

KLEIN

TRAFFIC CONSULTING, LLC

156 Walker Road
West Orange, NJ 07052
973-985-3464
leekleintraffic@gmail.com

October 31, 2023

Juan Noya
c/o Perrine Avenue LLC
146 E 37th Street
New York, NY 10016

VIA EMAIL: jnoya@titaniumrg.com

**Re: Traffic Engineering Evaluation
Proposed 57 Apartment Units
17-23 Perrine Avenue, City of Jersey City, Hudson County, NJ**

Dear Mr. Noya:

Klein Traffic has prepared this expert traffic engineering evaluation, which includes an assessment of the general qualitative impact of the project's traffic on the surrounding area. We will also evaluate the proposed plan in terms of access, parking, and circulation needs.

Existing Conditions

We have conducted a field visit to review existing roadway geometry, traffic control, and location and geometry of adjacent driveways and intersections as may be gathered without an instrument survey. There is adequate pedestrian connectivity between the site at 17-23 Perrine Avenue and the Journal Square Transportation Center. There are sidewalks along Perrine Avenue, High Street, and Summit Avenue, as well as a walkway into the Journal Square Transportation Center.

There is no parking on the west side of Perrine Avenue. There is a street sweeping parking restriction on the east side of Perrine Avenue on Monday and Thursday from 3PM to 5 PM. The east side of Perrine Street requires a Zone 2 Parking Permit and is limited to 2-hour Parking, Monday through Friday, 8 AM to 5 PM.

Parking is prohibited on the north side of High Street. On the south side of High Street, parking is limited to 2-hours, Monday through Friday, 8 AM to 5 PM with a street sweeping restriction on Monday and Thursday, from 3 PM to 5 PM.

Mass Transit

We have identified the available mass transportation options and other non-passenger car options, such as buses, and Citi-Bike, for residents of the proposed 57-unit Multifamily Housing (Mid-Rise) building. The study area has a wide variety of transportation services available. The Journal Square Transportation Center is located within one half mile, or an 11-minute walk of the project site (see attached Google map). Pedestrian access would be made via the signalized intersection of Summit Avenue with Sip Avenue. The Journal Square Transportation Center accommodates the PATH train, several NJ Transit bus lines, as well as private bus lines such as Red & Tan/Coach USA in Hudson County and A&C Bus Corporation. In addition to the NJ Transit and private buses, several private jitney buses serve the area. Therefore, based on the lack of on-site parking for residents, it is anticipated that the largest number of the AM and PM peak hour trips associated with the proposed residential building would be pedestrian trips to and from the Journal Square Transportation Center.

Trip Generation

We estimated the trip generation of the proposed development based on standard trip generation rates found in the Trip Generation, 11th Edition, published by the Institute of Transportation Engineers. We used the data for a “Dense Multi-Use Urban” location/setting, as well as “Close to Rail Transit” in calculating the trips. The proposed 57-units of Multifamily Housing (Mid-Rise) would generate approximately 14 AM peak hour trips (2 IN and 12 OUT) and approximately 15 PM peak hour trips (11 IN and 4 OUT) (see attached Table 1 – Trip Generation Summary). These vehicle trips generated by the proposed use would be associated with pick-up/drop-off trips from taxis or other rideshare vehicles. Not providing on-site parking would have a minimal traffic impact on Perrine Avenue. That is to say that delivery vehicles (USPS, FedEx/UPS, Amazon, etc.), rideshare vehicles and/or carpooling vehicles would access Perrine Avenue. In many instances, delivery vehicles may stop on High Street and rideshare vehicles may pick up/drop off passengers on High Street.

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.

Parking

The *Journal Square 2060 Redevelopment Plan* requirement is zero parking spaces per unit, whereas the site is proposed with zero parking spaces per unit. Since zero on-site parking spaces are proposed and there is access to robust mass transportation services, as well as local shopping, dining, and entertainment options, none of the future residents of this proposed multifamily housing (mid-rise) building would need to own a vehicle.

The bicycle parking requirement is 0.5 bicycle spaces per unit or 29 bicycle parking spaces, where parking for 57 bicycles is proposed within the designated Bike Storage room on the first floor with access to the street.

There are several parking lots and/or garages options in the immediate area for those residents of 17-23 Perrine Avenue who choose to own a personal vehicle. The Journal Square Transportation Center provides a parking garage that is open 24 hours per day, 7 days per week.

Traffic and Pedestrian Impacts

Through recent site plan applications in Jersey City, we have made field observations and are familiar with traffic flow conditions on the surrounding roadway network during the weekday AM and PM peak periods. From the Traffic Impact Study for the proposed 1 Journal Square project, we have compared the pedestrian trips associated with this development with the pedestrian crossings counted at the intersection of Sip Avenue with Summit Avenue. We have determined the increase in the percentage of pedestrian trips at that intersection of Sip Avenue with Summit Avenue to be approximately 10 percent.

Conclusions

In my professional opinion, the modest increase in pedestrian traffic at the intersection of Sip Avenue with Summit Avenue will be accommodated with the existing infrastructure. The modest increase in vehicle trips would not have a negative impact on traffic operations. Any parking demand would be accommodated in the adjacent public parking facilities.

Please contact me if you have any questions.

Very truly yours,



Lee D. Klein, P.E., PTOE
NJPE 24GE03710400
PTOE Certification 1627

C:\Users\Leekl\Documents\WORK\JC-17-23PerrineAve\KLEIN-TEE_17-23PerrineAvJC_103123.docx



17 Perrine Ave, Jersey City, NJ 07306 to Journal Square, 1 Path Plaza, Jersey City, NJ 07306

Walk 0.5 mile, 11 min

Walking time/distance

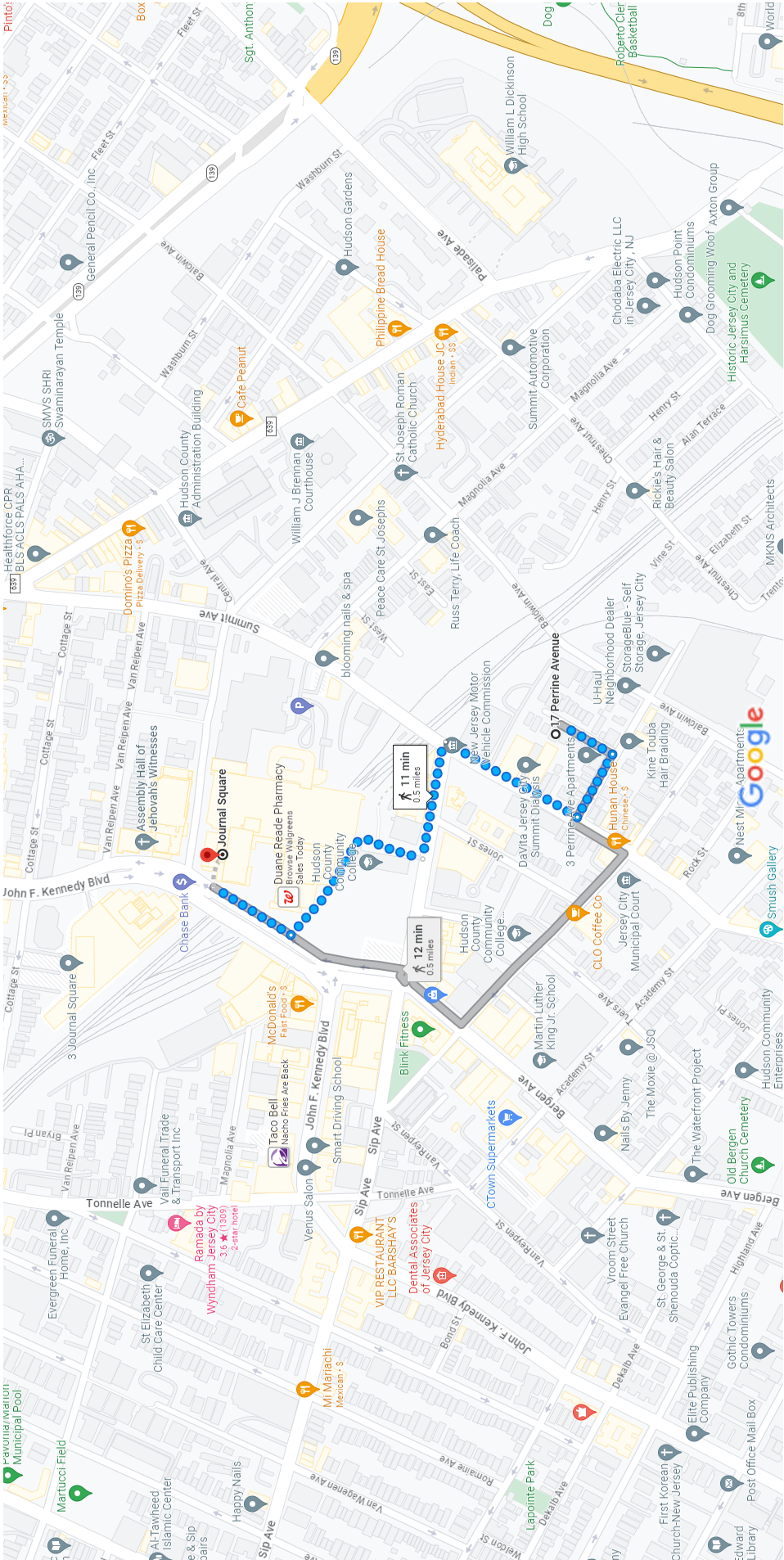


Table 1 - Trip Generation Summary
17-23 Perrine Avenue, Jersey City, Hudson County, NJ

CODE	LAND USE	AMOUNT	WEEKDAY					
			AM PEAK HOUR			PM PEAK HOUR		
			IN	OUT	TOTAL	IN	OUT	TOTAL
PROPOSED USE - VEHICLE TRIPS								
221	Multifamily Housing (Mid-Rise)(Average)(Dense Urban)	57 units	2	12	14	11	4	15
PROPOSED USE - PERSON TRIPS								
221	Multifamily Housing (Mid-Rise)(Average)(Dense Urban)	57 units	6	23	29	19	12	31
PROPOSED USE - WALK+BIKE+TRANSIT TRIPS								
221	Multifamily Housing (Mid-Rise)(Average)(Dense Urban)	57 units	4	6	10	6	7	13

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