



**Response to Traffic Issues  
October 2010**

One concern raised was the adequacy of the existing road network to deal with the projected traffic generated by build out of the redevelopment plan. This analysis examines existing conditions and projections of future traffic volumes.

First, existing traffic conditions were reviewed. In August 2002 a Traffic Impact Assessment was prepared by Omland Engineers in connection with a development application submitted by Bancroft, Table 1, below summarizes Omland's findings. Twenty four hour average traffic counts were taken at two locations- at Kings Highway and at the County Park. The values Kings Highway were compared to those at the Park. The differences between the values is the traffic generated by Bancroft. As indicated in Table 1, the average daily traffic volume that may be assigned to Bancroft is 1213 trips.

<b>Table 1: Average 24-Hour Traffic Volumes - Hopkins Lane (Existing 2002)</b>			
Location	East Bound	West Bound	Two-Way (East & West Bound)
At Kings Highway	1,781	1,491	3,272
At County Park	1,123	936	2,059
<b>Difference Existing 2002 Bancroft Traffic</b>	<b>658</b>	<b>555</b>	<b>1,213</b>

Source: Omland Eng., August 2002

The second step in the assessment is to project anticipated traffic generated by the redevelopment plan, consisting of a Continuing Care Retirement Community (CCRC) with 190 independent living units and 75 assisted living beds, the adaptive reuse of Lullworth Hall, 19 affordable family rental units, a sports field and additional surface parking. For each of the proposed uses, trips were assigned for AM and PM peak hours for weekdays and weekends, as well as total daily trips. The source of multipliers is the Institute of Traffic Engineers (ITE) publication entitled Trip Generation. This resource is the industry standard for these projections. The projections also assume 160 trips generated by the 80 parking spaces associated with the proposed sports field. This is a conservative assumption. The projections are summarized in Table 2 below.

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ITE Code	Use	Proposed	Average Trip Generation Rate			
			Weekday	AM Peak	PM Peak	Weekend*
	Parking Lot	80 Spaces	2	NA	NA	2
411	Municipal Park	3 Acres	1.59	NA	0.16	16.00
255	CCRC/Retirement Community	190 Dwellings	2.81	0.18	0.29	2.32
254	Assisted Living	40 Beds	2.66	0.14	0.22	2.26
620	Nursing Home	35 Beds	2.37	0.17	0.22	2.26
710	General Office	6,700sf	11.01	1.55	1.49	NA
221	Low Rise Apartment	19 Dwellings	6.59	0.46	0.58	6.62
<b>Total Generated Trips</b>						
ITE Code	Use	Proposed	Total Generated Trips			
			Weekday	AM Peak	PM Peak	Weekend
	Parking Lot **	80 Spaces	160	NA	NA	160
411	Municipal Park **	3 Acres	5	NA	0	48
255	CCRC/Retirement Community	190 Dwellings	534	34	55	441
254	Assisted Living	40 Beds	106	6	9	90
620	Nursing Home	35 Beds	83	6	8	79
710	General Office	7,000sf	77	11	10	NA
221	Low Rise Apartment	19 Dwellings	125	9	11	126
<b>Total Generated Trips</b>			<b>1,090</b>	<b>65</b>	<b>94</b>	<b>944</b>

Source: Institute of Traffic Engineers, "Trip Generation, 8th Edition"

\*Source = Institute of Traffic Engineers "Trip Generation, 6th Edition"

AM Peak = one hour between 7 and 9 a.m.

PM Peak = one hour between 4 and 6 p.m.

\*\* = Parking projection for 80 space lot assumes use principally by the high school during weekdays and for park use on the weekends. The weekend projections are very conservative. Actual trips are likely to be less.

The combination of uses in the redevelopment plan is projected to produce a total of 1,090 trips per weekday and 994 trips per day on the weekend. When compared to the existing weekday volume of 1,213 Bancroft trips, the redevelopment plan is projected to produce 123 fewer weekday trips. That is, from an order of magnitude perspective, the redevelopment plan is roughly comparable to the existing daily traffic generated by the Bancroft Site.

At present, Hopkins Lane consists of a 20 ±' wide cartway within a 20' right of way. New Jersey's Residential Site Improvement Standards (RSIS) govern roadway design and construction. Roadway specifications are based upon functional classification and Average Daily Traffic volume. Using RSIS, Hopkins Lane would be considered a minor collector, since both pre development and post development traffic volumes are less than 3,500 trips per day. Low intensity minor collectors without parking require a traveled way of 20' which is approximately the existing road width. Therefore, it is the conclusion

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of this analysis that the redevelopment plan may be developed without the need for significant roadway widening.

This analysis has been performed simply to test the gross feasibility of the existing road networks ability to accommodate the redevelopment project from a planning perspective. It is not intended to be a substitute for a detailed traffic impact study which must be submitted at the time of site plan application.

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Community Planning, Urban Design, Farmland & Open Space, Redevelopment, Affordable Housing

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