

TRAFFIC ENGINEERING EVALUATION

PROPOSED RESIDENTIAL DEVELOPMENT 152 OGDEN AVENUE BLOCK 5103, LOT 10 CITY OF JERSEY CITY HUDSON COUNTY, NEW JERSEY

Prepared for:

152 Ogden Avenue LLC
930 Jefferson Street
Hoboken, NJ 07030

Prepared by:

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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 Lot 10 in Block 5103 located at 152 Ogden Avenue in the City of Jersey City, Hudson County. The site has approximately 70 feet of frontage along the east side of Ogden Avenue. The site is in the R-3 zone, which permits Mid-Rise Apartment Buildings, Townhouses, Three and Four Family Detached Dwellings district and is currently occupied by a surface parking lot consisting of 26 parking spaces. The proposal is to construct a new building to include a total of 14 dwelling units of multifamily housing (mid-rise) in eight stories, with on-site parking for up to 14 cars.

EXISTING CONDITIONS

The site is located on east side of Ogden Avenue. The site is currently occupied by a surface parking lot. The surrounding properties generally consist of a mix of residential uses. The streets that serve the subject site are described as follows:

Ogden Avenue is categorized as a local street under the jurisdiction of the City of Jersey City. Ogden Avenue is one-way, southbound from Franklin Street/Mountain Road to Cuneo Place, and one-way northbound from Franklin Street/Mountain Road to Congress Street. Near the proposed site, Ogden Avenue provides one travel lane. There are sidewalks on both sides of the street. Zoning permit parking signs are posted “4 Hour Parking All Times Monday – Saturday”, “Tow-Away Zone, Any Vehicle without Zone 16 Permit Parked in Zone over 4 Hours” on both sides of the street. There is a parking restriction for street cleaning posted “No Parking, 8 AM - 10 AM, Tuesday & Friday” on the west side and “No Parking 8 AM – 10 AM, Monday & Thursday” on the east side. There is capacity for approximately 64 on-street parking spaces on the three blocks of Ogden Avenue between Franklin Street/Mountain Road and Cuneo Place. The statutory speed limit is 25 miles per hour (MPH).

Ferry Street is a local street under the jurisdiction of the City of Jersey City, oriented in an eastbound direction, from Franklin Street to North Street. There are sidewalks on both sides of the street. Parking is permitted on both sides of the street. There is a parking restriction for street cleaning posted “No Parking, 1 PM – 3 PM, Tuesday & Friday” on the north side and “Monday & Thursday” on the south side. Zone 16 Permit Parking is required on both sides of the street for parking over 4 hours, Monday through Saturday. There is capacity for a total of approximately 14 on-street parking spaces on the block of Ferry Street between Palisades Avenue and Ogden Avenue. The statutory speed limit is 25 MPH.

Mass Transportation Options

The 2nd Street Light Rail Station is a 9-minute/0.4-mile walk from the subject site. The number 84, 86, 87, and 123 bus lines, with service between the subject site and Journal Square, Hoboken PATH, New York City, Christ Hospital, Newport Mall, Union City, stop on Palisade Avenue at Ferry Street, which is a 2-minute/500-foot walk from the subject site. With the variety and frequency of mass transportation service during the peak commuting hours, as well as the variety of local commercial, retail, and entertainment options, this location provides adequate transportation infrastructure to not own a personal vehicle.

Bicycle Master Plan 2019

Near the subject site, as of 9/30/2019, the Let's Ride JC Bicycle Master Plan shows bicycle lanes or shared bike paths on the streets of Palisades Avenue, Franklin Street, Central Avenue, Griffith Street, and Franklin Street, surrounding the subject site. There is a Citi Bike coral on Palisade Avenue at Riverview Park.

Pedestrian Enhancement Plan 2018

Along Central Avenue, one block to the west of the subject site, there are intersections identified to be improved for walkability with signalization, crosswalk improvements, intersection treatments, curb extensions, bicycle facilities, transit connections, and streetscape treatments. There was no mention of such improvements along Ogden Avenue or Ferry Street near the subject site. However, Palisade Avenue and Franklin Street near the subject site were "Key streets identified by the public".

School Travel Plan 2019

Near the subject site, as of July 2019, the Jersey City School Travel Plan does not mention the intersections of Ogden Avenue with Ferry Street.

Crashes (2012 to 2016)

Between the years 2012 and 2016, the School Travel Plan identifies no crashes involving pedestrians or involving bicycles at the intersection of Ogden Avenue with Ferry Street.

Vision Zero Action Plan

The Vision Zero Action Plan, February 2019 shows Central Avenue and Paterson Plank Road as being in the High Injury Network; however, Ogden Avenue and Ferry Street were not part of the High Injury Network.

DEVELOPMENT PROPOSAL

The proposed development consists of the construction of 14 units of multifamily housing (mid-rise) with parking on-site for up to 14 cars.

TRIP GENERATION

According to the *Trip Generation Manual, 11th Edition* published by the Institute of Transportation Engineers, "Multifamily Housing (Mid-Rise)" are located in rental buildings that have between three and ten levels (floors). Therefore, trip generation for the proposed 14 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 (Mid-Rise)" in a dense multi-use urban setting/location within one-half mile of rail transit was used to account for the proximity of the Light Rail station. Table 1, Trip Generation Summary, tabulates the trip generation for the proposed 12 units of multifamily housing (mid-rise).

The proposed redevelopment is expected to generate 8 pedestrian trips during both the weekday AM and PM peak hours. The route that pedestrians could take between the subject site and the 2nd Street Light Rail Station would be via Ogden Avenue to Franklin Street/Mountain Road, to the 100 Steps, then cross Paterson Plank Road at the traffic signal.

The proposed development is expected to generate 5 vehicular trips during the weekday AM peak hour and 4 vehicular trips during the weekday PM peak hour. The previous use of the subject site was a 26-space surface parking lot, which generated a certain number of pedestrian and vehicular trips.

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 parking requirement is 0.5 parking space per one-bedroom unit and 1.0 parking spaces per two-bedroom unit, or 13 total required parking spaces. The site plan is proposed with a semi-automated lift/slide parking system to accommodate up to 12 parked cars, along with 1 surface parking space, and 1 ADA van accessible parking space, for a total of 14 parking spaces. Since

on-site parking for up to 14 parked cars is proposed, there would be 1 parking space for each dwelling unit in this proposed multifamily housing (mid-rise) building.

There is also 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 12-unit, multifamily housing (mid-rise) with 12 on-site parking spaces 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 2nd Street Light Rail Station would be Ogden Avenue to Franklin Street/Mountain Road, to the 100 Steps, and cross at the traffic signal at Paterson Plank Road. The proposed development is expected to generate 8 pedestrian trips during the weekday AM and PM peak hours. 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 5 vehicular trips during the weekday AM peak hour and 4 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. The current use of the subject site as a parking lot also generated pedestrian and vehicular trips.

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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Table 1 - Trip Generation Summary
152 Ogden Avenue, Jersey City, Hudson County, NJ

CODE	LAND USE	AMOUNT	WEEKDAY					
			AM PEAK HOUR		TOTAL		PM PEAK HOUR	
			IN	OUT	TOTAL	IN	OUT	TOTAL
PROPOSED VEHICLE TRIPS								
221	Multifamily Housing (Mid-Rise)(Average)(Dense Urban)	14 units	1	4	5	3	1	4
PROPOSED PEDESTRIAN TRIPS								
221	Multifamily Housing (Mid-Rise)(Average)(Dense Urban)	14 units	1	7	8	6	2	8

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

