I don't know that that's the 9 testimony, but I haven't studied a hundred percent 10 arrival. I've assumed that 100 percent of the 11 worshippers arrive within the peak hour. That's 12 what we've studied. 13 MR. EISDORFER: Now, let's just look at 14 Figure 10. Again, I'm interested in arrivals from 15 the north. You show a total of 85 arrivals from the 16 north. Is that correct? 17 MR. DEAN: Correct. 18 MR. EISDORFER: And your assumption is 19 that 55 of them will turn right across traffic at 20 the first driveway and 30 will skip that driveway 21 and go to the second driveway. 22 MR. DEAN: Correct. 23 MR. EISDORFER: What's the basis for 24 the assumption people won't turn at the first 25 opportunity?</p>
<p style="text-align: right;">Page 42</p> <p>1 rule if that's what you need. 2 MR. COLLINS: It's an appropriate line 3 of question. You should do your best to answer the 4 question with whatever calculation tools you want to 5 use. Take some time to do it. 6 MR. DEAN: It would be about 12 cars. 7 MR. EISDORFER: Now, in making your 8 determination of the level of service at that -- for 9 people making that left turn into the first 10 driveway, you know, you assume that people arrive 11 over a period of an hour. 12 MR. DEAN: I've studied the peak hour. 13 MR. EISDORFER: But you've assumed 14 people arrive essentially linearly distributed over 15 that hour. 16 MR. DEAN: No, that's not true. 17 MR. EISDORFER: What's your assumption? 18 MR. DEAN: That there is a 19 concentration of arrival traffic within one half 20 hour period. 21 MR. EISDORFER: So most of those people 22 arrive within one half hour. What percentage? 23 MR. DEAN: I don't recall the numbers. 24 There's an adjustment factor that's made in the 25 analyses to evaluate a higher concentration of</p>	<p style="text-align: right;">Page 44</p> <p>1 MR. DEAN: Well, we've assumed that 2 roughly two-thirds of the people do turn at the 3 first opportunity. 4 MR. EISDORFER: Why not all of them? 5 Why would anybody not turn at the first opportunity? 6 MR. DEAN: Because the parking field is 7 concentrated more to the southern end of the 8 property. 9 MR. EISDORFER: Now, suppose they all 10 do turn at that -- at that first driveway. Does 11 that -- would that change your analysis? 12 MR. DEAN: Not at all. 13 MR. EISDORFER: Not at all. 14 MR. DEAN: Not at all. 15 MR. EISDORFER: How do I know that? 16 MR. DEAN: You don't know, but I do. 17 MR. EISDORFER: Is it in your report? 18 MR. DEAN: It's not in my report. 19 MR. EISDORFER: Is there any data in 20 your report for which someone can reach that 21 inference? 22 MR. DEAN: The fact it's level service 23 A with virtually no delay, the addition of all or 24 nothing traffic assignment which I don't believe is 25 reasonable, but if it were to occur, the opposing</p>

<p style="text-align: right;">Page 45</p> <p>1 traffic on Mountaintop Road is of such a low volume 2 that it becomes irrelevant which driveway is used to 3 access the site. 4 MR. EISDORFER: Okay. So what we're 5 imagining, that we've got 85 cars, and they're all 6 coming in a relatively short period of time. I'm 7 asking you to posit within the last half hour. 8 Now, some of those are going to 9 drive -- there are going to be cars turning left at 10 the first driveway. Some cars are going to scoot by 11 them in the other lane. Is that how you're 12 envisioning it? 13 MR. DEAN: No. There's only one 14 southbound lane. 15 MR. EISDORFER: That's right. If 16 there's a car waiting at the southbound lane to turn 17 left, you can't pass them except by going into the 18 northbound lane. 19 MR. DEAN: Into opposing traffic, they 20 would be turning directly in the path of the vehicle 21 turning left. 22 MR. EISDORFER: That's exactly my 23 point. That's why I'm having difficulty 24 understanding how people would scoot by that first 25 driveway to get to the second driveway.</p>	<p style="text-align: right;">Page 47</p> <p>1 you could follow along with me. Tell me if I've 2 done it wrong which is possible. I calculated on 3 Table 1 there's 7.3 percent increase. 4 MR. DEAN: Well, it depends on the peak 5 hour. 6 MR. EISDORFER: I'm just looking at 7 your Friday midday. 8 MR. DEAN: Friday midday, correct. 9 There is an increase of 17 vehicles. 10 MR. EISDORFER: And that's 7.3 percent, 11 right? 12 MR. DEAN: Correct. Now, factor that 13 over a three-year period, and that annual growth 14 rate is less. 15 MR. EISDORFER: One percent a year. 16 MR. DEAN: No. 17 MR. EISDORFER: How about Table 2? My 18 calculation is the increase is 49.6 percent. 19 MR. DEAN: Correct. 20 MR. EISDORFER: And averaged over a 21 three-year period, is that one percent? 22 MR. DEAN: I don't believe it is. No. 23 MR. EISDORFER: Table 3 is -- my 24 calculations, it's 6 percent. 25 MR. DEAN: Which is 2 percent annually.</p>
<p style="text-align: right;">Page 46</p> <p>1 MR. DEAN: They would wait their turn. 2 Because of the favorable levels of service, the 3 person turning left into the first driveway 4 experiences essentially no delay. 5 MR. EISDORFER: Based on all the 6 assumptions that you've made. 7 MR. DEAN: Correct. 8 MR. EISDORFER: Now, in your 2010 9 report, you assumed a background growth of 2.5 10 percent. Isn't that correct? 11 MR. DEAN: That's correct. 12 MR. EISDORFER: In your 2014 report, 13 you assumed a background growth of one percent. 14 MR. DEAN: That's correct. 15 MR. EISDORFER: Now, let's look at 16 Tables 1, 2 and 3. Looking at Friday midday traffic 17 on those tables, you know, Friday midday traffic all 18 should be -- according to each of those tables shows 19 a significant increase. 20 Can you tell us how that increase 21 compares with your one percent growth? 22 MR. DEAN: I haven't calculated those 23 percentages. 24 MR. EISDORFER: Well, let me give you 25 the numbers I've calculated, and if you want, maybe</p>	<p style="text-align: right;">Page 48</p> <p>1 MR. EISDORFER: Twice what you've 2 calculated. 3 MR. DEAN: One and a half actually. 4 MR. EISDORFER: So now the rate of 5 background growth affects both your build and your 6 no build calculations, doesn't it? 7 MR. DEAN: Well, it decreases the 8 percentage impact attributed to the site. 9 MR. EISDORFER: But it increases the 10 actual number of cars at the intersection. 11 MR. DEAN: Correct, which is why we 12 elected to update our traffic study with the 2013 13 data recognizing the lapse in time between the 14 original date and these proceedings. 15 MR. EISDORFER: You're still going to 16 have to project forward another several years. 17 MR. DEAN: Correct. 18 MR. EISDORFER: At a rate of, I don't 19 know, 13 percent in a year on Table 2. That's a 20 significant number. 21 Now, in your distribution, I'm looking 22 at Figure 11 -- yes, Figure 11, and I show 44 cars 23 going down Crim Road toward Washington Valley Road. 24 MR. DEAN: Correct. 25 MR. EISDORFER: You show zero cars</p>

<p style="text-align: right;">Page 49</p> <p>1 going down Running Brook Road to get to the same 2 destination. 3 MR. DEAN: Correct. 4 MR. EISDORFER: And what was the basis 5 of that? 6 MR. DEAN: It's a fairly meandering 7 circuitous route. 8 MR. EISDORFER: Are you aware to the 9 extent of which it is currently used as a cut 10 through between Mountaintop and Washington Valley 11 Road? 12 MR. DEAN: By whom? 13 MR. EISDORFER: Well, by anybody. 14 MR. DEAN: I wouldn't say by anybody. 15 MR. EISDORFER: The question is what 16 are you aware of? What do you know about that? 17 MR. DEAN: I'm aware of the traffic 18 counts that were conducted and the patterns that 19 were observed of existing traffic, and I don't 20 believe based on all of the peak hour traffic counts 21 that were conducted that from Mountaintop Road 22 continuing east on Running Brook Road that it's any 23 kind of evidence of it being used as a cut through 24 as you've described it. 25 MR. EISDORFER: Well, did you do any</p>	<p style="text-align: right;">Page 51</p> <p>1 Road or they can turn right on Crim Road. Mine Road 2 has the right of way which is a stop sign at Crim 3 Road. Is that right? 4 MR. DEAN: I'm not sure of your 5 question, but, yes, there's a fork in the road and 6 traffic has to turn left or right as it approaches 7 to the north. On Crim Road southbound there is a 8 stop sign. 9 MR. EISDORFER: So Mine Road has the 10 right of way at that -- people coming from Crim Road 11 who have to stop. 12 MR. DEAN: I think your question was 13 pertaining to the arrival. 14 MR. EISDORFER: That's correct. 15 MR. DEAN: It's an even split. If I 16 can finish, if one turns left or right, they're 17 equally advantaged. 18 MR. EISDORFER: Given that there's -- 19 you don't have to worry about traffic from the other 20 direction, if you keep on Mine Road, why would 21 anybody turn on Crim Road? 22 MR. DEAN: It's a right-hand turn and 23 it just flows right up the hill. 24 MR. EISDORFER: Mine road is just a 25 continuation. It just keeps on going.</p>
<p style="text-align: right;">Page 50</p> <p>1 studies? Did you do a study of the intersection of 2 Crim Road and Running Brook Road? 3 MR. DEAN: I did not. 4 MR. EISDORFER: Did you do any studies 5 of any of the intersections between Crim Road and 6 Washington Valley Road? 7 MR. DEAN: Crim Road and Washington 8 Valley Road intersection? 9 MR. EISDORFER: That's right. 10 MR. DEAN: Correct. 11 MR. EISDORFER: That's why you did 12 studies, isn't it? 13 MR. DEAN: I'm not understanding your 14 question. 15 MR. EISDORFER: That's right. Crim 16 Road and Washington Valley Road intersect. That 17 means it's possible to do studies of the 18 intersections along the way. 19 MR. DEAN: Oh, of course. 20 MR. EISDORFER: Okay. Now, you were 21 asked questions about how drivers would get to the 22 site, and there was one thing that puzzled me in 23 that colloquy. Now, so people come to the site from 24 Foothill Road via Mine Road and then they have to 25 choose -- they have to choose to continue on Mine</p>	<p style="text-align: right;">Page 52</p> <p>1 MR. DEAN: It's a fork in the road. 2 It's more of a left than Crim as a right. 3 MR. EISDORFER: I have no further 4 questions. 5 MR. DEAN: Okay. 6 MR. MC NAMARA: Good evening. I'm 7 Patrick Mc Namara from the law firm of Scarinci & 8 Hollenbeck. 9 Mr. Dean, if you could refer back to a 10 couple of different provisions in your report 11 starting at page one, you list a series of times and 12 dates where data was collected at various 13 intersections as a part of your study, correct? 14 MR. DEAN: Just for reference I assume. 15 MR. MC NAMARA: Your January 16, 2014, 16 report. 17 MR. DEAN: The tables describing -- 18 MR. MC NAMARA: No. Go back to page 19 one where you have the list of times. 20 MR. DEAN: Yes. 21 MR. MC NAMARA: Was there any reason 22 data was not collected on any Saturday morning? 23 MR. DEAN: My understanding at the time 24 of the original report preparation is that the 25 religious education would be conducted in the</p>

<p style="text-align: right;">Page 53</p> <p>1 afternoon, and so consistent with that expectation, 2 we performed our counts from one to three. 3 MR. MC NAMARA: Right. But on page 4 4 of your report you note that on Saturdays 120 5 student religious education class is proposed. That 6 would occur between 10:30 a.m. and 1:30 p.m., 7 correct? 8 MR. DEAN: Correct. 9 MR. MC NAMARA: So then wouldn't it 10 have made more sense to go back once you learned 11 that and get updated data based on that travel 12 window as opposed to all your traffic counts being 13 between the hours of 1 and 3 p.m. on the two 14 Saturdays in 2013 and the one Saturday in 2010? 15 MR. DEAN: We could have, yes. 16 MR. MC NAMARA: Okay. Because my next 17 question then is -- you're going back to page 4. 18 The report says the updated Saturday street hour -- 19 street traffic peak hour occurred between 2:20 to 3 20 p.m. If you had Saturday morning data, that 21 conclusion might be different hypothetically? 22 MR. DEAN: It could. You're right. 23 MR. MC NAMARA: Traditionally, when you 24 studied nonresidential uses, commercial or retail or 25 recreational uses, do the Saturday peak hours tend</p>	<p style="text-align: right;">Page 55</p> <p>1 three tables. Is there any explanation you have for 2 that? 3 MR. DEAN: I think that question was 4 asked already, and I don't have an explanation. 5 MR. MC NAMARA: On page 5 -- I'm sorry. 6 On page 3 of your report at the bottom, you noted 7 that realistically some of the parking spaces will 8 be occupied by child care center staff, 9 administrative operations or personnel or clergy so 10 that not every parking space would be vacant prior 11 to or immediately following services. 12 Did you have a number to work with in 13 terms of how many spaces would be occupied by people 14 already working or teaching at this facility before 15 and after the Friday call to worship? 16 MR. DEAN: No. That's why we assumed 17 170 so as not to invite any speculation as to 18 whether our estimates of parked vehicles were high 19 or low. We assumed that for analysis purposes the 20 lot would be empty. Realistically, it would not be. 21 MR. MC NAMARA: So then the projected 22 available parking could be as low as 160 or 155 23 spaces as opposed to 170 for congregants to use when 24 they attend Friday call to worship? 25 MR. DEAN: If that were the case, then</p>
<p style="text-align: right;">Page 54</p> <p>1 to be mid-afternoon or do they tend to be mid to 2 late morning? 3 MR. DEAN: It depends on the roadway 4 system, the nature of the use, the neighborhood 5 itself. 6 MR. MC NAMARA: So in a predominantly 7 residential area of this nature, based on your 8 experience, that conclusion has to be data rather 9 than just presumptive based on your requisite 10 knowledge and experience? 11 MR. DEAN: Well, we looked at a 12 snapshot of conditions on a Saturday afternoon which 13 would be coincident when the religious school 14 concludes and there would be a discharge of traffic. 15 So as cars arrive in the park associated with that 16 activity, we did analyze it. 17 The fact that we had excellent levels 18 of service at that time, I have no reason to think 19 that there's anything unusual in that neighborhood 20 that would dramatically change traffic an hour or 21 two earlier than when it was studied. 22 MR. MC NAMARA: Going to page 2 of your 23 report, Table 2, the Friday midday data, the 24 difference there, 131 seems to be dramatically or 25 skewed really to all the other data results in all</p>	<p style="text-align: right;">Page 56</p> <p>1 our trip generation would have been reduced to 155, 2 and it would have been lower instead of studying 3 170. It wasn't a parking analysis we did. The 4 report says worst case analysis. So we assumed each 5 space would generate one car. That's not realistic 6 as you just suggested. 7 MR. MC NAMARA: Fair enough. On page 4 8 you note, the students coming on Saturdays, you're 9 projecting 25 percent of students would share rides. 10 Is that based on any empirical data or just your 11 personal experience from reviewing facilities of 12 this nature? 13 MR. DEAN: It would be an expectation 14 of siblings, friends, people who ride share. Not 15 unreasonable in my opinion. 16 MR. MC NAMARA: In the course of your 17 analysis, did you obtain any traffic reports from 18 any of the mosques that have been developed here in 19 Central New Jersey over the last several years to 20 compare what the data was in terms of their traffic 21 analysis for Friday call to worship compared to the 22 application here? 23 MR. DEAN: I've prepared one of those 24 analyses for a site in Franklin, New Jersey, but as 25 to any others, no, I did not.</p>

<p style="text-align: right;">Page 57</p> <p>1 MR. MC NAMARA: Based on your 2 experience, do you have any idea how long it would 3 take for the parking lot to fill up for a Friday 4 call to worship in terms of people arriving and the 5 amount of time it would take for the parking lot to 6 reach its maximum capacity -- 7 MR. DEAN: No. 8 MR. MC NAMARA: -- full occupancy? 9 MR. DEAN: No. 10 MR. MC NAMARA: So you wouldn't be able 11 to estimate how much traffic would back up on 12 Mountaintop during that course of people entering in 13 to fill up the parking lot? 14 MR. DEAN: Well, there are no 15 constraints in terms of getting to the site. In 16 other words, we have very favorable levels of 17 service, A and B, on all arrival routes to the site. 18 The site can be accessed to the north 19 or to the south on Mountaintop Road, and the traffic 20 will distribute among the two site driveways 21 accordingly and fill the various parking aisles as 22 would any parking facility. 23 So nothing in our analysis, nor my 24 expectation suggests there will be a backup or 25 congestion that extends onto the public road system.</p>	<p style="text-align: right;">Page 59</p> <p>1 Friday departure peak hour, 1:30 to 2:30 p.m., if I 2 understand correctly, I show 73 cars that come down 3 Papen Road and make a right-hand turn onto Mine 4 Road, correct? 5 MR. DEAN: Correct. 6 MR. MOENCH: And those folks would have 7 the right of way. There would be no reason -- they 8 don't have to stop for anybody. They can 9 immediately make their right-hand turn, correct? 10 MR. DEAN: Correct. 11 MR. MOENCH: And it shows 13 cars that 12 would be coming through that intersection going from 13 Papen Road onto what then becomes Mountaintop Road, 14 correct? 15 MR. DEAN: Yes. 16 MR. MOENCH: And they would have no 17 delay. They'd be able to go straight through, 18 correct? 19 MR. DEAN: Correct. 20 MR. MOENCH: And when I look at the 21 Figure 21 which is your 2015 build traffic volumes, 22 Friday departure peak hour, we show the same 75 cars 23 making the right-hand turn from Papen to Mine Road 24 that would be able to go without any delay, and 25 would that be true regardless of the impact on the</p>
<p style="text-align: right;">Page 58</p> <p>1 MR. MC NAMARA: What would be your 2 expectation for the parking lot to empty at the end 3 of a service? 4 MR. DEAN: I didn't perform such an 5 analysis. 6 MR. MC NAMARA: The reason I ask, if 7 you had to give a recommendation if there was a need 8 for a second service on Friday because of demand, 9 how much time should separate one from the other to 10 allow it sufficient time for the parking lot to be 11 cleared so that people attending a second service 12 would have the full availability of that parking? 13 MR. DEAN: That's my expectation of the 14 applicant to provide two services. So I haven't 15 provided this advice, and, typically, that's 16 something we perform as the issue presents itself. 17 MR. MC NAMARA: Thank you. I have no 18 further questions of the witness. 19 CHAIRPERSON KANE: Thank you. 20 MR. MOENCH: I have a few very brief 21 questions. I know members of the public are 22 waiting. I won't take long. I wanted to follow-up 23 on a question from counsel. 24 Sir, on Figure 5 of your January 2014 25 report which is for 2013 existing traffic volumes,</p>	<p style="text-align: right;">Page 60</p> <p>1 site? 2 MR. DEAN: I'm not understanding the 3 question. 4 MR. MOENCH: Meaning that the fact that 5 there may be cars exiting from the mosque facility 6 at the Friday departure time shouldn't have any 7 impact on those 75 cars turning right because they 8 have the right of way, correct? 9 MR. DEAN: Correct. 10 MR. MOENCH: But on the flip side of 11 the coin, any car that's looking to make a left-hand 12 turn onto -- from Mountaintop Road onto Mine Road 13 would have to wait for either the 75 cars to turn 14 left or the 13 cars to go straight because they have 15 the right of way, correct? 16 MR. DEAN: Absolutely correct. 17 MR. MOENCH: And you indicated in -- on 18 that -- I'm sorry. I'm jumping to figures here. On 19 the site generated Figure 11 departure time, you 20 estimate that 42 cars will be making a left-hand 21 turn onto Mine Road, correct? 22 MR. DEAN: Correct. 23 MR. MOENCH: And they would have to 24 wait for any cars on Papen Road that's making a 25 right to make that turn, correct?</p>

<p style="text-align: right;">Page 61</p> <p>1 MR. DEAN: Or the through traffic 2 continuing south. 3 MR. MOENCH: Now, the 43 cars that you 4 show would be continuing straight onto Papen Road, 5 they would have to wait for those 42 cars to turn 6 left, correct? 7 MR. DEAN: Correct. 8 MR. MOENCH: There's no ability to go 9 onto the right side of the road and pass them, 10 correct? 11 MR. DEAN: Well, the intersection does 12 widen or the road does flare or widen at that 13 location because it obviously allows right turns 14 onto Running Brook. So there is the ability to 15 bypass traffic depending on how that left turn 16 vehicle, if he's even waiting, positions his car. 17 So if he pulls forward into the 18 intersection, then, yes, there's room for through 19 traffic to proceed around him. 20 MR. MOENCH: That would be assuming 21 we're talking about one per car waiting to make a 22 left and one car trying to zip around on the 23 right-hand side. 24 MR. DEAN: Zip is subjective. 25 MR. MOENCH: Pass on the right-hand</p>	<p style="text-align: right;">Page 63</p> <p>1 MR. DEAN: Well, it's not a shoulder at 2 that point. The road widens. We don't have an 3 exhibit. It's widening for the right-hand curve -- 4 the curb return as it goes into Running Brook. So 5 it's not a shoulder. It's not a restricted lane. 6 It's -- there's physical car width for someone to 7 bypass a left turn vehicle. The drivers are free to 8 do so. 9 MR. MOENCH: Okay. Thank you. 10 CHAIRPERSON KANE: Okay. Thank you. 11 Okay. The meeting is now open to the 12 public. We already have people. Okay. 13 MR. MECCA: My name is James Mecca. I 14 live on Sherwood Road in Bridgewater. 15 CHAIRPERSON KANE: Could you spell your 16 last name please? 17 MR. MECCA: M-E-C-C-A. 18 MR. COLLINS: Mr. Mecca, please raise 19 your right hand. Do you swear or affirm to tell the 20 truth, the whole truth and nothing but the truth so 21 help you God? 22 MR. MECCA: I do. 23 MR. COLLINS: Thank you. 24 MR. MECCA: I just want to add to my 25 name that I'm an active member of the Martinsville</p>
<p style="text-align: right;">Page 62</p> <p>1 side. 2 MR. DEAN: Correct. 3 MR. MOENCH: If there were five cars 4 waiting to make a left-hand turn, it's possible that 5 the sixth car that wants to go straight would have 6 to wait for those other cars to make their left-hand 7 turn. 8 MR. DEAN: Correct. 9 MR. MOENCH: Are the 43 cars that you 10 estimate have to go straight onto Papen -- when you 11 did the analysis of the levels of service at that 12 intersection, did you include those 43 cars in the 13 potential wait time to have to wait to get through 14 that intersection? 15 MR. DEAN: Yes. 16 MR. MOENCH: And did -- do you know -- 17 if you know, is it legal at that intersection or to 18 pass on the right-hand side to go pass cars making a 19 left-hand turn? 20 MR. DEAN: It's the same at every 21 intersection. It's not illegal. 22 MR. MOENCH: I don't -- I'm asking if 23 you know the answer. It's not a trick question. 24 Can you go into the shoulder to pass 25 someone on the right-hand side?</p>	<p style="text-align: right;">Page 64</p> <p>1 Rescue Squad and also trustee of the rescue squad. 2 My concern has to deal with the lack of 3 conversation about departure. The emphasis has been 4 on sources of arrival and how they get up there, how 5 they come up Mine Road and splitting at the fork, 6 and it's an easy turn because there's a stop sign 7 there. 8 In the reverse of the situation, we 9 have a condition where probably the majority of the 10 traffic is going home, not coming from work, and by 11 and large, most people will learn that the worst way 12 to come down to hit Foothill Road is to use the Crim 13 Road because that's got the stop sign with the 14 constant flow of traffic coming down Mine Road. The 15 Crim Road traffic would have relatively little 16 ability to move. So that would backup very 17 significantly. 18 The other issue that concerns me a 19 great deal and has to do with ability to service 911 20 calls. 21 MR. COLLINS: Sir, try to ask -- sir, 22 you're now speaking and testifying. You need to 23 focus a question to the witness. 24 MR. MECCA: I'm sorry. All right. My 25 question is has there been any survey about how the</p>

<p style="text-align: right;">Page 65</p> <p>1 traffic flow can move quick enough to handle a 2 security issue because the traffic on Mine Road 3 would not have access -- I mean the traffic on Crim 4 Road would not have access. 5 So emergency vehicles need to get to 6 Foothill Road. Any kind of survey done to handle 7 that traffic? The backup at Foothill Road is a 8 severe security issue. 9 MR. DEAN: I'm still not sure what the 10 question is. We haven't done a study of how 11 emergency vehicles respond. No. 12 MR. MECCA: Well, my question is has 13 there been any survey as to how the traffic can get 14 liquidated going down from its destination that it 15 came up? 16 In other words, the hundred percent of 17 traffic that came up Mine Road and split, that 18 traffic is going to come down presumably or good 19 deal of it. Has there been any service as to how 20 that traffic will be able to exit Mine Road onto 21 Foothill at that stoplight -- 22 MR. DEAN: Yes. 23 MR. MECCA: -- then that it will flow? 24 MR. DEAN: Yes. With the installation 25 of the traffic signal, levels of service which are</p>	<p style="text-align: right;">Page 67</p> <p>1 vehicle trying to get to the hospital. 2 Thank you. 3 MR. JAKWAY: My name is Chris Jakway. 4 I live at 958 Sunset Ridge. 5 MR. COLLINS: Sir, you're still under 6 oath. 7 MR. JAKWAY: Thank you. I want to 8 point out to counsel, Mr. Moench, about your 9 question to Mr. Dean about how vehicles travel to 10 and from the site. To us traffic engineers, that's 11 an origin and destination study or gravity model. 12 It determines how vehicles gravitate to the site. 13 We do it all the time. So I'm not sure what the 14 confusion was with that. 15 Second of all, I want to talk about 16 this figure. I think it was A-3. You said there 17 was 285 feet of site distance, and I assume that's 18 from the southerly driveway, that vertical red line. 19 Is that where you measured 285 to the end of the red 20 line? 21 MR. DEAN: No, none of the above. The 22 red line is 280 feet of a site line easement. The 23 ordinance requires 250. So it exceeds the ordinance 24 requirement. 25 However, the applicant controls</p>
<p style="text-align: right;">Page 66</p> <p>1 the descriptive terms we used at all peak hours will 2 remain -- even under fitting 80 more cars, 86 more 3 cars on the site than for which its designed, we can 4 still maintain level of service C which is what it 5 is today and that the signal will process traffic 6 the way it does today and that it will continue to 7 function safely, and, obviously, the installation of 8 that traffic signal has benefitted what used to be 9 very long backups along -- on that approach. 10 MR. MECCA: Your survey did not have 11 any significance on the backup of Crim Road traffic 12 at the stop sign to allow emergency vehicles to 13 exit. 14 MR. DEAN: No. We evaluated that as 15 well. It's a stop sign condition, and whether it's 16 this site or any other user of Crim Road, motorists, 17 obviously, under state law are obligated to yield 18 right of way to emergency vehicles. So it doesn't 19 affect any one particular site. It's part of the 20 motor vehicle code. 21 MR. MECCA: Yeah. I hear what you're 22 saying, but I guess the experience is different from 23 your table to my table. Getting an emergency 24 vehicle down on a backed up road is not what you 25 would want to be if you were in the back of the</p>	<p style="text-align: right;">Page 68</p> <p>1 additional right of way and frontage on their 2 property, and if we took it to the common property 3 line between the site and Lot 33 which is 4 immediately to the south, there's 360 feet of sight 5 distance available. Two fifty is required. 6 MR. JAKWAY: Okay. You said that was 7 based on an AASHTO requirement, but I believe that 8 AASHTO requirement is for a stopping sight distance, 9 not an intersection sight distance. Is that right? 10 MR. DEAN: It's what's required under 11 the ordinance, and it's the 250 feet is stopping 12 sight distance. That's correct. 13 MR. JAKWAY: All right. And that's 14 just so a car can physically have enough time to 15 slam on the brakes and avoid an accident by an inch. 16 The intersection of sight distance for a car left 17 turn from a stop like from your driveway so it can 18 safely turn out, I think you should provide the 390 19 feet which is recommended by the AASHTO. 20 MR. DEAN: Is there a question? 21 MR. JAKWAY: No. I'm sorry. 22 MR. DEAN: We meet the ordinance. 23 MR. JAKWAY: Did you look at all into 24 the parking assignments for the trip -- I'm sorry, 25 for the parking generation manual? Did you use</p>

<p style="text-align: right;">Page 69</p> <p>1 that?</p> <p>2 MR. DEAN: No. I had no involvement</p> <p>3 with parking for this project.</p> <p>4 MR. JAKWAY: Who did the parking?</p> <p>5 MS. TUBMAN: That would be a future</p> <p>6 witness.</p> <p>7 MR. JAKWAY: Future witness. I'll hold</p> <p>8 my questions for him then. Thank you.</p> <p>9 MR. SCHACHTER: Hello. My name is</p> <p>10 Robert Schachter. I live at 819 Summit Ridge Drive.</p> <p>11 MR. COLLINS: Mr. Schachter, please</p> <p>12 raise your right hand. Do you swear or affirm to</p> <p>13 tell the truth, the whole truth and nothing but the</p> <p>14 truth so help you God?</p> <p>15 MR. SCHACHTER: I do. In general, the</p> <p>16 road condition that we're looking at which runs in</p> <p>17 between Crim to the Papen turn over in the name of</p> <p>18 the street, what is the general condition of that</p> <p>19 road on an average basis on a six-month period?</p> <p>20 MR. DEAN: I have no idea what that</p> <p>21 question means.</p> <p>22 MR. SCHACHTER: Road condition is a</p> <p>23 generally good paved -- is it -- does it get full of</p> <p>24 potholes, bad weather conditions? Does it change</p> <p>25 drastically?</p>	<p style="text-align: right;">Page 71</p> <p>1 Driving patterns change. People stay home. So</p> <p>2 there's really no value in looking at adverse</p> <p>3 conditions because they don't represent typical</p> <p>4 driving activity.</p> <p>5 MR. SCHACHTER: Okay. So you're saying</p> <p>6 then that probably 25 to 30 percent of days, in</p> <p>7 general, are not what I would call dry days.</p> <p>8 They're either ice days, rain days, leaves on the</p> <p>9 road, et cetera, based upon general studies that</p> <p>10 have been taken.</p> <p>11 So my question then becomes in front of</p> <p>12 793 Papen there is a severe ponding issue that</p> <p>13 occurs when you have more than three-quarters of an</p> <p>14 inch of rain. Has it been taken into effect that</p> <p>15 cars have to actually drive to the other side of the</p> <p>16 road when driving from Papen to the Mountaintop</p> <p>17 direction, that that road becomes a different road</p> <p>18 and that the water does not drain significantly for</p> <p>19 many days after a severe rain?</p> <p>20 MS. TUBMAN: Mr. Schachter, that's so</p> <p>21 far beyond the scope of Mr. Dean's road capacity</p> <p>22 report, I don't think he can answer that question.</p> <p>23 MR. SCHACHTER: Okay. Well, as an</p> <p>24 individual that lives there and knows that, then</p> <p>25 let's ask this question. What happens in bad</p>
<p style="text-align: right;">Page 70</p> <p>1 MR. DEAN: All roads are subject to</p> <p>2 wear and tear and require maintenance.</p> <p>3 MR. SCHACHTER: Okay. As a resident</p> <p>4 living there for the past 14 years, are you aware</p> <p>5 that that road in general leaving from the point of</p> <p>6 old Redwood Inn which is now going to be this new</p> <p>7 facility -- are you aware that that road is in very</p> <p>8 poor condition and that your estimates on speed are</p> <p>9 definitely off?</p> <p>10 MR. DEAN: I know the road has suffered</p> <p>11 from a lack of maintenance.</p> <p>12 MR. SCHACHTER: Okay. Well, currently,</p> <p>13 since I just drove it last weekend, there is no way</p> <p>14 that you could do the 35 miles an hour that you're</p> <p>15 talking about to start.</p> <p>16 Now, let's answer the next question</p> <p>17 which I have is what happens during bad weather</p> <p>18 conditions which has not come up in your survey?</p> <p>19 MR. DEAN: Again, relative to what?</p> <p>20 MR. SCHACHTER: Relative to general</p> <p>21 driving conditions which it sounds like your studies</p> <p>22 have taken into account to move 170 vehicles inside</p> <p>23 and outside the facility.</p> <p>24 MR. DEAN: Correct. We don't perform</p> <p>25 traffic counts during adverse weather conditions.</p>	<p style="text-align: right;">Page 72</p> <p>1 conditions where something like that does occur?</p> <p>2 Would you recommend that that road</p> <p>3 be -- that the traffic be significantly increased</p> <p>4 because I know, as a religious person and I go to my</p> <p>5 faith, I don't stop on days that it rains. I don't</p> <p>6 stop on days when there are leaves on the ground</p> <p>7 from going through general conditions of fall and</p> <p>8 spring.</p> <p>9 So are traffic conditions drastically</p> <p>10 changed is my question when dealing with something</p> <p>11 like that since -- even though you don't do a study,</p> <p>12 but you could state a fact that do facts like that</p> <p>13 change the traffic conditions significantly?</p> <p>14 MR. DEAN: Generally, I find that</p> <p>15 there's less traffic under adverse weather</p> <p>16 conditions and that the people who do elect to drive</p> <p>17 do so with a higher degree of caution and respect</p> <p>18 for the inclement weather. So fewer people, less</p> <p>19 traffic, less congestion on days with adverse</p> <p>20 weather.</p> <p>21 It's not something we typically study,</p> <p>22 but we are aware that it occurs.</p> <p>23 MR. SCHACHTER: Okay. Well, being a</p> <p>24 resident right around the corner from that area, I</p> <p>25 will tell you a significant amount of traffic does</p>

<p style="text-align: right;">Page 73</p> <p>1 occur at that corner because people slow down. 2 Now, the next question I have is 3 because you have a significant slow down from those 4 four corners, because when you're coming from 5 Running Brook, people must stop, and when you're 6 coming from Mine, people must stop. So there's a 7 lot of people that make a left from Mine to go onto 8 Papen. There's a lot of people like myself who come 9 up Running Brook and makes a right. 10 What would happen if you have everybody 11 leaving the facility at the same time that has been 12 noted and these conditions occur? 13 Are you trying to suggest that that 14 would be a safe venue for people that live in the 15 area to be able to drive where it would have 16 significant increase in cars leaving? 17 I can understand your comment that, 18 yes, there are less people that drive, in general, 19 during bad weather conditions, but what happens when 20 the bad weather conditions change and they stop? 21 The conditions of rain might stop, but 22 the roads are still wet. The leaves are still on 23 the road, and the drainage in that area, as noted, 24 since there is no shoulder, there is no area for the 25 water to drain. Does that significantly increase</p>	<p style="text-align: right;">Page 75</p> <p>1 avoiding answering. I would like -- please humor 2 me. 3 In general conditions, your answers are 4 fine. I have no problem with that. Unfortunately, 5 I am getting to a fact that somebody that lives and 6 breathes over there all the time and watches 7 accidents occur there and I'm not going to state 8 that there are going to be created accidents. 9 What I'm trying to understand from your 10 testimony here is that we're going to have now a 11 significant amount of more cars in a finite time, 12 and it could be during these bad weather conditions, 13 whether they're actually raining, snowing or 14 happening or whether those conditions have occurred 15 to create more safe driving patterns for people to 16 make left turns going across that intersection. 17 My question then comes back to you 18 again. Will it be as safe as during your perfect 19 conditions and will it -- and it has nothing do with 20 each person following the letter of the code of a 21 stop sign or not because guess what? There is no 22 stop sign at that corner for Papen and Mountaintop. 23 So to get back to the question, is it 24 more unsafe during that time period and, especially, 25 with that severe ponding that's happening where</p>
<p style="text-align: right;">Page 74</p> <p>1 the possibilities of accidents? 2 MR. DEAN: Roads in and of themselves 3 are not unsafe. 4 MR. SCHACHTER: Agreed. People are 5 unsafe, but road conditions dictate how people 6 drive. 7 MR. DEAN: Correct. 8 MR. SCHACHTER: No. Therefore, people 9 leaving and making left-hand turns onto Mine Road 10 when people are driving up Papen in bad weather 11 conditions with the severe ponding that the 12 township, from what I understand at this point, does 13 not have any plans to change the sewer system over 14 there to make that ponding stop in front of 793 15 Papen -- going back to the original question, will 16 that make those conditions more unsafe than they 17 already are? 18 MR. DEAN: My expectation, and it's a 19 fundamental premise, in any traffic study, drivers 20 operate with reasonable and prudent behavior. I 21 can't expect otherwise. I can't perform an analysis 22 that assumes people will disregard stop signs or run 23 traffic lights. 24 MR. SCHACHTER: I'm not asking the 25 question of whether they will -- see, you're</p>	<p style="text-align: right;">Page 76</p> <p>1 people actively have to go to the wrong side of the 2 road in order to not create their car from going 3 into a significant amount of water which is at least 4 a foot to a foot and a half that builds over in 5 front of 793 Papen -- will it be more unsafe during 6 those conditions? 7 MR. DEAN: No, it will not. Those 8 conditions will not change. 9 MR. SCHACHTER: Unfortunately, I must 10 tell the township that is a pure farcity for 11 somebody to come up and say that and have to go 12 across the car and there is no cars coming. Imagine 13 there's that many cars in the area. To say 14 everybody is going to act like a prudent driver, 15 unfortunately, studies don't back you up, and that's 16 all I have to stay. 17 CHAIRPERSON KANE: At this point, we'll 18 take a 10-minute break, and we'll reopen the public 19 session. 20 (Recess taken.) 21 CHAIRPERSON KANE: We're going to call 22 the meeting back to order. I just have a short 23 announcement. The building closes, completely 24 closes at 10:30. So everyone needs to be out of the 25 building.</p>

<p style="text-align: right;">Page 77</p> <p>1 So I know sometimes you have side 2 conversations. I invite you to have them in the 3 parking lot please. We don't want anyone locked in 4 the building. So we -- because of that, then we are 5 going to end tonight's meeting at 10 o'clock so that 6 gives everyone a chance to exit the building safely. 7 Thank you. 8 All right. We'll go back to the open 9 session, public. Okay. Thank you. 10 CHAIRPERSON KANE: Roll call please. 11 MS. VORHEES: Mr. Charles. 12 MR. CHARLES: Here. 13 MS. VORHEES: Mr. Franco. 14 MR. FRANCO: Here. 15 MS. VORHEES: Councilman Moench. 16 MR. MOENCH: Here. 17 MS. VORHEES: Mayor Hayes. 18 MAYOR HAYES: Here. 19 MS. VORHEES: Vice Chairwoman Kane. 20 CHAIRPERSON KANE: Here. 21 MS. VORHEES: Ms. Casamento. 22 MS. CASAMENTO: Here. 23 MR. COLLINS: Please raise your right 24 hand. 25 MS. JAKWAY: I've already been sworn</p>	<p style="text-align: right;">Page 79</p> <p>1 religious education, we included an analysis of the 2 traffic characteristics of that particular use. 3 So all of those components typically 4 exist within any house of worship, but we did elect, 5 in this particular case, to isolate some of the more 6 significant traffic generators for those different 7 components. So it was included in our report. 8 In other words, we didn't just look at 9 weekday morning and evening and that was the extent 10 of our study. It was far broader in scope than that 11 typical exercise. 12 MS. JAKWAY: So if the morning -- I 13 guess it's the second prayer service in the morning 14 overlaps with child daycare drop off. Those numbers 15 are kind of inflated due to that? 16 MR. DEAN: I don't recall the exact 17 projections in our report, but my recollection from 18 the applicant's testimony is that the attendance of 19 that morning service is quite early, and it would be 20 prior to the arrival daycare. 21 MS. JAKWAY: Sorry. I think there's -- 22 I'm not exactly sure, but I think there's two. I 23 think there's one extremely early at dawn and then 24 there's one in between dawn and noon I think or 25 something around drop off of daycare somewhere</p>
<p style="text-align: right;">Page 78</p> <p>1 in. 2 MR. COLLINS: State your name and 3 address. 4 MS. JAKWAY: Brooke Jakway, 958 Sunset 5 Ridge. 6 Mr. Dean, how did you incorporate the 7 lack of an official purpose for the building into 8 your analysis? 9 The last time we had a witness speak 10 for the intent of the purpose of the Alfalah Center. 11 There was talk of a daycare, talk of a community 12 center, talk of a worship home, talk of like for 13 ceremonies and things like that. I mean all these 14 different things. 15 How did you incorporate all of those 16 into your study? 17 MR. DEAN: Well, our study reflects the 18 intended operation including those components. 19 For example, during the morning, we 20 would expect that there would be parents dropping 21 off for the daycare. That was included in our 22 analysis. The fact that the facility would be used 23 as a worship center constituted the bulk of our 24 report, particularly, for that Friday midday 25 service. The fact that the building could house</p>	<p style="text-align: right;">Page 80</p> <p>1 around there. 2 MR. DEAN: Correct. I mean our study 3 did include an analysis of arrival traffic in the 4 morning. So I did add an extra -- I mean, for 5 example, in the morning between 7:30 and 8:30, we 6 estimated 18 arriving cars. If it's 20 or 22 on a 7 given day, we're within the realm of that scope. 8 MS. JAKWAY: Okay. And that increase 9 of vehicles, you're saying if you add 20 or 22 -- 10 MR. DEAN: It's irrelevant. 11 MS. JAKWAY: To your knowledge, was an 12 environmental report done for this property to look 13 at not only the environmental impact to the earth 14 but social disturbances or noise conditions based on 15 increased traffic? 16 MR. DEAN: Well, it's a permitted use 17 which is why we're before the planning board. So 18 the governing body at some point deemed that this 19 use was appropriate on this particular property. I 20 did not perform an analysis to support that zoning 21 designation. 22 The presumption is that it's allowed to 23 be here, and while we address the traffic impacts, 24 it is to ascertain that there isn't a need for 25 off-track traffic improvements to accommodate the</p>

<p style="text-align: right;">Page 81</p> <p>1 additional traffic demands. 2 MS. JAKWAY: I understand that it's an 3 approved zone for this use, but my question is more 4 along the lines of, if there is increased traffic, 5 there will be increased noise. 6 MR. DEAN: Correct. 7 MS. JAKWAY: If there is increased 8 noise, there will be increased social disturbance to 9 people that live in that area. I know it's not 10 required to do one, but would it be possible for one 11 to be done and so everybody can feel more 12 comfortable with, you know, their life going 13 forward? 14 MR. DEAN: It goes so far beyond the 15 scope of what I do, it's more of a legal question. 16 MS. JAKWAY: To the board, who would -- 17 MR. DEAN: I don't know that social 18 engineering studies exist. 19 MS. JAKWAY: I thought those are all a 20 part of environmental study. 21 MS. TUBMAN: There was an environmental 22 impact statement submitted with this application. 23 The civil engineer that prepared that report has 24 testified. I don't believe he was asked any 25 questions about that statement.</p>	<p style="text-align: right;">Page 83</p> <p>1 MS. JAKWAY: Okay. I think the 2 previous person who came up here from the community 3 had asked about the road conditions. 4 Now, you did no studies to look at the 5 current road conditions or anything like that in the 6 surrounding neighborhoods, correct? 7 MR. DEAN: Well, we studied the 8 conditions of the road as they relate to their 9 width, their alignment, where the stop sign control, 10 whether there's a traffic signal. So as to the 11 maintenance or lack thereof on any existing road, 12 no. That's a matter of Department of Public Works 13 just maintaining their streets, and that's endemic 14 to the neighborhood regardless of what use goes on 15 this property. 16 So it's a condition. If it warrants 17 attention, I'm not sure if there's a forum for it, 18 but if it needs maintenance, it should be performed. 19 MS. JAKWAY: I'm just more concerned in 20 the future if there's additional cars on the road, 21 the additional wear and tear and who would pay for 22 that, and I believe it's my understanding, correct 23 me if I'm wrong, that all maintenance would be done 24 by the taxpayer in Bridgewater and not by a 25 religious institution, correct?</p>
<p style="text-align: right;">Page 82</p> <p>1 MS. JAKWAY: But even though this, I 2 guess, analysis would be done due to the increased 3 traffic, it would still fall under the civil 4 engineer's responsibilities to do a study and not 5 the traffic engineer's? 6 MS. TUBMAN: There is no environmental 7 impact statement requirement for a traffic study. 8 MS. JAKWAY: I guess to the board then, 9 I know there isn't one required, but could it be 10 requested that a study be done to look at the social 11 justice and the noise related to the traffic 12 increase for the potential mosque? 13 MR. COLLINS: Ms. Jakway, there is no 14 answering of questions. 15 MS. JAKWAY: Now, earlier there was a 16 question asked about the parking lot, and I guess, 17 Ms. Tubman, you had said that there's a different 18 engineer that will address the parking situation. 19 I guess my question is why would the 20 traffic engineer not have or play a role in the 21 parking lot study? 22 MS. TUBMAN: There is a different 23 engineer engaged for parking demand, number of 24 parking spaces which is entirely different than Gary 25 Dean's roadway capacity analysis.</p>	<p style="text-align: right;">Page 84</p> <p>1 MR. DEAN: Well, I can't speak to that. 2 I have no idea about tax status. It's part of the 3 operating budget of the municipality. 4 MS. JAKWAY: Does anybody from the 5 board know? 6 MR. COLLINS: Ma'am, there's no 7 answering. You're asking the witness questions. 8 You have to focus on the witness. 9 MS. JAKWAY: All right. That's all the 10 questions. Thank you. 11 MS. AVENOSO: I've been sworn in. 12 MR. COLLINS: Please state your name 13 and address. 14 MS. AVENOSO: Sure. Kelly Avenoso, 15 1111 Crim Road, Bridgewater. 16 Mr. Dean, your traffic study on 17 Mountaintop was related to the speed limit sign of 18 35 miles per hour. In sort of in this area on the 19 graphic where the yellow is, there's a traffic 20 caution sign indicating the recommended speed being 21 20 miles per hour in that area. 22 How did that get reflected in your 23 study of the road? 24 MR. DEAN: It's a good question. We're 25 obligated under your municipal ordinance to follow</p>

<p style="text-align: right;">Page 85</p> <p>1 the design standards for that visibility triangle 2 based on the posted speed limit and the presumption 3 is that, if the road is properly maintained, which 4 I'm sure you may hope that it is, that vehicles have 5 the ability to travel at or near the legal posted 6 speed limit. Greater speeds require more sight 7 distance. 8 The fact that, yes, there is a curve in 9 the road and the fact that the road -- depending on 10 the weather and the conditions, it's fairly 11 difficult to travel at 35 which means people are 12 driving at slower than the posted speed limit which 13 means those triangles and those sight lines are 14 actually shorter, but we would be remiss if we 15 didn't design it for the conditions that are legally 16 enacted for that road as it is today, but the fact 17 that people drive slower is a good thing. It's a 18 better thing. 19 MS. AVENOSO: Agreed. My -- I guess my 20 question is related to, since that is a sign that's 21 posted -- I don't know if it's by the town or by the 22 county, but it's a sign posted recommending 25 miles 23 per hour. That would change the flow rate, if you 24 will, it's not 35 miles an hour now or over that 25 stretch in the area where let's say the town has</p>	<p style="text-align: right;">Page 87</p> <p>1 previous meeting, you had stated that the former 2 Redwood Inn was a restaurant, a banquet hall with 3 regular traffic versus this proposed construction 4 which is going to have one or two events per year 5 with less than a full parking lot, and, therefore, 6 we, in the neighborhood, should see this 7 construction, quote/unquote, a benefit for the 8 neighborhood. 9 In actuality, the Redwood Inn was only 10 used once or twice per year. It never had a 11 restaurant component. It was a banquet facility 12 that was used no more than once or twice a year. 13 The other thing is that, as has been 14 stated by the president of this facility, at any 15 given day there's going to be 10 or 12 times during 16 the day the traffic is going to be coming in and out 17 of that parking lot for a variety of things. They 18 have a lot of community service type of functions in 19 addition to the religious function. 20 So based on those facts that have been 21 documented in the previous testimonies, do you still 22 stand by your statement at the previous meeting that 23 the area of traffic-wise is benefitting by this 24 facility and the traffic as opposed to what it was 25 before?</p>
<p style="text-align: right;">Page 86</p> <p>1 posted a sign saying we seriously recommend you go 2 20 through that S turn and so on. It's really 20. 3 So when you did your flow study of to, 4 from, level of service A, B, C and all that, how did 5 that 20 miles an hour in that pretty significant 6 stretch impact be reflected in your study? 7 MR. DEAN: It's a warning sign, not a 8 regulatory sign meaning it's there to advise 9 motorists of a condition that should warrant perhaps 10 greater attention to the driving task and to advise 11 of a lower recommended speed through that particular 12 section. 13 The legal posted speed limit is still 14 35 miles per hour. So it's intended to provide 15 guidance and information to the motorist of a 16 particular road condition. 17 MS. AVENOSO: So is the answer to my 18 question that the 20 miles per hour posted sign was 19 not relevant let's say? You went with the 35 mile 20 an hour regardless of the recommendation of the 20 21 which is fine if that's what you do. I'm just 22 asking if that's what you did. 23 MR. DEAN: We're obligated under your 24 ordinance to use 35. 25 MS. AVENOSO: Okay. Thank you. At the</p>	<p style="text-align: right;">Page 88</p> <p>1 MR. DEAN: Well, what it was before 2 covers the broad spectrum of time, and I don't know. 3 I have no history as to the Redwood Inn, when it 4 opened, when it first opened. Obviously, it 5 atrophied over time, and if it was only being used 6 once or twice annually, that's not reflective of, I 7 think, a viable business model, but at some point, 8 it had to generate much greater traffic to later 9 evening hours, and I noted only for comparison with 10 the proposed use that becomes arguably quite passive 11 toward the later evening hours unlike a restaurant 12 or banquet facility that's catering to parties that 13 extend to the wee hours of the morning. 14 MS. AVENOSO: There's clearly a 15 difference between once or twice a year and 12 or 16 more reasons for people to be pulling in and out of 17 this area, in this very residential area in any 18 given day. I mean I understand what you're saying 19 for those one or two functions, but we've gone from 20 one or two functions a year to 365 days a year. 21 MR. DEAN: My point is I don't know. I 22 don't have the facts, but I don't believe -- I can't 23 believe that a facility would be developed and 24 constructed for one or two functions a year. It 25 would necessitate delivery trucks, dairy trucks,</p>

<p style="text-align: right;">Page 89</p> <p>1 bread, produce. As a viable catering restaurant 2 facility, there's quite a bit of traffic activity 3 that occurs with that type of use. 4 I can't say the Redwood Inn had that. 5 MS. TUBMAN: Gary, I'm going to have to 6 repeat your statement to you. You don't have the 7 history. You can only talk to this facility. 8 MR. DEAN: Correct, which has been 9 closed since we have been studying it. So -- 10 MS. AVENOSO: Right. That's true. 11 People who have lived in this area for an extended 12 time, when they're coming from like the Cosco, Home 13 Depot area, there are some office buildings and so 14 on, they have found to get to this neighborhood of 15 the proposed project they actually prefer Foothill 16 to Steel Gap to Mountaintop across Crim to continue 17 on Mountaintop. 18 Since the people who are living in that 19 area find that that is a favorable series of roads, 20 has that been considered as a possible stream of 21 traffic in your study? 22 MR. DEAN: Yes. 23 MS. AVENOSO: And what percentage of 24 people or how many cars did you plan to come up 25 Steel Gap and run through that section of</p>	<p style="text-align: right;">Page 91</p> <p>1 school day for elementary and intermediate schools, 2 and this proposed project is between them, between 3 Crim and Hillside School. Those schools had half 4 day sessions due to parent/teacher conferences. So 5 I'm not so sure that that date is a relevant study 6 date for this particular project. 7 Do you think that you would have 8 preferred to pick a day that had a normal school 9 traffic flow? 10 The other thing is that, in New Jersey, 11 there are so many days off as conference days. A 12 lot of people take -- extend their vacations. So 13 it's another reason you wouldn't pick a day during 14 school conferences. Do you think that was the best 15 date to pick? 16 MR. DEAN: Well, the good news is it's 17 rendered moot, and I think that might explain a 18 number of questions that were posed to me earlier 19 today which is how do I explain on a Friday midday 20 that there was a significant traffic increase on 21 Crim Road between 2010 and 2013. 22 So if that, in fact, were the case, 23 it's been rendered moot by the fact that they -- 24 when we updated our counts recently, that was not, 25 in fact, the case which probably explains why there</p>
<p style="text-align: right;">Page 90</p> <p>1 Mountaintop? 2 MR. DEAN: In our various addenda and 3 original reports, I'll refer to figures, they're 10 4 and 11, wherein we show a traffic assignment coming 5 across, if you will, traveling from south to north 6 on Crim Road -- excuse me, on Mountaintop Road to 7 reach the site. 8 MS. AVENOSO: And it goes as far as 9 Steel Gap. 10 MR. DEAN: We didn't analyze to that 11 intersection. Our study encompassed both ends of 12 Mountaintop -- not both ends, but at Mine Road and 13 Mountaintop and Crim Road and Mountaintop, at Mine 14 and Crim, at Crim and Foothill. We didn't extend it 15 to Steel Gap or any points further south or east. 16 MS. AVENOSO: Okay. How are the dates 17 selected for the traffic studies? 18 MR. DEAN: We schedule them internally, 19 and it's when staff is available. It's when we're 20 directed and we're engaged for a particular 21 assignment and how we fit it into our schedule, but 22 we strive to avoid any days that are national or 23 state holidays, school holidays, things of that ilk. 24 MS. AVENOSO: Okay. Looking at the 25 2010 dates, Friday, November 12, was not a normal</p>	<p style="text-align: right;">Page 92</p> <p>1 was more traffic on Crim Road. 2 MS. AVENOSO: No. You know why? I 3 think I know why there was more traffic on Crim 4 Road. When they put that traffic light in, they 5 made it much safer. So now more people are using 6 Mine Road and Crim Road to that traffic light, and I 7 know that because of how traffic gangs up on the 8 stop sign on Crim Road up the road. 9 So I think the traffic -- but, anyway, 10 that would have negatively -- that would have 11 changed your traffic study from 12:30 to 3:30 in the 12 afternoon because those schools would not have had 13 busses coming in through those times, and that area 14 is a major area from traversing busses back and 15 forth. 16 MR. DEAN: That's a fair assessment. 17 It's been rendered moot by the way of we updated all 18 our traffic counts and reproduced the entire report. 19 So what occurred in 2010 for anecdotal background is 20 helpful to know. 21 MS. AVENOSO: Similarly, the Saturday, 22 November 13 date which was after soccer season was 23 over which was another significant traffic 24 contributor for that area. That's also moot. 25 MR. DEAN: Well, soccer season and</p>

<p style="text-align: right;">Page 93</p> <p>1 schools being out of session are two different 2 things because there are basketball seasons and 3 baseball seasons and -- 4 MS. AVENOSO: Well, the difference is 5 that Crim has probably seven or eight soccer fields 6 between the school and the park across the street. 7 So the traffic during soccer season on Crim is 8 significant from early in the morning through like 4 9 o'clock in the afternoon. 10 So it actually is more significant to 11 the residents than might appear to someone who 12 doesn't live in the area. Although the point is 13 probably moot, the traffic study done on December 7 14 at 7:30 to 9 a.m., since sunrise that morning was at 15 7:07 and since the high school and intermediates -- 16 I'm sorry, high school and middle school buses would 17 have already completed their routes, I guess the 18 fact that that wouldn't be relevant is now moot. 19 MR. DEAN: Again, anything that was 20 conducted in 2010 or 2011 has been augmented, 21 supplanted by all of the new counts that were done 22 in 2013. 23 MS. AVENOSO: Okay. Terrific. So 24 let's go to those dates. Four of the five weekday 25 dates in 2013 were also on abbreviated bus</p>	<p style="text-align: right;">Page 95</p> <p>1 That is a very significant time from 2 6:30 in the morning to 7:20 in the morning. It's 3 very significant relative to the bus traffic in that 4 area. There's only one middle school and one high 5 school in this community and the busses go through 6 that area continually. 7 MR. DEAN: And when we started our 8 counts at 7 o'clock in the morning, we counted the 9 busses. What we do is we isolate the 60 minutes 10 when overall traffic is busiest. I don't discount 11 the fact that maybe 15 minutes or 20 minutes prior 12 there's a perception that there's more bus traffic, 13 but there's less overall traffic at that time. 14 That's why we studied the hours that we 15 did. We find and isolate that 60 minutes when 16 traffic is busiest. 17 MS. AVENOSO: Well, actually, then you 18 only -- you didn't capture the most significant for 19 the school traffic, but you didn't do that on all of 20 the weekdays. Some of the weekdays you didn't start 21 until 12 o'clock in the afternoon. So I'm not -- 22 I'm not convinced that the days selected and the 23 times selected relative to the area of this facility 24 which is being used as much as a community center as 25 it is for religious facility -- I'm not seeing the</p>
<p style="text-align: right;">Page 94</p> <p>1 schedules. They also -- those counts were not 2 coordinated with the sunrise schedule which is what 3 part of the neighbors are concerned about, and, 4 again, the Saturday dates were after soccer season. 5 Will there be a study done relative to 6 the sunrise, sunset as we've been educated being 7 important to the function and the traffic flow and 8 then consider either soccer and/or baseball season 9 because the traffic is significant, and if we're 10 going to look at what the impact is, we should look 11 at it when it's most significant? 12 MR. DEAN: I'm not preparing to conduct 13 any additional counts. Our data was collected 14 beginning at 7 o'clock a.m. on the weekdays when we 15 counted, and our peak hour; that is, when we found 16 traffic to be the busiest, which includes commuter 17 flows and includes school traffic, was from 7:30 to 18 8:30. 19 MS. AVENOSO: I find that hard to 20 believe, particularly, because what is relevant for 21 the people in the neighborhood is the number of 22 busses that come across Mountaintop, and by 7:30 in 23 the morning, the middle school buses and the high 24 school busses have completed their routes. They're 25 at the school and the children are in class.</p>	<p style="text-align: right;">Page 96</p> <p>1 consistency. 2 Have you or will you be doing a 3 projection on what the traffic flow or how it will 4 impact us in the neighborhood in seven or eight 5 years when Ramadhan switches to the winter months 6 and sunrise and sunset and all of that is in effect? 7 Will there be any study done or any picture given to 8 us on how that's going to impact it? 9 MR. DEAN: No. 10 MS. AVENOSO: And will there be any 11 kind of traffic study done to or from modeling the 12 typical day as described in the previous testimony 13 by the president of the mosque relative to the 14 traffic? 15 MR. DEAN: I believe we've done that. 16 MS. AVENOSO: Well, no, because you've 17 done isolated hours, and the way the facility's 18 usage was described to the community, they start 19 early in the morning. They have functions. They 20 have 10 or 12 things all day long and then there's 21 another possible 10 things that could be added on 22 depending on what additional community service 23 they're providing. 24 MR. DEAN: Correct. Traffic engineers 25 look at times of peak confluence between street</p>

<p style="text-align: right;">Page 97</p> <p>1 traffic and site traffic, and if there are events 2 that are occurring at 8 o'clock at night or 9 3 o'clock at night, I know, based on the projected 4 attendance, as well as ambient traffic, that, 5 because of study -- the peak conditions, anything 6 that occurs outside off peak will have less of an 7 impact. 8 I don't need to study every hour of the 9 day to credibly present an opinion that there will 10 not be a detrimental traffic impact, but either 11 street traffic is lower or site traffic is lower. 12 That's why we study the worst case hours. 13 MS. AVENOSO: And my conflict with you 14 on that is you didn't study the worst case because 15 you picked days that were not normal days in the 16 community as far as commuting -- when kids are off 17 from school a lot, they only take extended 18 vacations. It will drive teachers crazy, but that's 19 what they do. They take long weekends. They take 20 the week off. They do their parent/teacher 21 conference and they're off to Disney World, whatever 22 they're doing. 23 You didn't pick the peak time relative 24 to the school schedule which then made it relative 25 to the commuters, relative to the families living in</p>	<p style="text-align: right;">Page 99</p> <p>1 MS. CORDIANO: Sure. Maryann Cordiano, 2 1266 Sherlin Drive, Bridgewater. 3 CHAIRPERSON KANE: Spell your last name 4 please. 5 MS. CORDIANO: C-O-R-D-I-A-N-O. 6 MR. COLLINS: You have not been sworn. 7 Please raise your right hand. Do you swear or 8 affirm to tell the truth, the whole truth and 9 nothing but the truth so help you God? 10 MS. CORDIANO: I do. Mr. Dean, I live 11 on Sherlin Drive, as I stated, just below Fairfield 12 Road. I assume, since you've done the study, you 13 know the area. Are you familiar with that stretch 14 of road? 15 MR. DEAN: Yes. 16 MS. CORDIANO: Okay. So my concern is 17 I have two small children and an almost 18 three-year-old boy and a baby boy, and my 19 three-year-old is running around the front yard and 20 driveway, and my concern is the current traffic 21 situation on Sherlin Drive. 22 So my major concern is the additional 23 traffic that's going to come in, and you keep 24 talking about Mountaintop and Papen and Crim. Well, 25 if you look at a map, and I drive around that area</p>
<p style="text-align: right;">Page 98</p> <p>1 the area, and the Saturday schedule is not during 2 the peak season of the sports. 3 So will you be doing it -- you want to 4 do it during the peak, and I'm in agreement with 5 that. Will you be doing that during the peak? 6 MR. DEAN: Respectfully, we have done 7 it during the peak, and I understand you disagree 8 with that, but I will stick to my conclusions which 9 is, this particular application, given the 10 anticipated operation and the testimony that has 11 been presented, will not have a detrimental impact 12 on traffic conditions, and I will continue to stand 13 by that testimony. I don't need to look at one of 14 eight weekends when there happens to be soccer 15 games. 16 MS. AVENOSO: One of eight weekends, it 17 starts Labor Day and it goes till the first weekend 18 in November. This is not an insignificant issue 19 that I'm pointing out. This is quite significant, 20 and if you're going to study the peak, then study 21 the peak, but studying it after soccer season is 22 over is not studying peaks. 23 MS. CORDIANO: I have not been sworn. 24 CHAIRPERSON KANE: Give us your name 25 and address.</p>	<p style="text-align: right;">Page 100</p> <p>1 all the time, why would anybody go up to that 2 intersection where you have to make that hook of a 3 turn when you can just turn down Fairfield and make 4 a left on Sherlin, right on Running Brook and then 5 you're on Crim? 6 So have you done any studies that are 7 relative to how it's going to affect me and my 8 family and my little boys that are running around my 9 front yard? 10 MR. DEAN: I have not. 11 MS. CORDIANO: Well, that's a huge 12 concern, and I would appreciate if you do a survey 13 of that because that's going to affect us. It's 14 going to affect my sons. It's going to affect our 15 property value. It's going to affect our life. 16 My next would be, when we're trying to 17 get from our house to the Crim School, where my sons 18 are going to go to school, and we use the park 19 there, when we're going down Sherlin Drive, we can 20 use the sidewalk on the other side of the street. 21 When we get to Running Brook Road, that sidewalk 22 there is all -- the beginning of it is concrete and 23 then it becomes just debris and it's all cracked, 24 and, you know, is there a survey that's going to 25 show that that needs -- in particular, that traffic</p>

<p style="text-align: right;">Page 101</p> <p>1 is going to come, that that sidewalk needs to be an 2 actual sidewalk we can use, that a stroller can get 3 from Sherlin to Crim and not have to go in the 4 street. Right now we have to go in the street, and 5 it's dangerous, and it's going to become more 6 dangerous when all these conditions come. 7 MR. DEAN: We have not done a 8 circulation study or master plan study for 9 connectivity in your neighborhood. That's not 10 something this applicant or any applicant would 11 undertake and if you -- 12 MS. CORDIANO: I'm requesting that it 13 be done. 14 MR. DEAN: I'm sorry. 15 MS. CORDIANO: I'm on the record 16 requesting that it be done. 17 MR. DEAN: We wouldn't be able to do 18 that. It would be something administered by the 19 township engineer, and it goes outside the scope of 20 this application or this applicant's responsibility. 21 MS. CORDIANO: Okay. My next question 22 would be, in terms of traffic studies and increased 23 traffic that's now going to come with this, how can 24 we go about putting in an application to put speed 25 bumps on our road?</p>	<p style="text-align: right;">Page 103</p> <p>1 day school buses are taking those kindergartners in 2 and out of there, and parents are picking their kids 3 up in and out of their school, and there's schools 4 in the area. My son goes to another nursery school 5 not far from this, and I pick him up at noon. 6 So there is school traffic during the 7 day with school children. Some kids are there all 8 the day to two or three, but there are other kids 9 there. So that's significant as well. 10 MR. DEAN: Agreed. 11 MS. CORDIANO: Okay. Thank you. 12 MR. LU: Mr. Lu from Bridgewater. 13 MR. COLLINS: Sir, you're still under 14 oath. 15 MR. LU: Yes. Mr. Dean, the more I 16 hear about this -- your testimony, the more I'm 17 confused. I feel also your testimonies is not any 18 better than weather report forecast. 19 Can you share with me what makes you 20 qualified to do this traffic study for this 21 particular project? 22 MR. DEAN: I'm not understanding your 23 question. What makes me qualified? 24 MR. LU: Yes. Are you civil engineer? 25 MR. DEAN: Yes.</p>
<p style="text-align: right;">Page 102</p> <p>1 That will at least slow people down, 2 because if you've been on Sherlin Drive, you come 3 down a hill. Just as you're coming down Fairfield, 4 just as you get to -- right before our house it 5 becomes a hill, and so people are going fast to 6 begin with and then they go even faster right before 7 they get to our house. 8 MR. DEAN: Those types of concerns go 9 outside of this application, and, again, it would be 10 something to present to the mayor and council and 11 the municipal engineer. 12 MS. CORDIANO: Okay. And I just want 13 to reiterate what the previous woman said about the 14 soccer games on Crim Road. I mean you're laughing 15 it off, but we live there. Every Saturday during 16 soccer season there is significant traffic on Crim 17 Road. There are a ton of fields there, and people 18 are coming in and out of that area right across from 19 Crim School. 20 So that is significant. It's very 21 significant, and when you're talking about the 22 Friday midday survey that you did, there are a lot 23 of school busses. Crim Road -- the kindergarten at 24 Crim Road, I believe, where my sons are going to go 25 is half day which means that in the middle of the</p>	<p style="text-align: right;">Page 104</p> <p>1 MR. LU: What type of degree did you 2 get? 3 MR. DEAN: Civil engineer, specialty in 4 traffic. I've been actively engaged in traffic 5 engineering for nearly 30 years. I'm a licensed 6 professional engineer. I'm a former member of the 7 faculty of Lehigh University and Lafayette College 8 teaching transportation engineering, and I've 9 been -- I've served as a traffic consultant to this 10 community over the course of my career. 11 MR. LU: How many have you done? 12 MR. DEAN: How many traffic studies? 13 MR. LU: Traffic studies, yes. 14 MR. DEAN: Thousands, thousands of 15 traffic studies. 16 MR. LU: How many commercial? 17 MR. DEAN: Thousands. 18 MR. LU: How many residential? 19 MR. DEAN: Same. Our firm -- my firm 20 and any other firm with which I've been previously 21 affiliated serves municipal clients, industrial, 22 institutional, houses of worship, residential, 23 commercial. 24 MR. LU: How many traffic studies have 25 you done into similar situation in the middle of</p>

<p style="text-align: right;">Page 105</p> <p>1 highly populated residential area? 2 MR. DEAN: In New Jersey, I would 3 venture to say all of them. 4 MR. LU: Okay. I will follow-up with 5 that. 6 Now, based on what I hear from your 7 study, there are different factors you can control. 8 What are the 10 variables you can control to 9 manipulate to fit your criteria? 10 MS. TUBMAN: Do you understand that 11 question? 12 MR. DEAN: I don't understand the 13 question, but there's nothing -- 14 MR. LU: What are the 10 major 15 variables in any kind of traffic study? 16 MR. DEAN: I think I understand. The 17 type of application, the size of the application, 18 the hours of the operation of the application, where 19 it's situated, what type of access it has, excuse 20 me, the roadway conditions. 21 Each site is unique. So there's no 22 specific one size fits all standard that applies to 23 any given site. 24 MR. LU: What are the assumptions 25 you apply to this traffic study? What -- you can</p>	<p style="text-align: right;">Page 107</p> <p>1 specifically, but to the extent it does occur, it 2 means that there's less traffic on the road. 3 MR. LU: Would a tour bus fit into the 4 street? 5 MR. DEAN: Yes. 6 MR. LU: Would a tour bus interfere 7 with local traffic? 8 MR. DEAN: No more so than a school 9 bus. 10 MR. LU: And what is the impact -- I 11 think the parking lot has 200 car parking space. 12 MR. DEAN: That's incorrect. 13 MR. LU: How many? 14 MR. DEAN: One seventy. 15 MR. LU: Okay. Let's say 170 cars all 16 come out from the parking lot and they are going 17 down one direction. How much traffic delay would it 18 cause? 19 MR. DEAN: We have done our traffic 20 study assuming that 170 cars leave the facility but 21 not in all one direction. That's an unreasonable 22 assumption. 23 MR. LU: Why is that? 24 MR. DEAN: Because there are multiple 25 ways to reach this particular property, and it is</p>
<p style="text-align: right;">Page 106</p> <p>1 give me 10 assumptions. 2 MR. DEAN: I don't understand your 3 questioning. I mean I've described what goes into 4 the content of a traffic study, our methodology, the 5 dates and times we collect our counts. So much of 6 what goes into it is empirical data that's been 7 collected in the site vicinity or at the site 8 itself. 9 The assumption is that the use is as 10 presented. That is a house of worship and not a 11 kennel or something totally unrelated. I think 12 that's a fair assumption. 13 MR. LU: Okay. Have you included the 14 accidents, road accidents in your study? 15 MR. DEAN: We have not. 16 MR. LU: Is it normal to take that into 17 consideration when you do your traffic study? 18 MR. DEAN: It is not. 19 MR. LU: How about have you taken into 20 consideration the members may come by a tour bus? 21 MR. DEAN: By a bus? 22 MR. LU: Tour bus. 23 MR. DEAN: A tour bus. 24 MR. LU: Tour. 25 MR. DEAN: I'm not aware of that</p>	<p style="text-align: right;">Page 108</p> <p>1 unreasonable and unrealistic to think or expect that 2 they will only go or travel in one direction. 3 MR. LU: In the previous testimony, I 4 heard there was 43 vehicles going down Crim Road and 5 44 vehicles on Papen. That's not 170 vehicles. 6 MR. DEAN: Correct. 7 MR. LU: What -- why did it come up on 8 your study with 87 vehicles instead of 170? 9 MR. DEAN: I think what's being 10 overlooked is the fact that that was one particular 11 movement, for example, turning, exiting the site and 12 continuing west or south on Mine Road. Some of the 13 traffic would turn left from the site and go south 14 on Mountaintop to Crim Road and then have the 15 ability to turn left or turn right or go straight. 16 So when it's all added up, it's in the traffic 17 study, it's 170 vehicles. 18 MR. LU: Okay. Have you done a study 19 on -- we do have neighbors who has to walk to the 20 local temple on Sabbath. Have you did a study on 21 impact on traffic and the pedestrian safety? 22 MR. DEAN: When we did our traffic 23 counts, and there are now quite a series of traffic 24 counts, if there were pedestrians or bicyclists or 25 anything that's nonautomobile related, they were</p>

<p style="text-align: right;">Page 109</p> <p>1 included in the traffic counts. 2 I will say that it wasn't a significant 3 number that was identified, and, obviously, in any 4 neighborhood there are joggers and people 5 exercising, pushing strollers. So they were 6 included in our traffic counts, but we didn't do a 7 specific study other than that, other than 8 quantifying. 9 MR. LU: And did you put that on your 10 report? 11 MR. DEAN: We didn't quantify it. We 12 didn't put it in the report. If there was one 13 pedestrian, I don't have a figure or a diagram or a 14 reference in my report that says at 7:22 we observed 15 one pedestrian. It's not meaningful to the content 16 and the findings of the study. 17 MR. LU: But if for some reason this 18 facility is going to be built, you may find people 19 like me riding a bicycle on the Mountaintop Road and 20 there's no bike lane. So it would be in the middle 21 of the street. I don't want to be hit. Although, I 22 have plenty of endurance. So you haven't done 23 anything. 24 MR. DEAN: I haven't done a study that 25 assumes you riding in the middle of the street. No.</p>	<p style="text-align: right;">Page 111</p> <p>1 secretary. 2 MR. LU: I'm sorry. I only have enough 3 money to make two color copies. So I was asking for 4 using the projector but it was denied last session. 5 If you look -- it's number on page -- 6 if you look on page 2, this mosque, and page 3, and 7 this mosque is located in 152 Derrom Avenue in 8 Paterson, New Jersey, and how is the -- how is this 9 mosque traffic situation compared with your local -- 10 MS. TUBMAN: Mr. Collins, board 11 members, we have a listing of pictures of maps and 12 street layouts. I don't see any relevance to this 13 application whatsoever. No size of the mosques, no 14 traffic studies, and as Mr. Dean has testified, 15 every traffic analysis is unique. 16 MR. COLLINS: Sir, the objection is to 17 relevance. If you could address why you think it's 18 relevant? 19 MR. LU: Its relevance, if you look at 20 the location of the mosque and the Google picture of 21 the street, and it's fair comparison with current 22 applicant's location, I'm sure Mr. Dean has 30 years 23 experience, he will be able to, you know, identify 24 the traffic pattern for those areas and especially 25 he specific testified in the State of New Jersey.</p>
<p style="text-align: right;">Page 110</p> <p>1 MR. LU: When you ride a bicycle on 2 that Mountaintop Road -- 3 MR. DEAN: I'm sorry. 4 MR. LU: Plenty of people ride bicycle 5 on Mountaintop Road. There is no place -- there's 6 no shoulder. There's no -- you have to ride in the 7 middle of the street. 8 MR. DEAN: I haven't studied that. 9 MR. LU: Okay. Have you done a traffic 10 study in place of the mosque? 11 And there are five single-family house 12 on the property. How much difference in the traffic 13 impact? 14 MR. DEAN: I haven't studied that. 15 I've only studied this application. 16 MR. LU: Okay. You did mention you did 17 the traffic study for the Franklin Township mosque. 18 MR. DEAN: Correct. 19 MR. LU: Okay. I would like to ask you 20 some questions in comparison. I did a search on the 21 Internet and Wikipedia, 25 mosque in the State of 22 New Jersey, and it's here. It will be easier for 23 you to refer to the Google pictures and Google maps. 24 MS. TUBMAN: We will look at that. 25 MR. COLLINS: Give it to the board</p>	<p style="text-align: right;">Page 112</p> <p>1 MR. COLLINS: Sir, I think -- 2 MR. LU: In residential area -- 3 MR. COLLINS: I think you're going to 4 have to focus your attention on questions of this 5 witness that were part of his direct testimony. 6 MR. LU: Okay. 7 MR. COLLINS: That was not part of it. 8 MR. LU: Okay. 9 MR. COLLINS: The other way for you to 10 perhaps to deal with this is, when you have the 11 opportunity to testify, you might be able to present 12 some of your own evidence that you'd like to present 13 yourself in the open session in the public hearing 14 after the applicant's case is done and when the 15 interested parties cases are being presented. 16 So unless you have a specific question 17 for this witness -- 18 MR. LU: Yes, I do. 19 MR. COLLINS: You should move on then 20 to that. He did, by the way, give you something 21 that he did a study of Franklin Township and you 22 went and focused on that one. 23 MR. LU: Franklin Township, it's on 24 page 11. It's on 47 Cedar Grove Lane, Franklin 25 Township, Somerset, New Jersey, 08873, and page 11</p>

<p style="text-align: right;">Page 113</p> <p>1 is a map, and then page 12 is a Google satellite 2 picture of the location. Since you have done the 3 study at the Franklin Township, can you give me a 4 comparison of the two? 5 MR. DEAN: No. I don't know what you 6 mean by comparison. One is in Franklin. One is in 7 Bridgewater. 8 MR. LU: Okay. Can you describe the 9 location of the mosque, the type of traffic? Is it 10 in residential or commercial area? 11 MR. DEAN: On Cedar Grove Lane? 12 MR. LU: Yes. 13 MR. DEAN: And at 47 Cedar Grove Lane, 14 if, in fact, that is the site that I did, and I 15 don't recall -- 16 MR. LU: So where did you do the 17 Franklin Township mosque? 18 MR. DEAN: When? 19 MR. LU: Where? 20 MR. DEAN: It was on Cedar Grove Lane 21 in Franklin. I just don't know that it was 22 necessarily this site. 23 MR. LU: According to Wikipedia, that's 24 a really good source, right? Anyway, forget about 25 numbers, and can you please describe the mosque</p>	<p style="text-align: right;">Page 115</p> <p>1 MR. LU: Okay. So everybody get 2 picture of Cedar Grove Lane compared to Mountaintop 3 Road. Okay. My question to you is you did traffic 4 study back in 2010, right? 5 MR. DEAN: Correct. 6 MR. LU: Okay. And there were issues 7 in 2010, 2011 actually and then the current owner 8 who purchased the property and closed on April 24, 9 2012, despite of the neighbors issue and the last 10 testimony, I asked Mr. Abdelkader about why any 11 specific reason he would pick this particular site, 12 and he responded he cannot -- doesn't have any 13 specific reason to -- particular reason must have 14 this site as a mosque. 15 MS. TUBMAN: Mr. Lu, we've gone down 16 this road before. This property is zoned for this 17 particular use. 18 MR. LU: Yes, and in his testimony, 19 when asked about -- and he said even though he has a 20 car can drive up to 120 miles per hour, that he 21 would not drive 120 miles per hour on the highway. 22 So even though it's a permitted zoned use for now, 23 it is not necessarily an ideal place and he also on 24 his website -- 25 MR. COLLINS: Mr. -- sir, the objection</p>
<p style="text-align: right;">Page 114</p> <p>1 traffic study done for the Cedar Grove Lane? 2 MR. DEAN: I have no recollection. It 3 was many years ago. It was 13 years ago now. 4 MR. LU: Thirteen years ago. 5 MR. DEAN: Correct. 6 MR. LU: Okay. And you have been in 7 practice with over 30 years, right, and you are 8 local person. Can you please describe to us what 9 kind of -- what type of area, zoning and traffic at 10 the present time? 11 MR. DEAN: On Cedar Grove Lane? 12 MR. LU: Yeah. 13 MR. DEAN: It's a multi-lane curbed 14 county roadway that leads from -- I could describe 15 it as a major collector road that traverses Franklin 16 Township leading to Easton Avenue. It has at least 17 two lanes in each direction. I don't recall in this 18 particular section at 47 its configuration, nor do I 19 recall its traffic count. 20 MR. LU: What type of buildings are in 21 Cedar Grove Lane? 22 MR. DEAN: There's a mixture of 23 commercial, institutional, residential, other houses 24 of worship. There's single-family homes. There's 25 multi-family homes. It's a very -- it's varied.</p>	<p style="text-align: right;">Page 116</p> <p>1 is relevance again. 2 MR. LU: No. My question -- 3 MR. COLLINS: The objection by Ms. 4 Tubman is basically that this is, again, not 5 relevant to the proceedings before this board, and 6 her objection is an appropriate objection. You 7 learned that the last time when you asked the same 8 question of Mr. Abdelkader. 9 So you should stop the question now and 10 go on to the next question. 11 MR. LU: Mr. Dean, is this the ideal 12 site for mosque of 500 capacity -- 13 MR. DEAN: That's not for me -- 14 MR. LU: -- with your traffic study? 15 MR. DEAN: That's not for me to decide. 16 MR. LU: Okay. Thank you. 17 MS. JOSEPH RACK: Susan Joseph Rack, 18 1381 Mallard Drive. I've been previously sworn. 19 MR. COLLINS: Thank you. You're still 20 under oath. 21 MS. JOSEPH RACK: Joseph, J-O-S-E-P-H, 22 no hyphen, Rack, R-A-C-K. 23 Mr. Dean, all of these roads in 24 question are public roads, correct? 25 MR. DEAN: The ones that we studied, to</p>

<p style="text-align: right;">Page 117</p> <p>1 the best of my knowledge, yes, they are. 2 MS. JOSEPH RACK: They're public roads. 3 Okay. And with regard to traffic volume and the use 4 of these roads that you are expert in studying, your 5 study has found that the roads in question have all 6 come within the reasonable use of these roads as 7 they were constructed. Is that correct? 8 MR. DEAN: I don't know what you mean. 9 MS. JOSEPH RACK: None of the roads you 10 have studied have exceeded from A to D or A to F. 11 All of the traffic you have discovered on these 12 roads is within the reasonable safe usage of these 13 roads. Is that correct? 14 MR. DEAN: Well, we've evaluated how 15 the roads are used and the delays and the congestion 16 or lack thereof at intersections. The slight litmus 17 test of any traffic study is to compare the 18 forecast, the future traffic without this project or 19 a project and then layer on the traffic associated 20 with the project and compare those two side-by-side, 21 and in my opinion, this is either no change in level 22 of service or an absolute, you know, almost 23 imperceptible, but minimal degradation, but 24 certainly remains within accepted standards for safe 25 intersection operations.</p>	<p style="text-align: right;">Page 119</p> <p>1 were. They're governed by the board of education, 2 and they operate a little differently than this 3 forum. 4 MS. JOSEPH RACK: And would you say 5 that it is a reasonable expectation of the residents 6 and all property owners on these roads to expect the 7 township to maintain the roads for safety sake? 8 MR. DEAN: I never like to guess what 9 anybody will think is reasonable or what the 10 expectation is. So I don't know how to answer that 11 question. 12 MS. JOSEPH RACK: Thank you. 13 MR. DEAN: I don't know what your 14 expectation. That might be very different than your 15 neighbor's. 16 MS. JOSEPH RACK: My tax dollars to 17 keep all the roads in my neighborhoods and in my 18 community safe for travel. 19 Thank you very much, Mr. Dean. 20 MR. DEAN: Thank you. 21 CHAIRPERSON KANE: It's 10 o'clock and 22 we do need to be out of the building by 10 23 o'clock -- I mean by 10:30. Therefore, we're going 24 to have to end the meeting now. Sorry. We'll have 25 the traffic person come back again to continue his</p>
<p style="text-align: right;">Page 118</p> <p>1 MS. JOSEPH RACK: Okay. And would you 2 say -- is it your opinion that residents of this 3 area, knowing that they have bought property on 4 public roads and with a site that has permitted use 5 other than residential -- that it's within reason 6 that the roads may be used more over time? 7 MR. DEAN: Virtually, any road has the 8 capability of being used more. Whether it's from 9 development in the immediately adjacent area or 10 external, for example, Crim Road being used as a 11 connector, if you will, between say Foothill and 12 Washington Valley. 13 So what I've learned throughout my 14 career is very rare is there an instance of traffic 15 conditions remaining static and that, as families 16 grow or as families contract, traffic patterns and 17 conditions change over time. This site as it's 18 zoned and situated is a nonresidential piece of 19 property. So there's certainly an expectation that 20 it will be put into use and will generate traffic. 21 MS. JOSEPH RACK: You weren't by any 22 chance the one who did traffic studies for the 23 soccer fields or were there traffic studies for the 24 soccer fields? 25 MR. DEAN: I don't know that there</p>	<p style="text-align: right;">Page 120</p> <p>1 testimony. 2 Okay. Can we have a motion? 3 MR. COLLINS: The meeting will be 4 carried to a date certain of May 13 -- May 12 at the 5 high school. Public hearing on Alfalah Center will 6 carry without additional notices to May 12, 2014, at 7 7 p.m. at the high school. There will be a point -- 8 a couple points of order that might ensure that, if 9 we have any, we'll deal with it then. 10 So for this case, though, for Alfalah 11 case, it is now finished for tonight. Mr. Dean will 12 be back at the next meeting on May 12, and it will 13 carry without additional notices to May 12 at 7 p.m. 14 at the high school. 15 (Proceedings conclude at 10:02 p.m.) 16 17 18 19 20 21 22 23 24 25</p>

CERTIFICATE OF OFFICER

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I CERTIFY that the foregoing is a true and accurate transcript of the testimony and proceedings as reported stenographically by me at the time, place and on the date as hereinbefore set forth.

I DO FURTHER CERTIFY that I am neither a relative nor employee nor attorney or counsel of any of the parties to this action, and that I am neither a relative nor employee of such attorney or counsel, and that I am not financially interested in the action.

DIANE M. HOLMES, C.C.R.
Certificate No. XI01660