

# Memorandum

September 28, 2023

To: City of Bayonne Planning Board

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 #3

I have reviewed three documents from Matrix New World for the mixed used redevelopment project, known as “175 Avenue A–Bayview”, by Bayview JV, LLC. The project is proposed at the site of the old A&P shopping center along the west side of Avenue A in the City of Bayonne. This property is located across from the Route 440 southbound access ramps (between North Street and Fifth Street). The comments contained herein are based on my review of the TIS report dated May 25, 2021 and Traffic Analysis Update prepared by McDonough & Rea Associates and the Traffic Signal Layout Plan dated March 3, 2023 prepared by Menlo Engineering Associates.

## ***Review Comments***

### Traffic Impact Report

1. The Traffic Impact Report was reviewed previously. The document (page 31, item 3) presents a finding that the intersection of Avenue A/ Route 440 ramps/ Bayview Access Driveway can operate at an acceptable level of service with stop sign control on each of the four approaches of the intersection. It should be noted that the applicant has accepted the position that the intersection shall be signalized.

### Traffic Signal Layout Plan

2. The Traffic Signal Layout Plan should be considered preliminary and subject to change based on final approval by the Port Authority of New York and New Jersey and the City of Bayonne.
3. The plan should show the PANYNJ property lines on the east side of Avenue A. If the design requires any equipment or signage to be installed on their property, the signal design will require closer review by PANYNJ Engineering.
4. The plan should show the location of the traffic controller cabinet. The design should avoid locating the controller on PANYNJ property.

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5. The egress driveway serving the retail use in the southwest corner of the intersection connects to the Bayview Access Road approach. The exit driveway should include a No Left Turn sign (R3-2) or a Right Turn Only sign.
6. The exit driveway mentioned in comment 4 is located in front of the stop bar.
7. The pavement on the Bayview Access Road approach should include a Thru-Right arrow for the right lane.
8. The pavement on the Route 440 exit ramp approach should include a Right Turn arrow for the right lane and a Left-Thru arrow for the left lane.
9. The stop bars are properly set on the approaches for the proposed signal operation. The clearance interval for each phase should be set to reflect the location of the stop bar on each approach in accordance with NJDOT guidelines.
10. The signal legend shows all signal assemblies (1-15) as standard red ball, yellow ball and green ball. This configuration is subject to change based on engineering review. The signal head assembly should consider including a green arrow on the signal head assemblies.
11. The plan should include placement of a lane utilization sign on each approach proximate to the stop bar.

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

Respectfully,

A handwritten signature in black ink, appearing to read "John S. Pavlovich". The signature is written in a cursive, flowing style.

John S. Pavlovich, PE  
PE License 24734