

TRAFFIC IMPACT STUDY

For

Denzar at Transit LLC
The Rail at Red Bank North

Property Located at:

175 Monmouth Street
Block 41 – Lots 3-7 and Block 63 – Lots 5-7.01
Borough of Red Bank, Monmouth County, NJ

Prepared by:



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INTRODUCTION

It is proposed to construct a mixed-use development, known as The Rail at Red Bank North, on a parcel of land currently developed with NJ Transit parking lots, an auto service building, and a single family home. The site is bound by Monmouth Street to the north, Chestnut Street to the south, West Street to the east, and the railroad to the west and is located in the Borough of Red Bank, Monmouth County, New Jersey (see Figure 1 in Appendix A). The site is designated as Block 41 – Lots 3-7 and Block 63 – Lots 5-7.01 on the Borough of Red Bank Tax Maps. The existing uses to be demolished include the NJ Transit parking lots consisting of 219 spaces, an approximate 9,448 SF auto service building, and a single-family home. It is proposed to raze the existing site, and construct 175 residential units, 5,750 SF of retail space, and 10,000 SF of restaurant ("The Project"). The site is located within the Red Bank Train Station Redevelopment Plan's – District A (Train Station Area). Access to the site is currently provided via:

- Four (4) full movement driveways along Monmouth Street.
- One (1) ingress only driveway, one (1) egress only driveway, three (3) full movement driveways.
- One (1) full movement driveway along Chestnut Street.

It is proposed to close the existing access points and provide access to the site via a full movement driveway along West Street. Additionally, it is proposed to construct a woonerf that connects Monmouth Street to Chestnut Street located along the western portion of the site.

Dynamic Traffic LLC has been retained to prepare this study to assess the traffic impact associated with the construction of The Project on the adjacent roadway network. This study documents the methodology, analyses, findings and conclusions of our study and includes:

- A detailed inspection was conducted to obtain an inventory of existing roadway geometry, traffic control, and location and geometry of existing driveways and intersections.
- Existing traffic data was collected via turning movement counts (TMC) during the weekday morning, weekday afternoon, and Saturday midday peak periods at the intersections of:
 - Monmouth Street and Bridge Avenue
 - Monmouth Street and West Street
 - Chestnut Street and Bridge Avenue
 - Chestnut Street and West Street
- Projections of traffic to be generated by the proposed development were prepared utilizing trip generation data as published by the Institute of Transportation Engineers. Site traffic was then assigned to the adjacent street system based upon the anticipated directional distribution.
- Capacity analyses were conducted for the Existing, No Build, and Build conditions for the study intersections.

- The proposed points of ingress and egress were inspected for adequacy of geometric design, spacing and/or alignment to streets and driveways on the opposite side of the street, relationship to other driveways adjacent to the development, and conformance with accepted design standards.
- The site plan as designed was reviewed for sufficiency in accommodating large wheel base vehicles such as delivery trucks, refuse trucks, and emergency vehicles.
- The parking layout and supply was assessed based on accepted design standards, local requirements, and demand experienced at similar developments.

EXISTING CONDITIONS

A review of the existing roadway conditions near the proposed site was conducted to provide the basis for assessing the traffic impact of the development. This included field investigations of the surrounding roadways and intersections, collection of traffic volume data, and extensive analyses.

Existing Roadway Conditions

The following are descriptions of the roadways in the study area:

Monmouth Street is an Urban Major Collector roadway under the jurisdiction of the Borough of Red Bank with a general east/west orientation. In the vicinity of the site the speed limit is not posted and the roadway provides one travel lane in each direction. On-street parking is permitted. Curb and sidewalk are provided along both sides of the roadway. Monmouth Street provides a relatively flat vertical alignment and a straight horizontal alignment. The land uses along Monmouth Street in the vicinity of The Project are mixed commercial and residential.

Chestnut Street is a local roadway under the jurisdiction of the Borough of Red Bank with a general east/west orientation. In the vicinity of the site the speed limit is not posted and the roadway provides one travel lane in each direction. On-street parking is permitted. Curb and sidewalk are provided along both sides of the roadway. Chestnut Street provides a relatively flat vertical alignment and a straight horizontal alignment. The land uses along Chestnut Street in the vicinity of The Project are mixed commercial and residential.

Bridge Avenue is a local roadway under the jurisdiction of the Borough of Red Bank with a general North/South orientation. In the vicinity of the site the posted speed limit is 25 MPH and the roadway provides one travel lane in each direction with a bike line provided along both sides of the roadway. On-street parking is permitted. Curb and sidewalk are provided along both sides of the roadway. Bridge Avenue provides a relatively flat vertical alignment and a straight horizontal alignment. The land uses along Chestnut Street in the vicinity of The Project are mixed commercial and residential.

West Street is a local roadway under the jurisdiction of the Borough of Red Bank with a general north/south orientation. In the vicinity of the site the speed limit is not posted and the roadway provides one travel lane in each direction. On-street parking is permitted along the southbound side of the roadway and intermittently along the northbound side of the roadway. Curb and sidewalk are provided along both sides of the roadway. West Street provides a relatively flat vertical alignment and a straight horizontal alignment. The land uses along Chestnut Street in the vicinity of The Project are mixed commercial and residential.

Existing Traffic Volumes

Turning movement counts (TMC) were conducted on Thursday, May 1, 2025 from 7:00 AM to 9:00 AM and from 4:30 PM to 6:30 PM as well as on Saturday, May 3, 2025 from 11:00 AM to 2:00 PM at the following intersections:

- Monmouth Street and Bridge Avenue
- Monmouth Street and West Street
- Chestnut Street and Bridge Avenue