

TRAFFIC ENGINEERING EVALUATION

PROPOSED RESIDENTIAL DEVELOPMENT 81-83 HUTTON STREET BLOCK 4404, LOT 2 CITY OF JERSEY CITY HUDSON COUNTY, NEW JERSEY

Prepared for:

M2M Development
221 River Street, 9th Floor
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 2 in Block 4404 located at 81-83 Hutton Street in the City of Jersey City, Hudson County. The site has approximately 65 feet of frontage along the south side of Hutton Street at the corner of Cambridge Avenue. The site is in the R-1 One and Two Family Housing district and is currently occupied by a two-story, building for the Elks Lodge. The proposal is to demolish the existing building and construct a new building to include a total of 9 dwelling units of multifamily housing (mid-rise) in five stories, with 9 proposed on-site parking spaces.

EXISTING CONDITIONS

The site is located on the south side of Hutton Street. The site is currently occupied by a two-story building for the Elks Lodge. The surrounding properties generally consist of a mix of residential uses. The streets that serve the subject site are described as follows:

Hutton Street is categorized as a local street under the jurisdiction of the City of Jersey City. Hutton Street is one-way, westbound from Palisade Avenue to Sherman Avenue, and two-way between Sherman Avenue and Sanford Place. Near the proposed site, Hutton Street provides one travel lane with a bicycle lane on the north side of the 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, 10 AM – Noon, Tuesday & Friday” on the north side. On the south side, parking is restricted to Marked Radio Cars Only (police cars). Zone Permit Parking is required on the north side of the street for parking over 4 hours, Monday through Saturday. There is capacity for approximately 28 on-street parking spaces on the 2 blocks of Hutton Street between Hancock Avenue and Central Avenue. The statutory speed limit is 25 miles per hour (MPH).

Cambridge Avenue is a local street under the jurisdiction of the City of Jersey City, oriented in a northbound 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, 10 AM – Noon, Tuesday & Friday” on the west side and “Monday & Thursday” on the east 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 34 on-street parking spaces on the block of Cambridge Avenue between Franklin Street and Hutton Street and approximately 27 on-street parking spaces on the block between Hutton Street and Griffith Street. The statutory speed limit is 25 MPH.

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 Central Avenue, Hancock Avenue, Griffith Street, and Franklin Street, which surround 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 Cambridge Avenue or Hutton Street near the subject site. However, Hutton Street and Cambridge Avenue 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 Cambridge Avenue with Hutton Street.

Crashes (2012 to 2016)

Between the years 2012 and 2016, the School Travel Plan identifies crashes involving pedestrians or involving bicycles at the intersections of Cambridge Avenue with Griffith Street, Central Avenue with Hutton Street.

Vision Zero Action Plan

The Vision Zero Action Plan, February 2019 shows Congress Street, Central Avenue, and Paterson Plank Road as being in the High Injury Network.

Mass Transportation Options

The 2nd Street Light Rail Station is a 14-minute/0.7-mile walk from the subject site. The number 84, 86, 87, 119, 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 Hutton Street. The number 88 and the number 119 also stop on Central Avenue at Hutton Street. 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.

DEVELOPMENT PROPOSAL

The proposed development consists of the construction of 9 units of multifamily housing (mid-rise) with 9 on-site parking spaces.

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 9 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 9 units of multifamily housing (mid-rise).

The route that pedestrians could take between the subject site and the 2nd Street Light Rail Station would be via Cambridge Avenue to Franklin Street, to the 100 Steps, then cross Paterson Plank Road at the traffic signal. The proposed redevelopment is expected to generate 5 pedestrian trips. The proposed development is expected to generate 3 vehicular trips during the AM peak hour and 3 vehicular trips during the PM peak hour. The previous use of the subject site was an Elks Lodge, 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 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 zero parking spaces per unit, whereas the site is proposed with 9 parking spaces. Since 9 on-site parking spaces are proposed, there would be 1 parking space for each dwelling unit in this proposed multifamily housing (mid-rise) building. 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 available, on-street, parking space to pick-up or drop-off a passenger associated with the proposed multifamily housing at 81-83 Hutton Street.

CONCLUSIONS

Based upon our trip generation evaluation, it is our professional opinion that the proposed 9-unit, multifamily housing (mid-rise) with 9 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 Cambridge Avenue to Franklin Street, to the 100 Steps, and cross at the traffic signal at Paterson Plank Road. The proposed development is expected to generate 5 pedestrian trips during the weekday AM or PM peak hours. The project is expected to generate 3 vehicular trips during each of the weekday AM peak hour and 3 vehicle trips during the PM peak hour. 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.

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
81-83 Hutton Street, 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)	9 units	0	3	3	2	1	3
PROPOSED PEDESTRIAN TRIPS								
221	Multifamily Housing (Mid-Rise)(Average)(Dense Urban)	9 units	1	4	5	3	2	5

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

Google Maps 81 Hutton St, Jersey City, NJ 07307 to 2nd Street Light Rail Station, Jersey City, NJ 07030 Walk 0.7 mile, 14 min

