



181 WEST HIGH STREET
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TRAFFIC IMPACT STATEMENT

FOR

HAMILTON STREET DEVELOPMENT, LLC

PROPOSED APARTMENTS

587 HAMILTON STREET
BLOCK 204, LOTS 18 – 22
FRANKLIN TOWNSHIP, SOMERSET COUNTY, NEW JERSEY

AUGUST 10, 2020

A handwritten signature in black ink that reads "Elizabeth Dolan".

ELIZABETH DOLAN, P.E.
NJ LICENSE NO. 37071

EC/lrc

A handwritten signature in black ink that reads "Gary W. Dean".

GARY W. DEAN, P.E., P.P.
NJ LICENSE NO. 33722

TRAFFIC ENGINEERING
PARKING STUDIES
HIGHWAY DESIGN
DOT ACCESS PERMITS
MUNICIPAL CONSULTING

INTRODUCTION

Hamilton Street Development, LLC proposes redevelopment of a site located in the northern corner of the Hamilton Street and Miller Avenue intersection in the Township of Franklin, Somerset County, New Jersey. Specifically, property used for a multi-family home will be redeveloped with a residential building including 6 one-bedroom apartment units, and 3 two-bedroom units. Site access is proposed via one full-movement driveway located along Miller Avenue.

The applicant has commissioned Dolan & Dean Consulting Engineers, LLC (D&D) to review the overall traffic characteristics associated with the proposal.



EXISTING CONDITIONS

The subject property is designated as Block 204, Lots 18, 19, 20 and 22 in the northeast corner of the Hamilton Street and Miller Avenue intersection. The property is also known as 587 Hamilton Street. The site is currently occupied with a two-story home and detached garage. There is one driveway on Hamilton Street and one driveway on Miller Avenue. Sidewalks are located along the site frontages.

Hamilton Street is designated as Somerset County Route 514, an east-west urban minor arterial. The roadway provides one lane per travel direction and the speed limit is 25 miles per hour. Sidewalks are provided on both sides of the street, with crosswalks across Miller Avenue and Main Street. Parallel parking is provided on both sides of Hamilton Street.

Miller Avenue intersects Hamilton Street from the northwest at a STOP controlled "T" type intersection with a crosswalk provided on the Miller Avenue approach to the intersection. Miller Avenue is a local roadway with a general northwest/southeast orientation. The roadway provides one lane per travel direction with on-street parking allowed on either side of the street.

Main Street is a local, two-way roadway that intersects Hamilton Street opposite the site. The Main Street approach to Hamilton Street is controlled by a STOP sign.



TRAFFIC CHARACTERISTICS OF THE PROPOSED USE

In an effort to forecast a general estimate of the potential vehicular traffic activity, consideration was given to trip generation as is customarily calculated using data published by the Institute of Transportation Engineers (ITE) within the Trip Generation Manual, 10th Edition. Specifically, traffic estimates were developed using ITE Land Use "Multifamily Housing (Low-Rise)" rates.

Table I summarizes the trip generation estimates developed using the ITE trip rates.

TABLE I
TRIP GENERATION PROJECTIONS
9 APARTMENTS

PEAK HOUR	ENTER	EXIT	TOTAL
Morning	1	4	5
Evening	4	3	7
Saturday	3	3	6

As shown, based on the proposed unit count, a maximum of seven vehicle trips is projected during the evening peak hour. Such a level of trip-making is not considered "significant," which is defined as 100 or more trips in an hour.

The ITE Manual of Transportation Engineering Studies recommends that traffic impact studies be performed for developments that will generate 100 or more peak hour trips. As a result, the site redevelopment will not create a negative traffic impact.



SITE PLAN REVIEW

This traffic evaluation also includes a review of the civil plans as prepared by Ronald J. Sadowski, P.E. The following comments address the proposed design and overall access:

- The existing driveway on Hamilton Street will be eliminated and the Miller Avenue driveway will be replaced by a new driveway providing two-way access. Elimination of the Hamilton Street driveway will reduce conflicting turning movements at the Hamilton Street and Main Street intersection, which will have beneficial effects on traffic flow along the county route.
- The new driveway along Miller Avenue will provide access to a parking lot with 17 spaces, two of which will be designed for handicapped motorists.
- Due to the residential nature of the project, the proposed parking supply must be designed in accordance with the Residential Site Improvement Standards (RSIS). RSIS requires 1.8 parking spaces per one-bedroom unit and 2 spaces per two-bedroom unit. This results in a total parking requirement of 17 spaces, which is proposed. In addition, data provided in the ITE Parking Generation Manual, 5th Edition was referenced for multi-family housing low-rise rates. The manual suggests an average rate of 1.21 spaces per dwelling unit and an 85th-percentile rate of 1.52 spaces per dwelling unit. This results in a maximum requirement of 14 spaces. Therefore, based on RSIS and ITE standards, the proposed parking supply can efficiently provide available spaces under periods of peak demand.

