TRAFFIC ENGINEERING EVALUATION

PROPOSED REDEVELOPMENT

4 Nevin Street BLOCK 15004, LOTS 32, 33, 34, 35, 36, 37, & 38 CITY OF JERSEY CITY HUDSON COUNTY, NEW JERSEY

Prepared for:

COBALT HOMES LLC 129 Franklin Street Secaucus, NJ 07094

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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 Lots 32, 33, 34, 35, 36, 37, & 38 in Block 15004 located at 4 Nevins Street in the City of Jersey City, Hudson County. The site has approximately 130 feet of frontage along the south side of Nevins Street and 130 feet of frontage on the east side of Storms Avenue.

The property in question is in the McGinley Square East Redevelopment Plan. The proposal is to construct a residential building consisting of 101 units of multifamily housing (mid-rise) in eight stories with 34 parking spaces enclosed within the ground floor of the building with one driveway on Storms Avenue and one driveway n Nevins Street.

EXISTING CONDITIONS

The site is located at the southeast corner of the intersection of Storms Avenue with Nevins Street. The site is occupied by parking. The surrounding properties generally consist of a mix of commercial and residential uses. The subject site is within the McGinley Square East Redevelopment Plan area. The adjacent roadways of Storms Avenue and Nevins Street serving the subject site are described as follows:

Storms Avenue is a local street under the jurisdiction of the City of Jersey City. Storms Avenue is oriented in a one-way southbound direction, between Bergen Avenue in the north with Jewett Avenue in the south. Near the proposed site, Storms Avenue provides one travel lane with parking permitted on both sides of the street. There are sidewalks on both sides of the street. The statutory speed limit is 25 miles per hour (MPH).

Nevins Street is a local street under the jurisdiction of the City of Jersey City, oriented in an east-west direction. There are sidewalks on both sides of the street. Parking is permitted on the north side of the street, No Parking Tuesday and Friday from 10 AM to Noon. Nevins Street is a dead-end street. The statutory speed limit is 25 miles per hour (MPH).

Bicycle Master Plan 2019

Near the subject site, as of 9/30/2019, the <u>Let's Ride JC Bicycle Master Plan</u> shows a protected, striped bicycle lane southbound on Storms Avenue between Bergen Avenue and Fairmount Avenue. There is a shared use lane on Monticello Avenue, as well as protected bike lanes on Bergen Avenue and Montgomery Street.

Pedestrian Enhancement Plan 2018

Near the subject site, there are no references to the streets surrounding the project in the Pedestrian Enhancement Plan 2018.

<u>School Travel Plan 2019</u>

Near the subject site, as of July 2019, the Jersey City School Travel Plan conducted walkability audits of Priority Area 3, which follows along Storms Avenue. The result is to enhance pedestrian walkability and safety with enhanced crosswalks within Priority Area 3.

<u>Crashes (2012 to 2016)</u>

Between the years 2012 and 2016, the <u>School Travel Plan</u> identified one crash involving a pedestrian at Storms Avenue with Nevins Street, and one crash involving a pedestrian at Storms Avenue with Monticello Street.

Mass Transportation Options

Within a few blocks of the subject site, there are bus stops for the 80-bus line to Exchange Place and the 87-bus line to the Hoboken PATH station and Journal Square Transportation Center. With frequent mass transportation service during the peak commuting hours, as well as the variety of local commercial, retail, and entertainment options, this location provides an attractive alternative to commuting by car or even owning a car.

DEVELOPMENT PROPOSAL

The proposed development consists of the construction of 101 units of multifamily housing (mid-rise) in eight stories with 34 on-site parking spaces. Consistent with the McGinley Square East Redevelopment Plan, there is a minimum parking requirement of 0.4 parking spaces per unit, or 40 parking spaces required.

TRIP GENERATION

According to the <u>Trip Generation Manual, 10th Edition</u> published by the Institute of Transportation Engineers, Multifamily Housing (Mid-Rise) includes apartments, townhouses, and condominium located within the same building with at least three other dwelling units and that have between three and 10 levels (floors). Trip generation for the proposed 101-unit, residential building was calculated using the current Institute of Transportation Engineers (ITE) <u>Trip Generation, 10th Edition</u>. The average trip generation rate for "Dense Multi-Use Urban" setting/location with no rail transit within one-half mile was chosen to replicate the surrounding traffic conditions. Table 1 - Trip Generation Summary, tabulates the vehicle trip generation for the proposed 101-units of Multifamily Housing (Mid-Rise). As shown in Table 1, the proposed 101-units of Multifamily Housing (Mid-Rise) would generate 20 vehicle trips during the AM peak hour, and 18 vehicle trips during the PM peak hour. 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.

Also shown in Table 1 are the person trips associated with 101-units of Multifamily Housing (Mid-Rise), which would be 51 person trips during the AM peak hour and 41 person trips during the PM peak hour. Less than one person trip per minute generated by the proposed development would be accommodated by the existing sidewalk network, existing and proposed bicycle lanes, as well as the existing mass transit system.

SITE PLAN REVIEW

The Redevelopment Plan requires a minimum of 0.4 parking spaces per unit or 40 parking spaces, where there are 34 parking spaces proposed. The proposed parking deficiency of 6 parking spaces would be considered a di minimis exception to the parking requirement for this development. With frequent mass transportation service during the peak commuting hours, as well as the variety of local commercial, retail, and entertainment options, this location provides an attractive alternative to automobile ownership.

The bicycle parking requirement is 0.5 bicycle spaces per unit or 51 bicycle parking spaces, where 51 bicycles would be accommodated within the designated Bike Room on the ground floor within the building with access through the garage to the street.

CONCLUSIONS

Based upon this trip generation evaluation, it is my professional opinion that the proposed 101unit, Multifamily Housing (Mid-Rise) building would generate 20 or less peak hour trips, which would not have a significant impact on traffic conditions during the AM and PM peak commuter traffic hours. The proposed project would generate 51 person trips during the AM peak hour and 41 person trips during the PM peak hour. With frequent mass transportation service during the peak commuting hours, as well as the variety of local commercial, retail, and entertainment options, this location provides an attractive alternative to owning a car. It is also my professional opinion that the distribution of person trips throughout the network of sidewalks and intersections would not have a significant impact to any one intersection.

The proposed 34 on-site parking spaces, where 40 parking spaces are required, will be sufficient to support the demand of the project.

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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LEE D. KLEIN, P.E., PTOE Professional Engineer License No. 37104 Professional Traffic Operations Engineer 1627

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 Table 1 - Trip Generation Summary

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		LAND USE	
		CODE	VEHICLE TRIPS

221	Multifamily Housing (Mid-Rise)(Average)(Dense Urban)	101 units	2	18	20	13	5	18
PERSON 1	TRIPS							
221	Multifamily Housing (Mid-Rise)(Average)(Dense Urban)	101 units	6	42	51	28	13	41

Source: *Trip Generation, 10th Edition*, published by the Institute of Transportation Engineers (ITE)

Google Maps 4 Nevins St



https://www.google.com/maps/place/4+Nevins+St,+Jersey+City,+NJ+07306/@40.7246649,-74.0683249,18z/data=!4m5!3m4!1s0x89c250d24d81ced7:0xbb70d3a1637d4754!8m2!3d40.724324!4d-7... 1/1