

**JERSEY CITY REGIONAL
WATERFRONT ACCESS AND
DOWNTOWN CIRCULATION
STUDY**

ABSTRACT



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Abstract

The Jersey City Regional Waterfront Access and Downtown Circulation Study (JCRWADCS) is intended to identify specific deficiencies in the transportation network and opportunities for mobility improvements and make recommendations for specific transportation projects that will facilitate regional and local access and mobility to employment, recreational, and residential development in downtown Jersey City.

The study area for this project extends from the Hudson River west to the New Jersey Turnpike Extension and from Liberty State Park north to the Jersey City border with Hoboken. The study also considers potential improvements to highways, rail and ferry service outside the immediate study area such as increased ferry, Port Authority Trans-Hudson (PATH), and Hudson Bergen Light Rail (HBLRT) access and ridership.

Several sources of data, including the US Census and North Jersey Regional Transportation Model (NJRTM) were utilized to estimate travel patterns in the year 2020. Four different land use scenarios were examined – a neutral (i.e. expected) scenario, an optimistic scenario, a pessimistic scenario, and a scenario that assumed all approved office space was constructed.

The study examined a variety of major roadway and transit projects. The projects were analyzed both in isolation and in combination with other projects. Four roadway projects and seven transit projects were analyzed for their ability to meet criterion related to their construction cost, time frame for implementation, effect on the transportation system and other local effects. The criteria were assigned weighted scores based on balloting performed by members of the steering committee. The project also included an extensive public outreach program.

The project and project combinations were ranked based on their overall score. Based on the rankings, projects were recommended for advancement in either the short, medium, or long term. The traffic model indicates that the roadway projects will not alleviate congestion on the local roads during the horizon year, particularly during the PM peak period. This will necessitate the continued provision of mass transit alternatives and other demand-management strategies.

The study also considered and recommended a series of improvements to facilitate pedestrian and bicycle travel within the study area, and recommended changes to the parking ratios. The bicycle improvements would provide a network of on- and off-street bicycle lanes throughout the study area. The pedestrian improvements would provide safe crossing conditions at six specific intersections, but the recommendations could be applied throughout the study area.