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Mayor

CITY OF JERSEY CITY
DEPARTMENT OF INFRASTRUCTURE
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Barkha R Patel
Director

MEMORANDUM

DATE: October 2, 2023

TO: Planning Board

FROM: Michael Manzella, Lyndsey Scofield, Division of Transportation Planning; Jennifer Wong, Division of Traffic Engineering

SUBJECT: 619 Marin Blvd

The Division of Transportation Planning and Division of Traffic Engineering reviewed the site plans and traffic impact study submitted by Marchetto Higgins Steve, MidAtlantic Engineering Partners, and Klein Traffic Consulting, respectively.

1. Marin Boulevard Design

- (a) After considering anticipated travel demand and the City's transportation goals, the Divisions of Transportation Planning and Traffic Engineering are not in support of widening Marin Boulevard from a 40' to a 49' cartway. Outlined below are striping changes to the existing cartway that should be reflected in the site plan, to be implemented by the developer when the street is repaved:
- The Jersey City Bicycle Master Plan calls for a northbound protected bike lane on Marin Boulevard. This shall be implemented by converting the easternmost travel lane to a protected bike lane (5' bike lane + 3' buffer). Please continue this bike lane to the intersections at 15th St and 16th St. The developer shall inform the City of the timing so that connections from the north and south can be made by the City.
 - Green-backed super sharrows shall be installed in the center of the southbound travel lane.
 - Please consult the Bikeway Design Guide for additional details. The bike lane and super-sharrows shall be surfaced with green Endurablend in a hexagonal pattern.
 - There shall be one travel lane provided in each direction. On the northbound approach, there shall be one 10.5' left turn pocket. The remaining width south of the left turn pocket can be allocated to a striped center median to maintain travel lanes no wider than 11'.
- (b) In place of cartway widening, the sidewalk between 15th St and 16th can be widened to accommodate the planting of street trees as a buffer from moving traffic.



2. Marin Blvd and 15th Street

- (a) Although there is a separately owned lot at the corner of Marin & 15th Street, the pedestrian entrance to 619 Marin is closest to this intersection. The Divisions require that the crossing be updated with ADA compliant curb ramps given increased pedestrian demand.

3. Loading/ 16th Street Design

- (a) The Traffic Impact Study mentions that residential move in/out, trash/recycling removal, and other lengthier loading will occur at the loading dock, but UPS/Amazon/FedEx will occur along 16th Street.
- (b) The Traffic Study also mentions a proposed resident shuttle, but does not mention where pick-up will occur.
- (c) The Divisions support the reconfiguration of the cartway on 16th Street between Grove Street and Marin Boulevard to add on-street parking on the south side of the street. The site plan should reflect the restriping of 16th Street for the entire block to accommodate this change. The Divisions require the developer to provide designated on-street loading spaces for the shuttle, rideshare pickups/drop-offs, and deliveries. Please coordinate with the Divisions of Traffic Engineering and Transportation Planning on required legislation, striping, and signage.

4. Bike Parking

- (a) The access to the bicycle parking room is via a separate entrance on 15th Street and is not integrated with the building (residents will be required to exit the lobby on Marin and walk west on 15th Street to access the bike room). Please provide testimony as to why a more convenient and integrated configuration could not be accommodated.
- (b) Please provide detail for the interior bicycle racks as per § 345-70. - Off-street parking and loading and bicycle parking (4.d.2. Requirements for all bicycle parking).

5. Traffic Impact Study

- (a) The Divisions would like to correct statements made in the Traffic Impact Study relating to 16th Street. Parking is currently not permitted on the south side of the street between Grove and Marin. The north side of the street lacks continuous sidewalk and currently appears to be used as private parking. The No Parking signage posted on the fence appears to be privately installed.

6. Electric Vehicles

- (a) Please provide testimony about the site's compliance with [New Jersey's Model Statewide Municipal Electric Vehicle \(EV\) Ordinance](#), published by DCA on September 1, 2021, in regards to electric vehicle and make-ready parking spaces.