

TRAFFIC IMPACT STATEMENT

For

Proposed Residential Development

Property Located at:


16 Waverly Place
Block 2702 – Lot 28
Borough of Madison, Morris County, NJ

Prepared by:

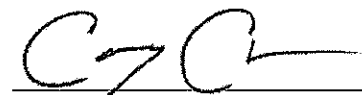


**DYNAMIC
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INTRODUCTION

It is proposed to construct three (3) residential apartments above an existing commercial building, located along Waverly Place, north of its intersection with Lincoln Place, in the Borough of Madison, Morris County, New Jersey, as illustrated on Figure 1, in the Technical Appendix of this report. The site is designated as Block 2702 – Lot 28 on the Borough Tax Maps. No direct access to the commercial building is currently provided and parking is accommodated via three (3) on-site parking stalls and on-street parking located along Waverly Place and the adjacent roadways. No additional access or parking will be provided as part of the construction of the residential units.

Dynamic Traffic, LLC has been retained to prepare this study to assess the traffic and parking 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 Project were prepared utilizing trip generation data as published by the Institute of Transportation Engineers.
- The parking generation was assessed based on published data and demand experienced at similar developments.

FUTURE CONDITIONS

Traffic Generation

Projections of future traffic volumes were developed utilizing data as published in the Institute of Transportation Engineers (ITE) publication *Trip Generation, 10th Edition* for Land Use Code (LUC) 220 – Multifamily Housing (Low-Rise). Table I summarizes the projected trips generated by the proposed residential development utilizing the ITE data.

**Table I
Trip Generation**

Land Use	AM PSH			PM PSH		
	In	Out	Total	In	Out	Total
3 Unit Residential Development	0	2	2	2	1	3

It should be noted that within 350' from the site there is access to the Madison New Jersey Transit train station and the NJ Transit 873 bus line which has stops along NJ Route 124. This mass transit availability will likely result in trip generation even lower than that which is projected by the ITE data, shown in Table I as these residential units will appeal to tenants who utilize mass transit as a means to commute to and from work.

Since no appreciable increase in trip generation is projected to be generated by the site, the operational conditions of the surrounding roadway network is not anticipated to change. The minimal 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 residential development. In fact, both ITE and the New Jersey Department of Transportation (NJDOT) define a "significant" increase in traffic as 100 or more peak hour trips. As shown in Table I, the subject property will generate less than 5% of this threshold.

Parking Generation

The Borough sets forth a parking requirement of 1.8 parking spaces per one bedroom unit and 2 parking spaces per two bedroom unit for the residential use pursuant to the Residential Site Improvement Standards. This equates to a parking requirement of 6 spaces for the residential portion of the development. No off-street parking is required for the existing retail space.

Three (3) parking stalls will be provided for the proposed residential dwellings, as such, a parking variance is required. Based on data published by the US Census Bureau for this census tract, the vehicle availability per rental unit is 1.24 vehicles per unit. Given the proximity to the NJ Transit train station and bus stops, we would expect this number to be even lower for the proposed residential units. Accordingly, the proposed three (3) residential units could be expected to generate 4 parked vehicles based on the Census data.

The Green Avenue Lot is located approximately 350-feet from the subject property and permits 24-hour parking for tenant permit holders which would be utilized to accommodate any additional parking demand generated by the residential units beyond the three (3) on-site parking stalls. The Green Avenue Lot has 50 parking stalls available to accommodate tenant permit holders.

Parking occupancy observations were conducted at the Green Avenue Lot to determine the existing availability of parking stalls during the peak parking generation times for residential developments (10:00 PM to 12:00 AM) on several typical days. Table II summarizes the results of the parking occupancy counts.

**Table II
Green Avenue Lot Parking Occupancy Counts**

Date/Time	Parked Vehicles	Parking Occupancy
Monday, January 28 th /10:00 PM	20	40%
Friday, February 1 st /11:00 PM	22	44%
Saturday, February 2 nd /11:15 PM	24	48%
Tuesday, February 5 th /10:30 PM	21	42%

The observations indicated a maximum parking occupancy of 48% which equates to 26 available parking stalls to accommodate the proposed residential units. Therefore, the Green Avenue Lot can accommodate the minimal additional parking demand in excess of the three (3) on-site parking stalls which may be generated by the proposed residential units. Discussions with the Borough Police Department during the conduct of this study note that tenant parking permits are available.

FINDINGS & CONCLUSIONS

Findings

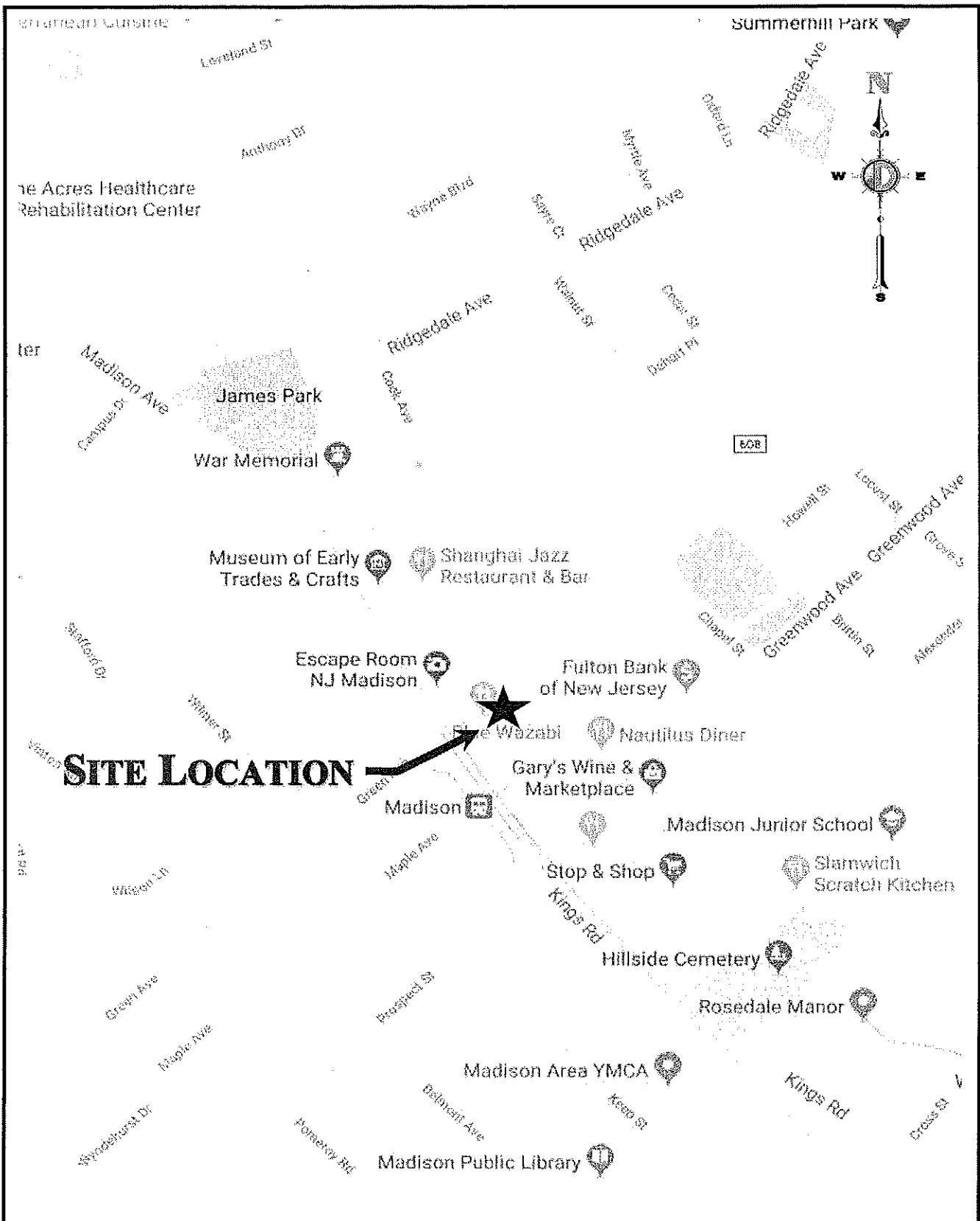
Based upon the detailed analyses as documented herein, the following findings are noted:

- The proposed 3 residential units will generate a maximum of 0 entering trips and 2 exiting trips during the morning peak hour and 2 entering trips and 1 exiting trips during the evening peak hour. This equates to less than 5% of the threshold for a significant increase in traffic.
- The proposed residential units are located in close proximity to the NJ Transit train station and bus stop and will cater to tenants who utilize mass transit as their primary method of commuting.
- The Green Avenue Lot has the parking availability to accommodate the minimal parking demand expected to be generated by the proposed residential units and is located in close proximity to The Project.

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 Borough of Madison will not experience any significant degradation in operating conditions with the construction of The Project as a significant increase in traffic will not result. The minimal projected parking demand can be accommodated in the Municipal parking lot located in close proximity to The Project.

Technical Appendix



Proposed Residential Development
 Traffic Impact Statement
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 2/6/2019

Figure 1

Site Location Map