



## MEMORANDUM

**DATE:** January 18, 2024  
**TO:** Nicholas J. Cherami, Esq.  
Castano Quigley Cherami LLC  
**FROM:** Andrew Vischio, PE, PTOE  
**SUBJECT:** Traffic Impact Assessment  
443-447 Jersey Avenue  
Jersey City, New Jersey

This Traffic Impact Assessment has been prepared for the proposed residential development located at 443-447 Jersey Avenue in Ward F of Jersey City, New Jersey. The information contained herein is in conformance with the requirements of § 345-17 (Traffic Impact Assessment) of the Jersey City Code of Ordinances.

### Existing Conditions

The site is currently occupied by a church and the lot is located mid-block with frontage along Jersey Avenue. Jersey Avenue is a two-way roadway that runs in a north-south direction, is approximately 40 feet wide, and provides on-street parking on both sides of the street. The roadway does not provide dedicated bicycle lanes. Land uses in the site vicinity are generally residential in nature. The Frank R. Conwell school (PS 3/MS 4) is located to the south along Bright Street between Jersey Avenue and Monmouth Street. Van Vorst Park is located to the north, with frontage along Jersey Avenue between York Street and Montgomery Street.

#### Parking

This segment of Jersey Avenue is located within Residential Parking Zone 1, there is adequate space for approximately 13 on-street parking spaces between Bright Street and York Street, there is one driveway located on Jersey Avenue between Bright Street and York Street, and there no designated loading zones in the site vicinity. Residential Parking Zone 1 allows for two-hour parking between the hours of 7am and 9pm on weekdays for all vehicles. Parking for durations longer than two hours on weekdays requires a parking permit. Street cleaning occurs along the site frontage on Tuesday from 8am to 10am. Residents with a Zone 19 parking permit are also permitted to park within Zone 1.

#### Traffic Control

The subject property is located approximately 100 feet north of the unsignalized intersection of Jersey Avenue and Bright Street and 100 feet south of the unsignalized intersection of Jersey Avenue and York Street.

The intersection of Jersey Avenue and Bright Street is an all-way stop control intersection, enacted by Ordinance No. 21-003 and approved on January 27, 2021. Prior to 2021, the Jersey Avenue approaches did not operate under stop control. According to NJDOT crash records accessible via the Safety Voyager website, there has only been one right-angle crash recorded at the subject intersection since its conversion to all-way stop control. Curb extensions were also constructed at this intersection in 2019 using paint and flexible delineators. This improvement aligns with one of the primary City-wide recommendations contained within the City's Pedestrian Enhancement Plan released in 2018.

The intersection of Jersey Avenue and York Street is an all-way stop control intersection that was converted from one-way stop control in 2015 based on aerial imagery. Prior to 2015, the Jersey Avenue

approaches did not operate under stop control. According to NJDOT crash records accessible via the Safety Voyager website, there has only been one right-angle crash recorded at the subject intersection since its conversion to all-way stop control. Curb extensions were also constructed at this intersection in 2019 using paint and flexible delineators. This improvement aligns with one of the primary City-wide recommendations contained within the City's Pedestrian Enhancement Plan released in 2018.

### Transit

The subject property is conveniently located near multiple forms of transit. A Citi Bike dock is located approximately 300 feet to the north along Jersey Avenue adjacent to Van Vorst Park and another dock is located approximately 600 feet to the south along Grand Street adjacent to the Jersey City Medical Center. NJ Transit Bus routes 81 and 86 operate along Jersey Avenue. The nearest rail transit stop is the Jersey Avenue NJ Transit Light Rail station, which is an approximately five minute walk to the south. The Grove Street PATH station is an approximately 10 minute walk to the northeast.

### Citywide Planning Studies

This segment of Jersey Avenue is not located on the City's Vision Zero High Injury Network and the property is not located along any walking audits conducted as part of the Jersey City School Travel Plan.

## **Proposed Conditions**

The proposed development includes modifying the existing church to establish a residential building with 10 dwelling units. Off-street parking is not proposed.

The Institute of Transportation Engineers (ITE) trip generation manual is generally applied for larger developments. However, using average rates for Land Use Code 220: Multifamily Housing (Low-Rise) near transit in a dense urban setting, the property is calculated to generate three ingress and three egress trips during the peak evening period. As such, there would effectively be no change to traffic volumes along the local roadway network as a result of this development.

## **Conclusion**

As documented within this Assessment, the proposed development would not result in any significant traffic impacts and would not impede any multi-modal initiatives that the City may pursue along Jersey Avenue in the future. As such no mitigation measures are necessary.