

5:21-3.7 Public meetings

All meetings of the Board and of its committees shall be conducted in accordance with the Open Public Meetings Act, N.J.S.A. 10:4-6 et seq. The Department shall provide copies of meeting schedules, in accordance with N.J.S.A. 10:4-19, to any persons requesting such copies. Any such copies shall include a summary of the matters to be discussed at the meeting. Requests for such copies may be sent to the Secretary of the Site Improvement Advisory Board, Division of Codes and Standards, PO Box 802, Trenton, NJ 08625-0802.

New Rule, R.1998 d.400, effective August 3, 1998.
See: 30 N.J.R. 755(a), 30 N.J.R. 2861(b).

5:21-3.8 Changes to the standards

(a) The Site Improvement Advisory Board shall annually review the standards and recommend changes as the Board deems necessary.

(b) As part of its annual review of the standards, the Site Improvement Advisory Board shall consider any suggested changes to the rules that are submitted by the public provided they are submitted prior to January 1 of the year in which they are to be considered. Suggested changes received on or after January 1 shall be considered during the following calendar year. Committee members may introduce other changes to the rules at the same time that the committee is considering recommendations from the public. Suggested changes shall be submitted on a standard form available from the Department, reproduced below.

(c) The Site Improvement Advisory Board shall provide an opportunity for proponents of suggested changes and other interested parties to testify before the Board at a regularly scheduled or special meeting of the Board. A public notice with the time, date and place of this meeting shall be published in the New Jersey Register at least two weeks prior to the scheduled meeting date.

(d) The Chairman of the Site Improvement Advisory Board shall assign each change to the appropriate committee of the Board for its review and recommendation.

(e) The committees shall make a recommendation to the Site Improvement Advisory Board on each suggested change that was submitted. The recommendations of the committees shall be made available to any interested party at least two weeks prior to the meeting at which the Board will vote on the proposed changes.

(f) At a regularly scheduled or special meeting, the Board shall vote on each suggested change. A simple majority of the Board shall be sufficient for the proposal to be submitted to the Commissioner with a recommendation that it be published in the New Jersey Register as a proposed rule change.

New Rule, R.2001 d.352, effective October 1, 2001.

See: 33 N.J.R. 1237(a), 33 N.J.R. 3427(a).

SUBCHAPTER 4. STREETS AND PARKING

5:21-4.1 Street hierarchy

(a) Streets shall be classified in a hierarchy with design tailored to function. The street hierarchy definitions contained within this section are applicable only to local residential streets and are not to be considered related to the U.S. Department of Transportation, Federal Highway Administration's Functional Classification of Highways.

(b) The street hierarchy system shall be defined by road function and average daily traffic (ADT), calculated by trip generation rates from the current edition of "Trip Generation" by the Institute of Transportation Engineers, as indicated in Table 4.1 below. Trip generation rates from other sources may be used if the applicant demonstrates to the appropriate approving authority that these sources better reflect local conditions. In addition, the applicant shall investigate the opportunities for, and availability of, transit facilities and, if appropriate, consider their impact(s) on motor vehicle traffic trip generation rates per dwelling unit.

(c) Each residential street shall be classified and designed to meet the standards for one of the street types defined in Table 4.2 below. The entire length of the street need not be designed based on the highest ADT where the ADT varies along the street's length. However, each street segment between intersections shall be designed based on the highest ADT served in that segment.

(d) The municipality and the developer shall determine the highest order street required to be used in a given residential development, considering all of the following:

1. The size of the development (number and type of units). For example, using size to determine the highest order of street required, a development of up to 150 single-family detached units would not require any minor collectors or streets of a higher order;
2. The actual or potential development of adjacent sites (whether there is likely to be traffic passing through from neighboring developments). A "potential" development means a development having approvals granted, applications pending, or undergoing preliminary review; and
3. The streets proposed for that area, if any, as contained in the municipal master plan.

TABLE 4.1
AVERAGE DAILY MOTOR VEHICLE
TRAFFIC TRIP GENERATION
PER DWELLING UNIT

<u>Land use</u>	<u>Peak rate</u>
Single-family detached housing	10.1

Land use	Peak rate	Land use	Definition
Townhouse	5.9	Townhouse	Attached multiple-family dwelling units where the only separation between units is vertical.
Low-rise apartment	7.2	Apartment	A dwelling unit located within the same building with at least three other dwelling units.
Mid-rise apartment	5.5		Apartment in buildings that have one or two levels (floors).
High-rise apartment	5.0		Apartment in buildings that have more than two levels (floors) and less than ten levels.
Mobile home park	5.0		Apartment in buildings with ten or more levels (floors).
Retirement community	2.8		Generally trailers shipped, sited and installed on permanent foundations and in areas that typically have community facilities, such as recreation rooms, swimming pools, and laundry facilities.
Recreational homes (owner occupied)	3.2	Low-rise apartment	Residential units similar to apartments and condominiums usually restricted to adults or senior citizens, and located in self-contained villages. Special services such as medical, dining, and retail facilities may be available.
		Mid-rise apartment	Dwellings usually located in a resort containing local services and complete recreational facilities. These are often second homes used by the owner or rented on a seasonal basis.
		High-rise apartment	
		Mobile home park	
		Retirement community	
		Recreational home	

Note: The trip generation rates listed are guidelines only. The actual use of trip generation rates is derived by the use of regression analysis and should be computed only by professionals proficient in the use of the ITE Manual. The "Land Use" definitions are based on the ITE Manual with slight modifications to address inconsistencies contained within the ITE Manual.

Source: Institute of Transportation Engineers, Trip Generation (Washington, D.C.: ITE, 1982), 3rd Edition. The table was updated with data from the 6th Edition of the manual published by ITE in 1997. The peak ADT rates take into consideration Saturday and Sunday rates, as well as weekday rates.

DEFINITIONS

Land use	Definition
Single-family detached housing	Any single-family detached home on an individual lot.

TABLE 4.2
RESIDENTIAL STREET HIERARCHY DEFINITIONS

Street type	Description	Average daily traffic (maximum)
Residential Access [‡]	Lowest order, other than rural street type, of residential streets Provides frontage for access to lots and carries traffic with destination or origin on the street itself. Designed to carry the least amount of traffic at the lowest speed. All, or the maximum number of housing units, shall front on this class of street. † Residential access streets of "loop" configuration, that is, two ways out, should be designed so no section conveys an ADT greater than 1500. Each half of a loop street may be classified as a single residential access street, but the total traffic volume generated on the loop street should not exceed 1500 ADT, nor should it exceed 750 ADT at any point of traffic concentration.	1,500†
Residential Neighborhood [‡]	A type of residential access street conforming to traditional subdivision street design, and providing access to building lots fronting on a street and parking on both sides of street. ‡ Applicant may choose either the RESIDENTIAL ACCESS or the RESIDENTIAL NEIGHBORHOOD street type for new streets. See section 4.8(b) for specific right-of-way and cartway width requirements for new streets that are a continuation of an existing street.	
Minor Collector	Middle order of residential street. Provides frontage for access to lots and carries traffic of adjoining residential access streets. Designed to carry somewhat higher traffic volumes than lower-order streets such as rural and residential access streets, with traffic limited to motorists having origin or destination within the immediate neighborhood. Is not intended to carry regional traffic.	

<u>Street type</u>	<u>Description</u>	<u>Average daily traffic (maximum)</u>
	Each half of a loop-configured minor collector may be classified as a single minor collector street, but the total traffic volume conveyed on the loop should not exceed 3,500 ADT, nor should it exceed 1750 ADT at any point of traffic concentration.	3,500
Major Collector	Highest order of residential streets. Conducts and distributes traffic between lower-order residential streets and higher-order streets—arterials and expressways. Carries the largest volume of traffic at higher speeds. Function is to promote free traffic flow; therefore, parking should be prohibited and direct access to homes from this level of street should be avoided. Collectors should be designed so they cannot be used as shortcuts by non-neighborhood traffic.	7,500
Special Purpose Streets		
Rural	A rural street is one where density is one dwelling unit per acre or lower, AND the road primarily serves as access to abutting building lots, AND there is no on-street parking, AND lot-to-street access is designed so vehicles do not back out of lots onto the street.	500
Rural residential lane	A street serving a very low-density area (maximum of one dwelling unit per two acres). The maximum ADT level limits the number of single-family units on this road to 20.	200
Alley	A service road that provides a secondary means of access to lots. On same level as residential access street, but different standards apply. No parking shall be permitted; alleys should be designed to discourage through traffic. ADT level shall not exceed that of a residential access street.	500
Cul-de-sac	A street with a single means of ingress and egress and having a turnaround, the design of which may vary. A divided-type entrance roadway to at least the first cross street with median of sufficient width to insure freedom of continued emergency access by lanes on one side shall not be considered part of a cul-de-sac. Streets serving multi-family developments with a single means of ingress and egress and with shared parking facilities shall not be included within the definition of cul-de-sac.	250
Marginal access street	A service street that runs parallel to a higher-order street and provides access to abutting properties and separation from through traffic. May be designed as residential access street or minor collector, according to anticipated daily traffic.	1,500 (residential access total) 3,500 (minor collector total)
Divided street	Municipalities may require streets to be divided to provide alternate emergency access, protect the environment, or avoid grade changes. Design standards should be applied to the combined dimensions of the two street segments, as required by the street class.	
Parking loop	A street with non-parallel parking that provides circulation and direct vehicle access to parking from the travel lane.	

Administrative correction.
 See: 29 N.J.R. 1296(a).
 Amended by R.1999 d.374, effective November 1, 1999 (operative May 1, 2000).
 See: 31 N.J.R. 477(a), 31 N.J.R. 3259(a).
 In (c), added a second sentence; and in Table 4.2, added a third sentence in the Cul-de-sac Description, and substituted a reference to non-parallel parking for a reference to perpendicular parking in the Parking Loop Description.
 Administrative correction.
 See: 32 N.J.R. 684(b).
 Amended by R.2000 d.480, effective December 4, 2000 (operative June 3, 2001).
 See: 32 N.J.R. 2670(b), 32 N.J.R. 4277(a).
 Rewrote Table 4.1 and in Table 4.2, rewrote the description of "Rural residential lane".

5:21-4.2 Cartway width

(a) Cartway width for each street classification shall be determined by parking and curbing requirements that are based on intensity of development.

(b) Intensity of development shall be based on dwelling units per gross acre as follows:

<u>Intensity</u>	<u>Dwelling Units per Gross Acre[†]</u>
Low	Less than or equal to 4
Medium	More than 4 and less than or equal to 8
High	More than 8
Note:	[†] In determining the intensity of development, the gross acreage shall not include dedicated common open space or other such areas restricted from future development.

(d) Cartway width also shall consider possible limitations imposed by sight distances, climate, terrain, and maintenance needs.

(e) Municipalities may require additional cartway width for major or minor collectors which are part of a designated bike route as indicated in the bicycle circulation part of the municipal master plan to make them consistent with the AASHTO guidelines for bicycle-compatible streets.

(c) Cartway widths for each street classification are as shown in Table 4.3 below.

TABLE 4.3
CARTWAY AND RIGHT-OF-WAY WIDTHS

<u>Street type^a</u>	<u>Total avg daily traffic</u>	<u>Traveled way</u>	<u>No. of parking lanes^b</u>	<u>Parking lane width</u>	<u>Cartway width</u>	<u>Curb or shoulder^h</u>	<u>Sidewalk or graded area^j</u>	<u>Right-of-way widthⁱ</u>
Residential Access	1,500 [†]							
Low intensity	†(loop-750 each half)	20 ft	1	8 ft	28 ft	none	1SW 1GA	50 ft
Medium		20 ft	1	8 ft	28 ft	curb	2 SW	50 ft
High (on-street parking)		20 ft	1	8 ft	28 ft	curb	2 SW	50 ft
High (off-street parking)		20 ft	0	0 ft	20 ft	none	2 SW	50 ft
Neighborhood (all intensities)	1,500	14 ft	2	16 ft	30 ft ^c	curb	2 SW	50 ft
Minor Collector ^m	3,500							
Low intensity ^d with no parking		20 ft	0	0 ft	20 ft	none	1 SW 1GA	50 ft
Low with one parking lane		20 ft	1	8 ft	28 ft	curb	1 SW 1 GA	50 ft
Medium and High intensity								
With one parking lane		20 ft	1	8 ft	28 ft	curb	2 SW	50 ft
With two parking lanes		20 ft	2	16 ft	36 ft	curb	2 SW	60 ft
With off-street parking		22 ft	0	0 ft	22 ft	curb or shoulder	2 SW	50 ft
Major Collector ^m	7,500							
Low intensity		24 ft	0	0 ft	24 ft	none	2 SW	50 ft
Medium and High		24 ft	0	0 ft	24 ft	curb or shoulder	2 SW	50 ft if curb, 54 ft if shoulder
Special Purpose Streets								
Rural street ^k	500	20 ft	0	0 ft	20 ft	none	2 GA	40 ft
Rural lane ^k	200	18 ft	0	0 ft	18 ft	none	2 GA	40 ft
Alley (one way)					9 ft			11 ft
Alley (two way)		18 ft	0	0 ft	18 ft	none	2 GA	22 ft
Cul-de-sac (stem) ^e	250							
Marginal access street ^f								
Divided street ^g								
Parking loop								
One-side parking		24 ft	1	18 ft		curb		44 ft
Two-side parking		24 ft	2	36 ft		curb		62 ft