

# Memorandum

August 19, 2021

To: Suzanne Mack, AICP  
Bayonne City Planner

From: John S. Pavlovich, P.E.  
Bayonne Traffic Consultant

Subject: Project No.2021-104  
Traffic Engineering Review Comments  
175 Avenue A - Bayview  
Bayview JV, LLC  
City of Bayonne, Hudson County – Technical Review #2

I have reviewed the traffic materials prepared for the mixed used redevelopment project, known as “175 Avenue A – Bayview”, proposed by Bayview JV, LLC. The project would be at the site of the old A&P shopping center along the west side of Avenue A between North Street and The Route 440 access ramps to the Bayonne Bridge in the City of Bayonne. The comments contained herein are based on my review of the TIS report dated May 25, 2021 and a supplemental report dated August 16, 2021, both prepared by McDonough & Rea Associates and a brief discussion with the applicant’s traffic engineer on July 30, 2021.

## ***Existing Conditions***

1. The site is located on a parcel on the west side of Avenue A on Block 300.01, Lots 1, 2, & 3, Block 301.03, Lots 2 & 3, and Block 511, Lot 1.
2. Site access is presently provided by one full-access driveway from Avenue A.

## ***Applicant’s Proposal***

1. The site plan application calls for constructing 1,100 multi-family dwelling units and 55,000 SF of retail, restaurant and health/fitness center space with 1,596 on-site parking spaces. This scenario reflects full development of the site including the bonus dwelling units and retail space.
2. Site access will consist of two full-access driveways from Avenue A including a new access drive at the intersection of Avenue A and the Route 440 access ramps.

***Review Comments***

1. The traffic report is based on the standard traffic engineering methodology; however, I question the assumptions made in developing the 2021 existing weekday peak hour traffic conditions and the future build traffic conditions.
  - a. A single day traffic count taken in January 2020 is presented as representing weekday morning and afternoon peak hour pre-pandemic conditions. It is uncertain what effect the pandemic may have had on travel at the time. A comparison of these counts and data from April 2017 indicates that traffic is 22% less at the Avenue A/Fifth Street intersection and 11% less at the Avenue A/Fourth Street intersection. Additional traffic data should have been collected to validate the assumption.
  - b. Table 2 in the report (May 25, 2021) compares site traffic from the A&P Shopping Center use and the proposed base density retail of 35,000 SF and 825 DUs. This comparison should be made between traffic currently generated by the site and the proposed development plan.
  - c. The estimate of retail vehicle trips during the pm peak hour is reduced by assuming a percentage of these trips will be made by vehicles already on the street. This adjustment reduces the base density retail trips from 250 trips to 118 new trips (52.8% reduction); and from 349 trips to 187 trips (a reduction of 46.4%) for the full build scenario. Pass-by trips would represent 36% of the peak hour traffic using Avenue A in the Base Density scenario and 44% of the Avenue A traffic in the Full Build scenario. Based on the projected traffic volume on Avenue A, the pass-by trips would represent a significantly higher percentage of the site-generated trips from the proposed development than would normally be expected.

As a result, the projected traffic volumes used in the analysis are low. The analysis should use more conservative volumes.

2. I have reservations regarding traffic operations and public safety at the intersection of Avenue A, Route 440 access ramps and the proposed new site driveway. The traffic report did not include a concept sketch on how the intersection would operate. Intersection geometry, the spacing of the exit and entry ramps to Route 440 (Bayonne Bridge), and placement of the new access driveway is not conducive to stop sign control as proposed for all approaches. Additionally, the supplemental traffic report mentions the exit driveway from the Dollar Tree retail complex adjacent to the applicant's site. This driveway is approximately 40 feet north of the stop bar on the Avenue A northbound approach. Exiting vehicles can only make right turns. This restriction may have been imposed because the driveway is within the intersection zone and opposite the entry ramp to Route 440.

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This intersection should be studied in more detail with a concept plan submitted for review and comment. The analysis should be performed using peak hour traffic volumes that are conservative rather than the traffic volumes used in the applicant's traffic report.

3. The proposed development will affect traffic operations at the Avenue A/Route 440 access ramps/new Site Driveway intersection. Roadway jurisdiction may require discussions with NJDOT, PANYNJ, and the City of Bayonne regarding traffic operational changes. Agency approvals may also be required especially if further analysis indicates that a traffic signal is necessary.

#### Recommendation

1. I do not concur with the report's conclusions and recommendations. The information submitted in the report is insufficient to substantiate that the traffic volumes accurately reflect existing traffic conditions; and the assumptions used to project new site traffic understate the amount of new vehicle trips that will be generated by the development.
2. The applicant should provide a concept plan or detailed sketch of the intersection of Avenue A/Route 440 access ramps and the proposed access driveway.

I trust that this review is helpful to the Planning Board in its deliberations on this application. I reserve the right to provide additional comments if supplemental information is submitted on this site plan application.

Respectfully,



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