



# Miskovich Consulting Engineers, Llc.

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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  
91 Rumson Road  
Block 124 , Lot 31  
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 14 residential units in six 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 14 residential 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 Rumson Road in the Borough of Rumson. Rumson Road is a two lane road under the jurisdiction of Monmouth County and is known as County Route 520. Rumson Road provides two lanes of travel and has a posted speed limit of 40 mph.

### Proposed Conditions

The proposal is to demolish the existing residential dwelling and construct 14 residential units in six buildings. Each unit will have one-car garage and driveway and three bedrooms. A separate three car garage is also proposed. In addition to driveway parking, 13 parking spaces are proposed along the internal street. Access is proposed onto Osprey Lane via a single two-way street. Osprey Lane is a municipal residential street that accesses Rumson Road at a *Stop* controlled intersection.

## 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 | 14 Dwelling Units | 3            | 8   | 11    | 9            | 5   | 14    | 7             | 6   | 13    | 170     | 155     |

As noted in Table 1, the estimated traffic generation averages approximately one vehicle movement (in and out) every 4± 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 28 parking spaces. A one-car garage and driveway combination counts as 2.0 parking spaces which complies with the RSIS required parking. The three-car garage provides additional parking. In addition, the RSIS parking requirement includes guest parking at 0.5 spaces per dwelling unit or 7 spaces. The 13 on-street parking spaces are sufficient for guest parking.

A residential access street is proposed for this community. RSIS maximizes the daily traffic volume on a residential access street at 1,500 vehicles per day. Even if considered a cul-de-sac street having a maximum daily traffic volume of 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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