

TRAFFIC ENGINEERING EVALUATION

PROPOSED RESIDENTIAL DEVELOPMENT

605-607 GROVE STREET

BLOCK 7105, LOTS 8 & 9

CITY OF JERSEY CITY

HUDSON COUNTY, NEW JERSEY

Prepared for:

605-607 Grove St Realty LLC
605-607 Grove Street
Jersey City, NJ 07310

Prepared by:

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April 5, 2023

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INTRODUCTION

The purpose of this Traffic Engineering Evaluation is to assess the traffic impacts associated with the redevelopment of the subject property known as Lots 8 & 9 in Block 7105 located at 605-607 Grove Street in the City of Jersey City, Hudson County. The site has 100 feet of frontage along the south side of 15th Street and 50 feet of frontage along the west side of Grove Street. The site is in the Jersey Avenue Light Rail Redevelopment Plan, which permits residential, office, retail, and a mix of uses. The subject property is currently vacant. The proposal is to construct a new building to include a total of 66 dwelling units of multifamily housing (mid-rise) in twelve stories with 1,185 square feet of commercial space on the ground floor. Zero on-site parking spaces are proposed.

EXISTING CONDITIONS

The site is located at the southwest corner of the intersection of Grove Street with 15th Street. The site is currently vacant. The surrounding properties generally consist of a mix of residential uses. The streets that serve the subject site are described as follows:

Grove Street is categorized as an urban minor arterial under the jurisdiction of the City of Jersey City. Grove Street is oriented in a southbound direction, extending between 16th Street in the north and Grand Street in the south. North of 16th Street, Grove Street is two-way. Near the proposed site, Grove Street provides two travel lanes. Parking is permitted on both sides of the street with a capacity for approximately 14 cars. Signs are posted “No Parking 6 AM – 8 AM Thursday” (west side), “No Parking 6 AM – 8 AM, Tuesday” (east side), “2 Hour Metered Parking 7 AM – 9 PM, Monday – Friday”, “Tow-Away Zone, Any Vehicles Without Zone 7 Permit Parked in Zone Over 2 Hours”. There are sidewalks on both sides of the street. The statutory speed limit is 25 miles per hour (MPH).

15th Street is a local street under City jurisdiction. 15th Street has one travel lane and is oriented in a westbound direction, extending between Marin Boulevard in the east and Erie Street in the west, then continuing as a two-way street between Jersey Avenue and Coles Street. There are sidewalks on both sides of the street. Parking is permitted on both sides of the street, except on the north side, west of the intersection. There are signs posted “No Parking 6 AM – 8 AM Thursday” (north side), “No Parking 6 AM – 8 AM, Tuesday” (south side), “2 Hour Parking 7 AM – 9 PM, Monday – Friday”, “Tow-Away Zone, Any Vehicles Without Zone 18 Permit Parked in Zone Over 2 Hours”. 15th Street has a statutory speed limit of 25 MPH.

Mass Transportation Options

The project site is 0.7 mile or a 14-minute walk from the Newport PATH station and 0.7 mile or a 14-minute walk from the Hoboken PATH station. The number 126 bus route with service to Hoboken and NYC, stops along 18th Street, within 0.3-mile/6-minute walk of the subject site. Therefore, it is anticipated that many of the AM and PM peak hour trips associated with the residential apartments would be pedestrian trips to and from the shuttle bus.

Bicycle Master Plan 2019

Near the subject site, as of 9/30/2019, the Let's Ride JC Bicycle Master Plan shows bicycle lanes on Grove Street, Marin Boulevard, and 16th Street. There is a Citi Bike coral at the Newport PATH station and a Citi Bike coral on Newport Parkway at River Drive South.

Pedestrian Enhancement Plan 2018

Near the subject site, Grove Street and Marin Boulevard were identified by the public as key streets that need improvement for walkability. Between the years 2014 and 2016, there were crashes involving pedestrians at the intersection of 15th Street with Grove Street and crashes involving bicycles at the intersection of 18th Street with Marin Boulevard.

School Travel Plan 2019

Near the subject site, as of July 2019, the Jersey City School Travel Plan shows there are no crossing guards at the intersections near the subject property.

Crashes (2012 to 2016)

Between the years 2012 and 2016, the School Travel Plan identified crashes involving bicyclists at the intersection of 18th Street with Marin Boulevard, and crashes involving pedestrians at 15th Street with Grove Street.

Vision Zero Action Plan

The Vision Zero Action Plan, February 2019 shows Near the subject property, Bergen Avenue, Montgomery Street, and Kennedy Boulevard are included in the "City Streets" and "All Roads High Injury Network". There was a moderate bicycle or pedestrian crash at the intersections of 15th Street with Grove Street and 18th Street with Marin Boulevard.

DEVELOPMENT PROPOSAL

The proposed development consists of the construction of 66 units of multifamily housing (mid-rise) and 1,185 square feet of commercial space.

TRIP GENERATION

According to the Trip Generation Manual, 11th Edition published by the Institute of Transportation Engineers, "Multifamily Housing (High-Rise)" are located in rental buildings that have between three and ten levels (floors). Therefore, trip generation for the proposed 66 units of multifamily housing (mid-rise) was calculated using the current Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition for the land use "Multifamily Housing (High-Rise)" in a dense multi-use urban setting/location not within one-half mile of rail transit was used. Table 1, Trip Generation Summary, tabulates the trip generation for the proposed 66 units of multifamily housing (mid-rise) with 1,185 square feet of commercial space.

According to the ITE *Trip Generation, 11th Edition*, "A strip retail plaza is an integrated group of commercial establishments that is planned, developed, owned, and managed as a unit. Each study site in this land use has less than 40,000 square feet of gross leasable area (GLA). Because a strip retail plaza is open-air, the GLA is the same as the gross floor area of the building." The 1,185 square feet of retail space would generate 5 new trips during the AM peak hour and 0 new vehicle trips during the PM peak hour. Based on the small square footage of retail space, the pass-by percentage is calculated to be greater than 100 percent, which means that 100 percent of the retail trips would be from the local traffic that is already in the area passing by the site on Grove Street and 15th Street. Also, based on the small square footage all the trips associated with this small neighborhood retail space would be pedestrian trips. Therefore, the vehicle trip generation calculations would be considered conservative.

On average, this proposed development is expected to generate 19 new vehicle trips, one vehicle to or from the subject site every 3 minutes during the AM peak hour and 13 new vehicle trips, one vehicular trip to or from the site every 4 minutes during the PM peak hour. Since there is no on-site parking, these new vehicle trips would be pass-by trips or rider-share trips dropping off or picking up a tenant or visitor.

The proposed redevelopment is expected to generate 23 pedestrian trips during the weekday AM peak hour and 30 pedestrian trips during the PM peak hour. The route that pedestrians would take between the subject site and the number 126 bus stop would be 15th Street to Marin Boulevard. Therefore, in my professional opinion, the number of new pedestrian trips along the existing sidewalks and crossing the existing intersections and the number of new vehicular trips on the nearby street would not have a significant impact on traffic operations in the area.

According to *Transportation Impact Analysis for Site Development*, published by the Institute of Transportation Engineers (ITE), an increase of less than 100 vehicle trips would not change the level of service of the local street network nor appreciably increase the volume-to-capacity ratio of an intersection approach. Also, NJDOT Access Management Code considers a significant increase in trips greater than 100 peak hour trips AND greater than a 10 percent increase in previously anticipated daily trips. Therefore, the proposed development is not anticipated to significantly impact the operations of the local streets.

SITE PLAN REVIEW

The bicycle parking requirement is 0.5 spaces per dwelling unit to 33 bicycle parking spaces, whereas a bicycle room to accommodate up to 34 bicycles is proposed for tenants. A bicycle rack on Grove Street is proposed for 2 bicycle parking spaces for others.

There is access to robust mass transportation services, shared bicycles, and bicycle lanes, as well as local shopping, dining, and entertainment options; therefore, those residents would not need to own a vehicle.

Rideshare vehicles, such as Uber or Lyft, would park in an on-street parking space to pick-up or drop-off a passenger associated with this proposed multifamily (mid-rise) housing project.

CONCLUSIONS

Based upon our trip generation evaluation, it is our professional opinion that the proposed 66-unit, multifamily housing (mid-rise) and 1,185 square feet of commercial space would generate an insignificant number of vehicle trips and would not have a significant impact on traffic conditions during the weekday AM and PM peak commuter traffic hours.

The route that pedestrians could take between the subject site and the number 126 bus stop would be 15th Street to Marin Boulevard. The proposed development is expected to generate 23 pedestrian trips and 30 pedestrian trips during the weekday AM and PM peak hours, respectively. Therefore, in my professional opinion, the increase in pedestrian trips along the existing sidewalks and crossing the existing intersections would not have a significant impact.

The project is also expected to generate 16 new vehicular trips during the weekday AM peak hour and 13 new vehicle trips during the PM peak hour. Therefore, in my professional opinion, the number of vehicular trips at the existing intersections would not have a significant impact.

In conclusion, the development of this project would have no significant impact on the traffic operations of area roadways and intersections and would not have a significant impact on local parking conditions.

The foregoing is a true representation of my findings.



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Professional Engineer License No. 37104

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605-607 Grove Street, Jersey City, Hudson County, NJ
Table 1 Trip Generation Summary

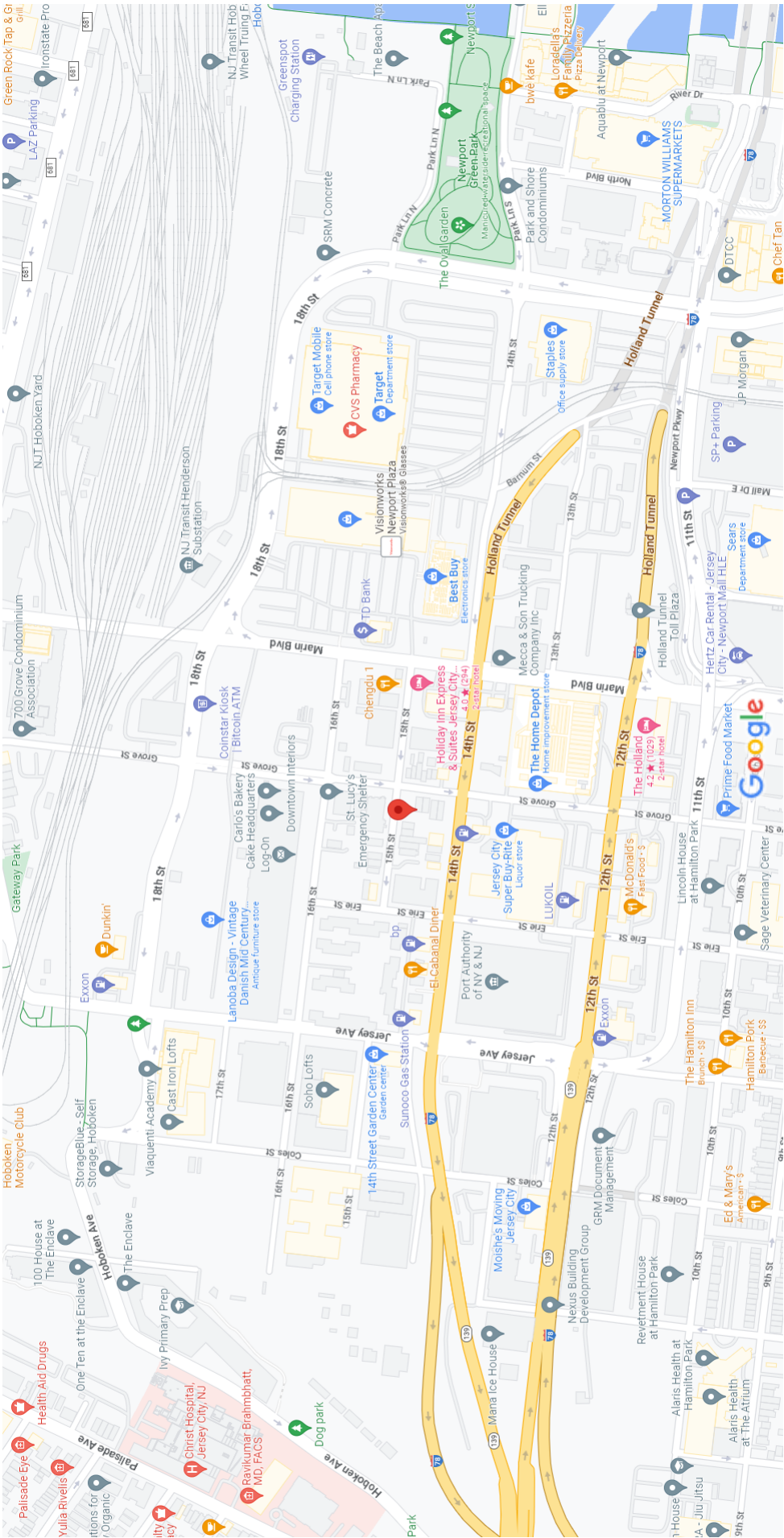
CODE	LAND USE	AMOUNT	WEEKDAY					
			AM PEAK HOUR		PM PEAK HOUR			
			IN	OUT	TOTAL	IN	OUT	TOTAL
PROPOSED USE - VEHICLE TRIPS								
222	Multifamily Housing (High-Rise) Dense Multi-Use Urban (Avg)	66 units	5	11	16	8	5	13
822	Strip Retail Plaza (<40KSF)	1,185 SF	2	1	3	4	4	8
	Pass By Percentage (PM)	-100%				-4	-4	-8
	NEW TRIPS (Subtotals)		2	1	3	0	0	0
TOTAL SITE-GENERATED NEW VEHICLE TRIPS								
			7	12	19	8	5	13
PEDESTRIAN TRIPS								
223	Multifamily Housing (Mid-Rise)(Formula)	66 units	6	17	23	18	12	30

SOURCES: *Trip Generation, 11th Edition* , published by the Institute of Transportation Engineers (ITE)



605 Grove St

PROJECT LOCATION MAP



Map data ©2023 Google 200 ft