

Planning Board Exhibit B-80  
May 3, 2010



**JOSEPH STAIGAR ENGINEERING, LLC**

*17 Tremont Drive  
East Hanover, NJ 07936*

*Telephone: 973.585.7102  
Fax: 973.428.4496*

May 3, 2010

Planning Board  
Village of Ridgewood  
1331 North Maple Avenue  
Ridgewood, NJ 07450

RE: Traffic Study  
The Valley Hospital  
Village of Ridgewood  
Bergen County, NJ

Dear Chairman and Boardmembers:

In the process of acting as your traffic consultant for the drafting of a Master Plan for the Redevelopment of The Valley Hospital site I have reviewed many documents presented to the Board by Valley Hospital and their professional consultants, and in that process I focused on the traffic aspects of the submittals. The details of our total combined review were capsulated in a letter to the Board dated May 26, 2009. Since that time I have reviewed the following additional documents:

1. Draft Interim Report for the Planning Board of Ridgewood dated 31, 2010, prepared by MPR/Medical Planning and Research International Ltd.
2. Geotechnical Data Review, dated April 28, 2010 prepared by Whitestone Associates, Inc.
3. Proposed Amendment to Land use Plan Element of the Village of Ridgewood Master Plan, dated April 21, 2010, prepared by Blais I. Brancheau, PP, AICP

In essence the findings of my latest review letter have not changed. In summary, these include:

1. Improvements (widening and signal upgrade) to the intersection of Linwood Avenue and Van Dien Avenue to improve capacity and reduce queuing/congestion. These improvements should be made before or in the early stages of the construction commencement.
2. Possible improvements to the intersection of North Van Dien Avenue/Red Birch Court/East Glen Avenue. (currently operating at level of Service "F")
3. Possible signal operation coordination of the Linwood Avenue intersections with Van Dien Avenue and North Pleasant Avenue to better facilitate turning movements at the Hospital driveway and John Street intersections with Linwood Avenue.
4. Police Officer traffic control at the site driveways may still ultimately be needed, particularly at the Linwood Avenue driveway. Implementation of Police traffic control can be decided

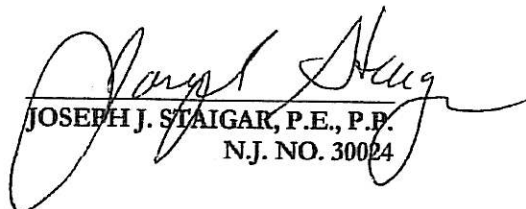
after post-construction and the Hospital is in full operation, and should be at the Police Department's discretion.

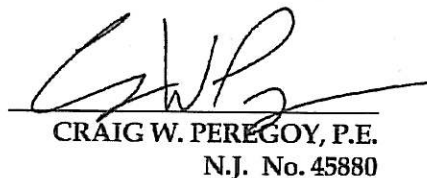
5. No left turn at the Kurth Cottage driveway (immediately after motorists enter the driveway) should be implemented to obviate congestion and queuing of entering vehicles.
6. John Street will be made a right-turn "exit" only, for eastbound travel on Linwood Avenue.
7. Improve traffic and pedestrian safety along the frontage roads of the Hospital to include improved signage, crosswalks, traffic control and calming devices.
8. Re-evaluate and improve the "wayfarer sign" program through the Borough of Ridgewood and abutting municipalities to provide motorists information on how best to destine to the Hospital.
9. Prepare a phased Parking Management Plan for construction workers and storage for construction equipment, as well as for off-site parking for staff during the construction phases. Plans for on-site parking for doctors, visitors, etc. will also need to be made.
10. Prepare an initial post-construction Parking Management Plan that provides an efficient and effective means to allocate parking resources to doctors, staff, visitors, etc. that improves on the current experience of parking allocation at the Hospital. This Plan should continue as a work-in-progress and should be flexible as the parking demands for the Hospital changes.
11. Provide a parking layout that offers interconnect and flexibility for the use of either access at Linwood Avenue and Van Dien Avenue. This is necessary to balance the on-site traffic distribution so that neither access point is overburdened. Caution must be also employed in the layout to not attract "cut-through" traffic through the site whereby motorists travel a long distance through the site (at potentially higher speeds) in order to use an alternate access point than the one nearer to their parking space. The intersection improvements at Linwood and Van Dien Avenues and the coordination with the North Pleasant Avenue signal will greatly reduce congestion, queuing and driver frustration to better facilitate the access points.
12. An appropriate sound (and visual) buffer should be implemented for the rear yards of the Steilen Avenue residences.

We intend to be present at the upcoming Planning Board hearings to present these findings and to answer questions related to them.

Sincerely,

**JOSEPH STAIGAR ENGINEERING, LLC**

  
JOSEPH J. STAIGAR, P.E., P.P.  
N.J. NO. 30024

  
CRAIG W. PEREGOY, P.E.  
N.J. No. 45880