



Bright View Engineering
Moving you forward

April 19, 2023

Mr. Thomas P. Stille
143 Smull Avenue
West Caldwell, NJ 07006

**Re: Traffic Letter Report
Proposed Townhouse Development
30 Smull Avenue
Caldwell Borough, Essex County, New Jersey
Project No.: 233005**

Bright View Engineering, LLC was tasked with performing a traffic assessment for a proposed residential development consisting of a six-unit townhouse. The proposed development is to be located at 30 Smull Avenue, Caldwell Borough, Essex County, New Jersey. This site encompasses approximately ±26,500-sf and is designated as Block 22, Lot 7. The lot is currently developed with a single-family house. It is proposed to demolish the existing building and construct the six (6) townhouse style units with a driveway providing access from Smull Avenue.

This report presents an assessment to determine the anticipated daily trip generation for the site and its traffic impact on the adjacent roadway network. Specific elements included in this study are:

- An inventory of the roadway facilities in the project vicinity, including the existing physical and traffic operating characteristics;
- Site Generated Trips using the ITE Trip Generation Manual, 11th Edition;
- Conclusion

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I. EXISTING CONDITIONS

A field investigation was conducted adjacent to the project site to obtain an inventory of the existing roadway conditions, posted traffic controls, adjacent land uses, lane configurations of the roadways in the study area, and existing vehicular and pedestrian traffic patterns. The following is a brief description of the roadway:

Smull Avenue has a general east – west orientation which spans approximately 1.54 miles and connects Bloomfield Avenue (CR 506) and Mountain Avenue (CR 527). The roadway is under Municipal Jurisdiction and is classified as an Urban Minor Arterial based on the most recent NJDOT Straight Line Diagram (*last inventoried April 2015*). The speed limit for this roadway is posted at 25 MPH. The roadway provides bi-directional travel, with a pavement width of 28 ft.

II. TRIP GENERATION

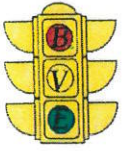
The proposed site is located along the eastbound lane of Smull Avenue along mile post 0.14. The area surrounding the project site was observed to be residential in nature with commercial establishments closer to Bloomfield Avenue.

In order to better understand the trip generation for the proposed use, we examined various land use codes within the 11TH Edition of the ITE Trip Generation Manual and determined that Land Use Code 210, Single Family Detached Housing is the most appropriate land use for the existing single unit residence and Land Use Code 215, Single Family Attached Housing is the most appropriate land use for the proposed six-unit townhouse development. **Table 1** below depicts the trip generation estimates for the critical weekday morning and evening peak hours and the daily trip generation estimates for the proposed development.

Table 1 – Trip Generation Rates

LUC	UNITS	AM Peak Hour			PM Peak Hour			DAILY
		IN	OUT	TOTAL	IN	OUT	TOTAL	
Existing: 210	1	0	1	1	1	0	1	15
Proposed: 215	6	1	2	3	2	1	3	43
Total New Trips		+1	+1	+2	+1	+1	+2	+28

Based on **Table 1**, we observe that the proposed development will only generate two (2) new trips during the peak hour and twenty-eight (28) new trips daily. We expect that the site-generated traffic will travel to and from the site along Smull Avenue. Given the low trip generation estimates, we anticipate that the proposed development will have minimal impact on the traffic operations in the area.





III. CONCLUSION

We believe based upon our analysis and firsthand knowledge of the existing traffic conditions within the project area, that the proposed residential development will pose minimal traffic impact on the adjacent roadway network.

Should you have any questions or require additional information please do not hesitate to contact us at (732) 236-7557.

Very truly yours,
Bright View Engineering, LLC


John J. Jahr, PTP, TSOS
Principal


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Director of Traffic Engineering

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<https://bvengr.sharepoint.com/sites/bvengr/proj/233005-smullavecaldwell/7-reports-analysis/traffic-letter-report-4-19-23.docx>