TRAFFIC IMPACT STATEMENT

FOR

423-427 MORRIS AVENUE

PROPOSED RESIDENTIAL DEVELOPMENT
BLOCK 11, LOT 697
CITY OF ELIZABETH, UNION COUNTY

NOVEMBER 10, 2020

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INTRODUCTION

To support an application being submitted to the City of Elizabeth, this study has been prepared to evaluate the traffic characteristics and parking demands associated with the development of 12 apartments.

Dolan & Dean Consulting Engineers, LLC (D&D) has been commissioned by the applicant to prepare this study for the residential development proposed on the easterly side of Morris Avenue. This study estimates the traffic volumes associated with the new development and reviews site access, on-site circulation, and parking.
**Existing Conditions**

The subject property is designated as Block 11, Lot 697, and is currently vacant. There is a 20-foot wide driveway on Morris Avenue that provides access to an existing driveway that is shared with adjacent Lot 698.

*Morris Avenue* is a under Union County jurisdiction, and is designated Route 629 between Route 27/Westfield Avenue to the southeast and Route 439/North Avenue to the northwest. Along the site frontage, there is one lane per direction of travel. Metered, parallel parking is present on both sides of Morris Avenue. Sidewalks are provided on both sides of the street. Crosswalks are present at the Elm Street and Orchard Street/Irvington Avenue intersection to the north and south of the site, respectively.
Traffic characteristics of the proposed development

Traffic projections for the new residences were prepared using data published by the Institute of Transportation Engineers (ITE) in the 10th Edition of the Trip Generation Manual. ITE Land Use 220 “Multifamily Housing (Low-Rise)” rates were used to develop the following trip generation estimates:

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<th>MORNING PEAK HOUR</th>
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<td>ENTER</td>
<td>1</td>
<td>ENTER</td>
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<tr>
<td>EXIT</td>
<td>5</td>
<td>EXIT</td>
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<td>TOTAL</td>
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The ITE recommends that intersections be studied when 100 or more trips are added in one hour. Site traffic falls well below this threshold and will not produce a negative impact at the adjacent intersections.

The above estimates take no credit for use of mass transit. It is noted that the Elizabeth Train Station is located less than a half-mile from the site, and NJ Transit bus stops are present along Morris Avenue.
The following items address access and on-site design characteristics:

▶ There is an existing 20-foot driveway shared with adjoining Lot 698. With the new development, a continuous 10-foot wide parve area will be maintained on the subject property for use by Lot 698. Adjacent to the 10-foot paved drive aisle an 18.8-foot drive aisle is proposed, to accommodate two-way flow for the new parking lot. The 10-foot and 18.8-foot drive aisles will be defined by the columns that will support the proposed building overhang.

▶ Ample circulation area will be provided to allow access to the proposed parking lot, and for drivers to maneuver into and out of the parking spaces, while maintaining access for Lot 698.

▶ 14 parking spaces are proposed on site, allowing for a minimum of one space per unit. As previously mentioned, NJ Transit train and bus service is conveniently located near the site. It is anticipated that residents of the new units may use mass transit.