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February 3, 2021

Roger Mumford
247 Bridge Avenue, Suite 5
Red Bank NJ 07701

**Re: Traffic and Parking Assessment Letter Report
132 Bingham Avenue
Block 94, Lots 5
Borough of Rumson, Monmouth County, New Jersey**

Dear Mr. Mumford:

As requested, I have prepared a traffic and parking assessment for the above referenced residential development. It is my understanding that you are proposing to construct 18 residential duplex units in nine buildings. The following report summarized my evaluation.

Scope of Study

- Conducted a field inspection of the adjacent roadways and existing conditions in the vicinity of the site.
- Estimated the volume of traffic anticipated to be generated by the 18 residential duplex units and prepared a qualitative assessment of the potential traffic impact.
- Evaluated the parking supply and parking demand.
- Reviewed the New Jersey Residential Site Improvement Standards.

Existing Conditions

The subject property has access to Bingham Avenue in the Borough of Rumson. Bingham Avenue is a two lane road under the jurisdiction of Monmouth County and is known as County Route 8-A. Bingham Avenue provides two lanes of travel and has a posted speed limit of 35 mph.

Proposed Conditions

The proposal is to demolish the existing residential dwelling and construct 18 residential units in nine buildings. Each residential unit will have a two-car garage and driveway combination and three bedrooms. In addition to garage/driveway parking, 12 parking spaces are proposed along the internal street. Access is proposed onto Bingham Avenue via a single two-way cul-de-sac street with a divided entranceway.

Trip Generation

Trip generation estimates were made utilizing data as published under Land Use Code 210-Single Family Detached Housing in the Institute of Transportation Engineers' (ITE) publication, *Trip Generation, 10th Edition*. Table 1 details the anticipated trip generation. This land use category has higher trip generation rates than that for a duplex and or triplex residential building resulting in a higher trip estimate. Thus, the estimated trip generation is conservative.

Table 1
Trip Generation

Land Use	Size	AM PEAK HOUR			PM HOUR PEAK			SAT PEAK HOUR			Daily	
		In	Out	Total	In	Out	Total	In	Out	Total	Weekday	Weekend
ITE 210—Single Family	18 Dwelling Units	3	10	13	11	7	18	9	8	17	215	196

As noted in Table 1, the estimated traffic generation averages approximately one vehicle movement (in and out) every 3± minutes on average during the peak hours. From a traffic operations perspective, these volumes are not significant. Based on *Transportation Impact Analysis for Site Development* published by the ITE, a trip increase of less than 100 vehicle trips would likely not change the level of service of the roadway system or appreciably increase the volume-to-capacity ratio of an intersection approach.

Parking

Residential parking is subject to the New Jersey Residential Site Improvement Standards (RSIS) 5:21-4.14 (b) Table 4.4. For a three-bedroom unit RSIS requires 2.0 spaces per unit. This equates to 36 parking spaces. A two-car garage and driveway combination counts as 3.5 parking spaces which is 75% greater than the required parking. In addition, the RSIS parking requirement includes guest parking at 0.5 spaces per dwelling unit or 9 spaces. While some of this can be provided in the individual unit driveways, the 12 spaces along the internal street is sufficient for guest parking.

A cul-de-sac street is proposed for this community. RSIS maximizes the daily traffic volume on a cul-de-sac street at 250 vehicles per day. The estimated daily traffic volumes are less than what is allowed and therefore complies with RSIS.

Conclusion

Based on my evaluation of traffic and parking as detailed in the body of this report, it is my professional opinion that the adjacent street system can accommodate the estimated site traffic without a major degradation in the overall operating conditions and that adequate parking is provided.

Respectfully Submitted,

MISKOVICH CONSULTING ENGINEERS, LLC.



Frank A. Miskovich, P.E., C.M.E.

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