

January 22, 2026

City of Bayonne
630 Avenue C
Bayonne, NJ, 07002

Attn: Zoning Board of Adjustment

**RE: Traffic Impact Assessment
Proposed Deli/Convenience Store
Improvements
1224 John F. Kennedy Boulevard
Block 14, Lots 7 & 8
City of Bayonne, Hudson County, NJ**

Dear Board Members:

Dynamic Traffic, LLC has prepared this report to address the potential traffic impacts associated with interior improvements to an existing Deli/Convenience Store at 1224 John F. Kennedy (JFK) Boulevard. The site is designated as Block 25, Lots 7 and 8 and is located in the northeast corner of the intersection of JFK Boulevard and 55th Street. The subject property is developed with a mixed-use building that houses the "Tiger's Deli" which is the subject of the Application. Additionally, the building contains the "Mama Y Familia" automotive repair facility and some residential units on the second floor which are not part of the subject application.

The development proposal includes the conversion of existing storage space to a small commercial kitchen such that the deli can provide hot meals at the request of their existing customer base. The existing retail portion of the store will remain and the customer entrance on JFK Boulevard will remain in its existing location. It is noted that the automotive repair facility utilizes the on-street parking along the northerly side of the roadway, often stacked two wide. This operation is not associated with the deli/convenience store that is the subject of this application.

Existing Conditions

John F. Kennedy Boulevard (County Route 501) is an urban minor arterial roadway under Hudson County jurisdiction with a general north/south alignment and a 25 MPH posted speed limit. Along the site frontage, JFK Boulevard provides two (2) travel lanes in each direction with a double yellow solid line separating both directions of travel. In the vicinity of the site, the roadway alignment is straight and relatively flat. On-street parking is permitted along both sides of the roadway. The land uses along Route 1&9 within the study area are a mix of residential and commercial.

55th Street is a local roadway under the City of Bayonne jurisdiction with a one-way westbound alignment and a 25 MPH posted speed limit. Along the site frontage, 55th Street is 35 feet wide

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and provides one (1) 21-foot wide travel lane in the westbound direction. The oversized width of the travel lane allows the double parking lane created by the automotive repair facility. The land uses along Smith Street are commercial in the vicinity of JFK Boulevard, with predominately residential uses away from the highway.

Site Generated Traffic

As previously mentioned, the intent of the proposed improvements are to offer hot food preparation for the existing customer base. The store primarily serves the local community who walk to the property as opposed to a clientele who drive to the property as on-site parking is not provided. Therefore, it can be anticipated that little, if any, additional vehicular traffic will be added with the proposed improvements. However, in order to quantify the maximum potential vehicular impacts, trip generation projections were prepared utilizing the rates set forth within the Institute of Transportation Engineers' (ITE) publication, *Trip Generation Manual, 12th Edition*. This publication sets forth trip generation rates based on empirical traffic count data conducted at numerous research sites. The ITE Land Use Code (LUC) which most closely resembles the proposed use is LUC 851 – Convenience Store. The existing functional area of the convenience store occupies approximately 660 square feet of space. The addition of the kitchen facilities adds approximately 70 square feet of functional space for a total of 730 square feet. The table below summarizes the projected trip generation for the Project during the weekday morning, weekday evening and Saturday midday peak hours.

Table 1 – ITE Trip Generation Projections

Scenario	Land Use	Size (SF)	AM			PM			SAT		
			In	Out	Total	In	Out	Total	In	Out	Total
Existing	C-Store	660	21	21	42	16	16	32	25	25	50
Proposed	C-Store	730	24	23	47	18	17	35	28	27	55
Proposed Subtotal			24	23	47	18	17	35	28	27	55
Difference			3	2	5	2	1	3	3	2	5

As shown above, the additional space results in a maximum potential increase of 5 trips per hour which relates to two (2) to three (3) additional customers per hour in the peak hours. It should be noted that the number of new trips falls below the NJDOT accepted threshold of a significant increase in traffic of 100 peak hour trips. As such, it is not anticipated that the change in use will have any perceptible impact on the traffic operation of the adjacent roadway network as it represents only 5% of this threshold or an average of one (1) new customer every 20 to 30 minutes which would not be perceptible beyond existing conditions.

It is important to note that, as described above, the vast majority of customers are local to the area and walk to this neighborhood retail facility. Therefore, most, if not all, of any additional patronage would not be by vehicle which would further diminish the minimal increase projected by ITE. Lastly, it should be noted that NJDOT has accepted a 51% pass-by traffic rate for LUC 851 which means that slightly more than half of any vehicular traffic generated is already traveling along JFK Boulevard and/or 55th Street and would stop at the site on the way to/from another destination. This means that at a worst case, assuming all patronage drives as shown in Table 1, the additional traffic volume resultant from the proposed improvements would equate to only 2 additional trips or 1 additional customer being attracted to the area which clearly would have no discernable impact on traffic operations along the adjacent roadway network.

Conclusion

Based upon our Traffic Assessment as detailed in the body of this report, it is the professional opinion of Dynamic Traffic that the adjacent street system of the City of Bayonne and Hudson County is not anticipated to experience any degradation in operating conditions with the improvement proposed. In the unlikely event that any increase in vehicular traffic is generated, it would not be perceptible beyond existing conditions. In fact, the addition of a hot food option at the existing deli will obviate the need for the existing customer base to seek alternative options, potentially by driving to them.

If you have any questions on the above, please do not hesitate to contact our office.

Sincerely,

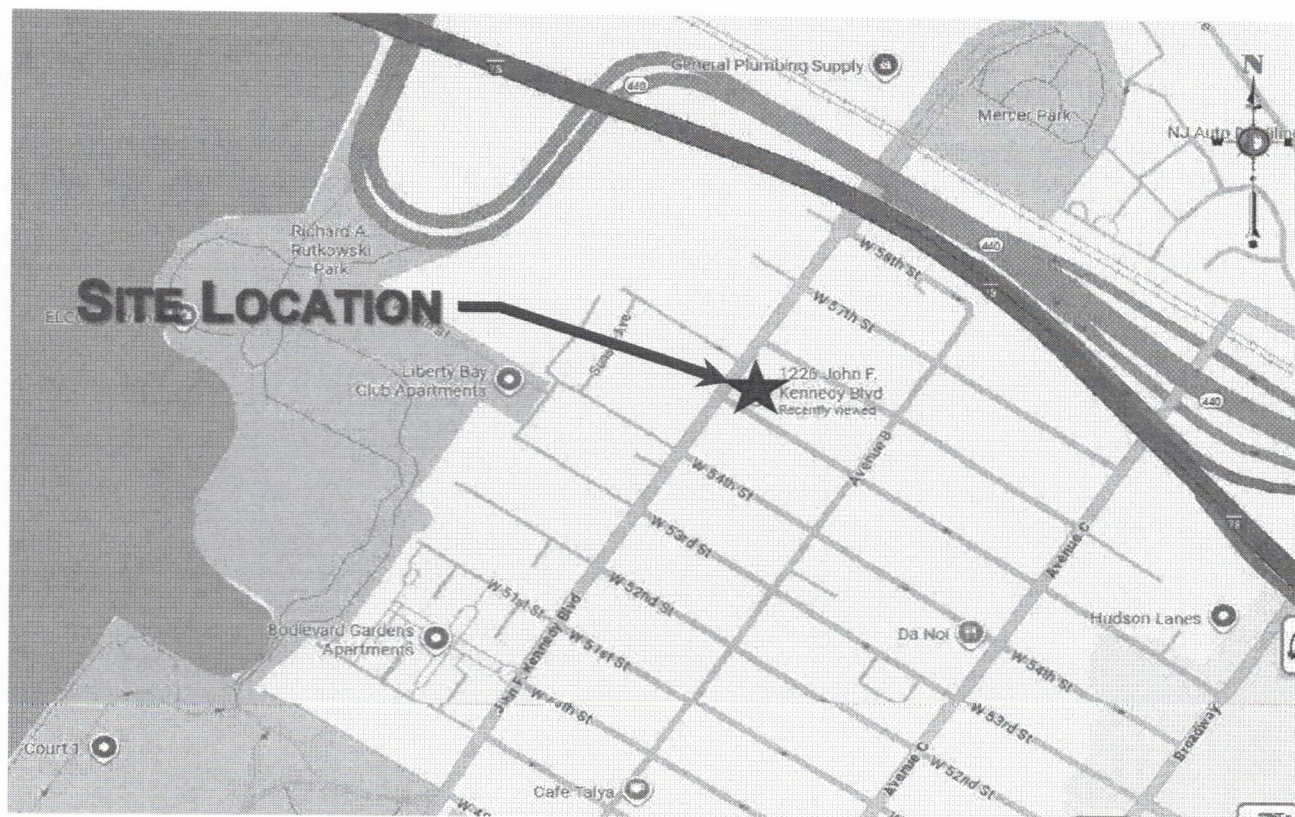
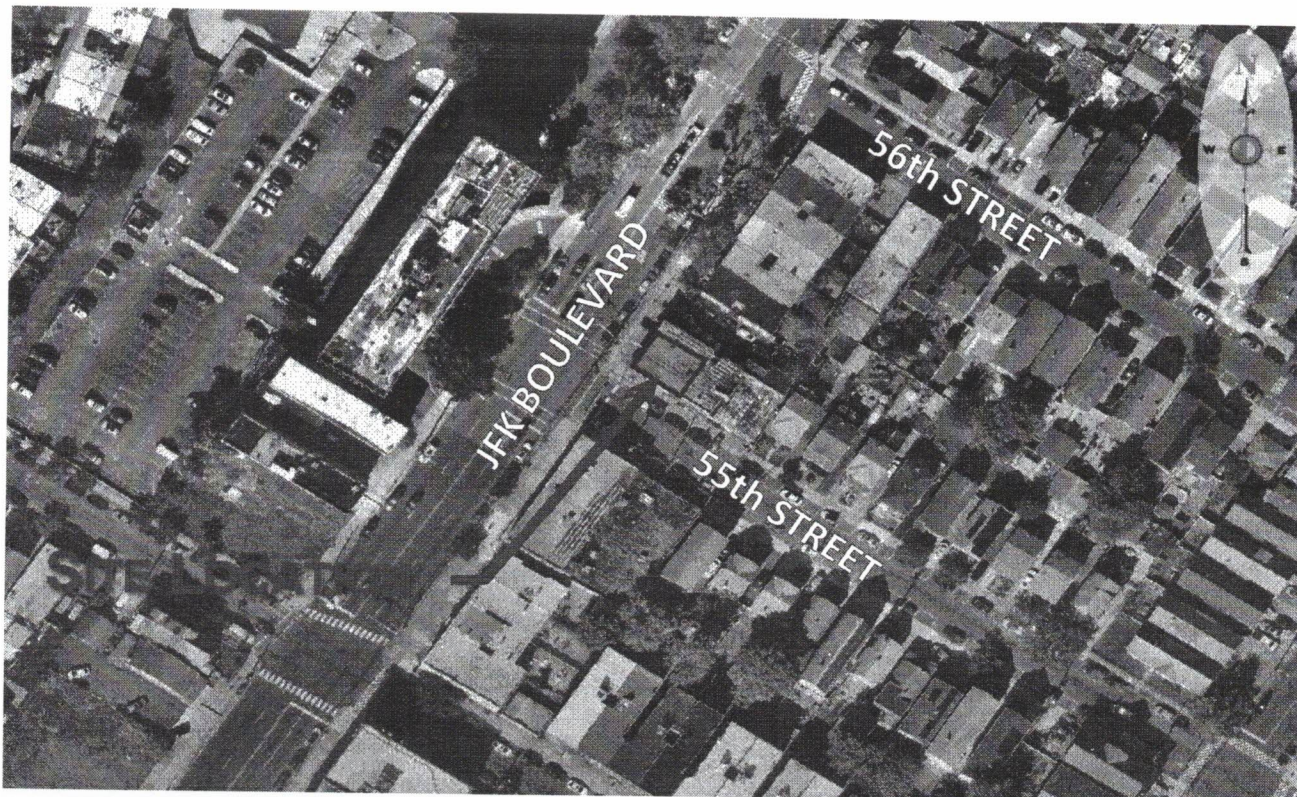
Dynamic Traffic, LLC



Craig W. Peregoy, PE
Senior Principal
License #: 45880



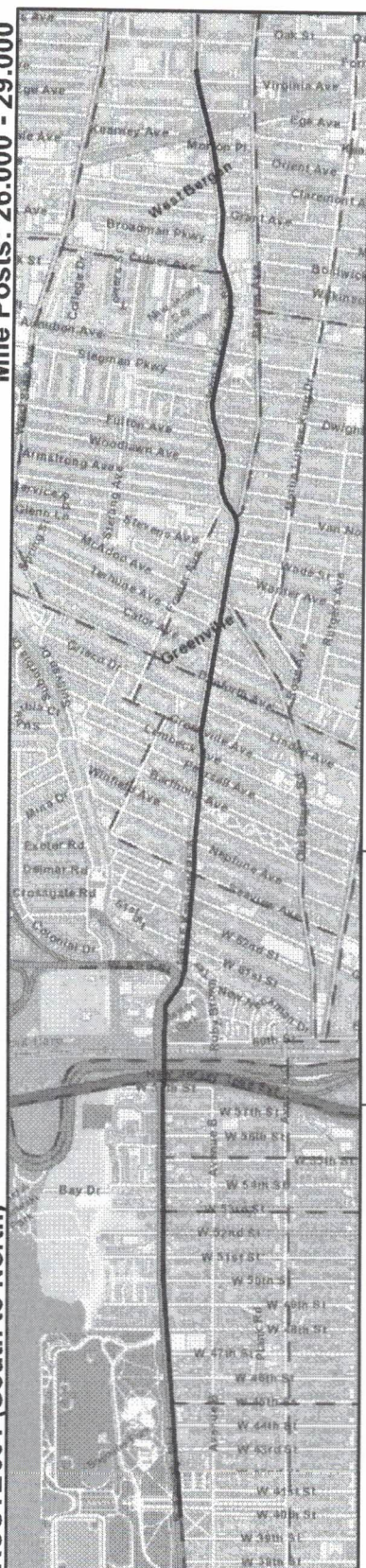
Connor Hughes
Project Manager
License #: 57245



Proposed Convenience Store Improvements Traffic Impact Assessment

Figure 1

Site Location Map



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W 55TH ST (East to West)

Mile Posts: 0.000 - 0.390



Secondary Direction Primary Direction		Pavement Shoulder Number of Lanes Speed Limit Street Name		Interstate Route US Route NJ Route County Road Interchange Number Grade Separated Interchange Traffic Signal Traffic Monitoring AVC VOL Road Underpass Road Overpass Dyn Msg Sign TMS		Secondary Direction Primary Direction		Street Name Jurisdiction Functional Class Access Level Control Section Speed Limit Number of Lanes Med. Type Med. Width Pavement Shoulder Traffic Volume Traffic Sta ID Structure No. Enlarged Views		West 55th Street Municipal Urban Local Urban Minor Collector 25 2 None 24 Begin W 55th St MP=0.00 End W 55th S: MP=0.39		SRI = 09011027 Date last inventoried: April 2018	
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