

TRAFFIC IMPACT STATEMENT

For

Mann Property Group Proposed Residential Building

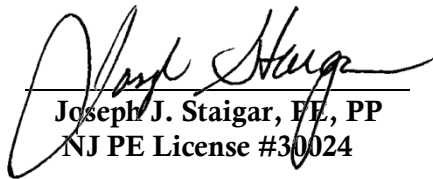
Property Located at:

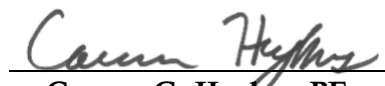
**1768-1768.5 John F. Kennedy Boulevard (CR 501)
Block 27005 – Lot 43.01
City of Jersey City, Hudson County, NJ**

Prepared by:



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4176-99-001TE

INTRODUCTION

It is proposed to construct a 5-story residential building with 12 dwelling units (“The Project”) on a parcel of land currently undeveloped, located along the east side of John F. Kennedy Boulevard between Cator Avenue and Terhune Avenue in the City of Jersey City, Hudson County, New Jersey (see Figure 1). The site is designated as Block 27005 – Lot 43.01 on the City Tax Maps. Access to the site is currently provided via one (1) curb cut along John F. Kennedy Boulevard. It is proposed to re-construct the existing driveway to provide access via one (1) full movement driveway along John F. Kennedy Boulevard. Parking will be provided via six (6) on-site parking spaces located on the ground floor of the building.

Dynamic Traffic, LLC has been retained to prepare this study to assess the traffic impact associated with the construction of The Project on the adjacent roadway network. This study documents the methodology, analyses, findings and conclusions of our study and includes:

- A detailed field inspection was conducted to obtain an inventory of existing roadway geometry, traffic control, and location and geometry of existing driveways and intersections.
- Projections of traffic to be generated by the proposed development were prepared utilizing trip generation data as published by the Institute of Transportation Engineers.
- The proposed point of ingress and egress were inspected for adequacy of geometric design, spacing and/or alignment to streets and driveways on the opposite side of the street, relationship to other driveways adjacent to the development, and conformance with accepted design standards.
- The site plan as designed was reviewed for sufficiency in accommodating large wheel base vehicles such as delivery trucks, refuse trucks, and emergency vehicles.
- The parking layout and supply was assessed based on accepted design standards, local requirements, and demand experienced at similar developments.

EXISTING CONDITIONS

A review of the existing roadway conditions near the proposed site was conducted to provide the basis for assessing the traffic impact of the development. This included field investigations of the surrounding roadways and intersections.

Existing Roadway Conditions

The following are descriptions of the roadways in the study area:

John F. Kennedy Boulevard (CR 501) is an Urban Principal Arterial roadway under the jurisdiction of Hudson County. In the vicinity of the site the posted speed limit is 25 MPH and the roadway provides one travel lane in each direction with a general north/south orientation. Curb and sidewalk are provided along both sides of the roadway. John F. Kennedy Boulevard provides a straight horizontal alignment and an uphill vertical alignment from south to north. The land uses along John F. Kennedy Boulevard in the vicinity of The Project are a mixture of commercial and residential.

Existing Mass Transit Facilities

NJ Transit provides significant bus and train service in the immediate area surrounding the site. Bus service within $\frac{3}{4}$ of a mile from the site is provided via lines 6, 10, 80, 81, 87 and 119 which provide service to destinations such as Journal Square, Exchange Place, Bayonne and New York City. The nearest bus stop is located approximately 360 feet north of the site along John F. Kennedy Boulevard. Train service is provided at the Danforth Avenue Light Rail Station, located approximately 0.75 miles southeast of the site. This station provide service to various locations throughout downtown Jersey City as well as Hoboken Terminal, which provides access to numerous modes of mass transportation such as NJ Transit bus and rail lines, the Hoboken PATH station and the Hoboken ferry. These mass transportation options collectively provide service to various destinations throughout central and northern New Jersey as well as World Trade Center and 33rd Street in New York City.

Existing Pedestrian and Bicycle Facilities

Pedestrian and bicycle facilities are provided in the form of sidewalk along both sides of John F. Kennedy Boulevard. The sidewalks extend throughout the immediate area surrounding the site and are interconnected with other streets well beyond the block in which the site is located, providing a very accessible network of pedestrian and bicycle facilities. The Jersey City Bicycle Master Plan also proposes a new protected bike lane along both sides of John F. Kennedy Boulevard.

Jersey City School Travel Plan

The Jersey City School Travel Plan does not propose any improvements in the immediate vicinity of the site, however numerous improvement measures throughout the City are identified which could potentially be implemented. According to the School Travel Plan, these improvements could include updated crosswalk markings, updated curb ramps and truncated domes, and installing delineators.

Vision Zero Action Report

The Vision Zero Action Report identifies roadways within the City where fatal and serious injury crashes are most common, which is referred to as the High Injury Network (HIN). It is important to note that John F. Kennedy Boulevard is included on the HIN. Therefore, numerous improvement measures were identified which could potentially be implemented in the immediate area. According to the Vision Zero Action Report, these improvements could include the installation of traffic calming devices, neighborhood slow zones and crosswalk visibility features.

Pedestrian Enhancement Plan

The Pedestrian Enhancement Plan does not propose any specific improvements in the immediate vicinity of the site, however numerous improvement measures throughout the City are identified which could potentially be implemented. According to the Pedestrian Enhancement Plan, these improvements could include pedestrian countdown timers and audible signals at traffic signals, pedestrian activated Rectangular Rapid Flash Beacons (RRFB) at mid-block crosswalks, updated crosswalk visibility features, raised intersections, curb extensions, improved bicycle and transit facilities and streetscape enhancements.

On-Street Parking

The on-street parking was reviewed along the block in which the subject property is located. The following are descriptions of the surrounding roadways:

- John F. Kennedy Boulevard from Cator Avenue to McAdoo Avenue can park 14 cars.
- Cator Avenue from Old Bergen Road to John F. Kennedy Boulevard can park 23 cars.

The following Figure 1 illustrates the existing parking regulations along the surrounding roadways.



Figure 1 – Surrounding Roadways On-Street Parking Restrictions

FUTURE CONDITIONS

Traffic Generation

Trip generation projections for The Project were prepared utilizing trip generation research data as published under Land Use Code 221 – Multifamily Housing (Mid-Rise) in the Institute of Transportation Engineers' (ITE) publication, *Trip Generation, 11th Edition*. This publication sets forth trip generation rates based on empirical traffic count data conducted at numerous research sites. It should be noted that the Dense Multi-Use Urban trip generation was utilized due to the urban nature of the site setting. The following table summarizes new trips generated from the Project utilizing the ITE data.

**Table I
Trip Generation**

Land Use	AM PSH			PM PSH		
	In	Out	Total	In	Out	Total
12-Unit Residential Building	1	7	8	2	1	3

As mentioned previously, within $\frac{3}{4}$ of a mile from the site there is access to NJ Transit bus lines 6, 10, 80, 81, 87 and 119 as well as the Danforth Avenue Light Rail Station. This proximity to mass transit will likely be an attractive feature to future residential tenants. This effect is accounted for by utilizing the dense multi-use urban setting.

Since no appreciable increase in trip generation is projected to be generated by the site, the operational conditions of the surrounding roadway network are not anticipated to change. The delays and queues in the area will remain as existing and it is likely that there will be no perceptible change in the traffic conditions with the construction of the proposed project. In fact, both ITE and NJDOT define a “significant” increase in traffic as 100 or more peak hour trips. As shown in Table I, the subject property is projected to generate less than 10% of this threshold.

SITE PLAN

Site Access and Circulation

The site plan was reviewed with respect to the site access and on-site circulation design. As noted previously, access to The Project will be provided via one (1) full movement driveway along John F. Kennedy Boulevard.

The newly constructed parking garage will be serviced by a single parking aisle which will allow for two-way circulation and 90-degree parking. This access configuration will adequately accommodate the anticipated site traffic, particularly given that they will be utilized by residents of the building who will be very familiar with the operations and circulation patterns of the site.

Parking

The City of Jersey City Ordinance sets forth a minimum parking requirement of 1 parking space per dwelling unit for lots with a width of 50 feet or more. Since the subject lot has a width of less than 50 feet, no parking is required. However, the site as proposed provides 6 parking spaces which will be sufficient to support the peak parking demands of The Project.

It is proposed to provide parking stalls with dimensions of 9'x18', which meet the Ordinance requirements. As such, the proposed dimensions will adequately accommodate the low-turnover site traffic anticipated.

FINDINGS & CONCLUSIONS

Findings

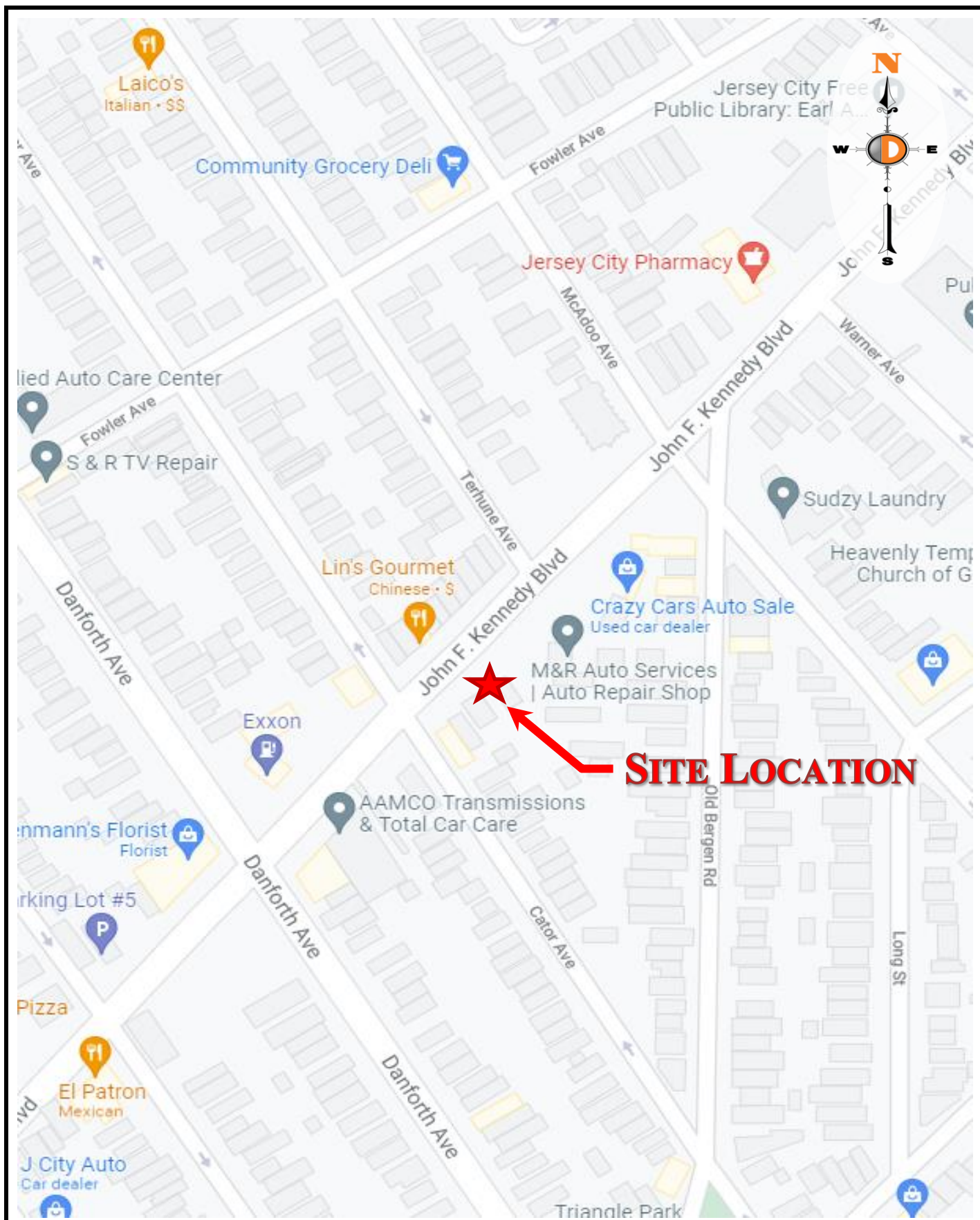
Based upon the detailed analyses as documented herein, the following findings are noted:

- The proposed 12-unit residential building is projected to generate 1 entering trip and 7 exiting trips during the weekday morning peak hour and 2 entering trips and 1 exiting trip during the evening peak hour.
- Access to the site is proposed to be provided via one (1) full movement driveway along John F. Kennedy Boulevard.
- As proposed, The Project's site driveway and internal circulation have been designed to provide for safe and efficient movement of automobiles.
- The proposed parking supply and design is sufficient to support the projected demand and is consistent with demand experienced at similar developments.

Conclusions

Based upon our Traffic Impact Statement as detailed in the body of this report, it is the professional opinion of Dynamic Traffic, LLC that the adjacent street system of the City of Jersey City and Hudson County will not experience any significant degradation in operating conditions with the construction of The Project. The site driveway is located to provide safe and efficient access to the adjacent roadway system. The site plan as proposed provides for good circulation throughout the site and provides adequate parking to accommodate The Project's needs.

Technical Appendix



Proposed Residential Development
 Traffic Impact Statement
 4176-99-001TE

Figure 1

Site Location Map