

The survey found that the overall busiest time for morning travel within Jersey City among all markets is between 6:00 AM and 10:00 AM. The busiest time in the evening was between 4:00 PM and 7:45 PM. Overall, a large number of commuters are traveling to and from New York counties that are east-of-the-Hudson River, and also to and from Monmouth, Middlesex, Union or Ocean counties. Additionally the lowest transit share is experienced by people going to work in Lafayette (14%) Greenville (28%) and Jersey City Heights (28%) which indicates the need for more neighborhood connectivity for mass transit.

Lastly, the survey identified that the most important aspects of mass transit for Jersey City stakeholders are that it stops close to home, that the service is frequent, safe, and reliable, and cheaper than driving.

4.3.3 Incorporation with Circulation Element

The respondents' concerns were used to form the fourteen (14) Goals, as well as the Objectives, Strategies, and Actions of the Circulation Plan Element. The first priority for all market segments corresponds to Goal 2: "Increase, improve, and enhance public transit service to, from, and within all areas of Jersey City". The second priority for market segments 1 and 3 corresponds to Goal 8: "Improve access between Jersey City and the greater region". The second priority for market segments 1 and 3 corresponds to Goal 3: "Integrate and connect neighborhoods, and improve public access to waterfront areas".

The report that summarizes the findings of the mobility survey recommends multiple Actions that were incorporated in the Circulation Plan Element. Notably, the mobility report recommends that Jersey City work closely with New Jersey Transit to support and collaborate on the design of future study that examines the anticipated expansion of the Hudson-Bergen Light Rail in Jersey City. This Plan recommends that the City work with NJ TRANSIT and other mass transit carriers for the expansion of services, including the Hudson Bergen Light Rail, and recommends that mass transit carriers analyze the efficiencies of the system and prepare for growth. Additionally, the plan recommends implementing the recommendations of the NJ TRANSIT/NJTPA/Jersey City local bus study and identifies rights-of-way for the extension of the HBLR as well as for other circulation needs.

The Plan facilitates improvements to the multi-modal system. The survey revealed that people who worked and lived in Jersey were the most likely to drive. Therefore, there are multiple Goals, Objectives, Strategies, and Actions that address improved neighborhood connectivity. In regards to safety and maintenance, the Plan includes a Traffic Calming Plan and a Sidewalk Maintenance Plan, to achieve a safer streets and sidewalks that are well maintained. The Plan provides a means to monitor the City's achievement of their Goals which ultimately will improve the multi-modal system and meet the identified needs of all of its stakeholders.

4.4. Right-of-Way Needs

Right-of-way is a parcel of land with a specific owner where the public at large or a specific private party has a legal right to traverse the land in some specified manner. In essence, right-of-way makes up and connects the circulation system. Right-of-way may contain public or private roads, sidewalks, trails, walkways, and private rail lines. Jersey City will require additional right-of-way through 2050 in order to connect the various aspects of its circulation system. As indicated on the Right of Way Needs mapping, Figure 4.4-1, fifty-seven (57) locations of new potential right-of-way were identified within Jersey City. The mapping

indicates proposed projects and potential projects. The proposed projects are projects that are past the feasibility stage, and potential projects are still in the concept phase.

4.4.1 Rail

There are various locations where right-of-way is needed for rail projects. These projects have been identified in the Action plan, and will allow for extensions of mass transit services, will facilitate better efficiency of service, and provide for new stations, platforms, and walkways. These projects include:

- Downtown HBLR Circulator (#11 on Figure 4.4-1) and HBLR Extension to Senator Frank R. Lautenberg Station (#17 on Figure 4.4-1) – The HBLR Downtown Circulator would originate from the Harsimus Cove station, use the Sixth Street Embankment, connect to the Riverline ROW, and connect to the existing HBLR tracks south of the HBLR Second Street Station (in Hoboken) in the vicinity of Hoboken Avenue. Eventually, another phase would extend the light rail system to Senator Frank R. Lautenberg Station via the Bergen Arches as recommended in the 2003 Bergen Arches Best Uses Study, which found that this would divert over 4,000 auto trips per day to transit trips by 2025. Abutting the light rail, a linear bike-pedestrian multi-use path should be created on the Sixth Street Embankment and through the Bergen Arches. This project will improve access to the regional employment center in Downtown Jersey City.
- HBLR Extension (#16 on Figure 4.4-1 and in Appendix Route 440 and Routes 1&9T Boulevard and Complete Street Plan and Right-of-Way Needs Map – Appendix Route 440 and Routes 1&9T Boulevard and Complete Street Plan and Right-of-Way Needs Map prevails) – In the first phase, the HBLR Extension is envisioned to extend from the Westside Avenue station to the Bayfront I redevelopment area, and would include a new HBLR station west of Route 440. The recommendations for a boulevard and complete street along the Route 440/Routes 1&9T corridor between the Bayonne border and Route 7 in the final report for the Route 440/Routes 1&9T Multi-Use Urban Boulevard and Through Truck Diversion Concept Development Study dated May 2011 prepared by Jacobs Engineering include a boulevard and complete street that accommodates an elevated crossing of the Hudson-Bergen Light Rail Westside Avenue branch from its current terminus at Westside Avenue Station to a new station just north of the Bayfront I Redevelopment Plan area in the vicinity of Culver Avenue, which was identified as the Locally Preferred Alternative by NJ Transit’s Hudson-Bergen Light Rail Route 440 Extension Alternatives Analysis. In a later phase, it is envisioned that the HBLR would extend across the Hackensack River possibly in the location of the existing piers, through Kearny, and over the Passaic River into Newark. This project would provide greater regional connectivity to and from Jersey City.
- HBLR Wye Bypass (#18 on Figure 4.4-1) – The HBLR bypass of the wye-intersection at 18th Street will increase HBLR system capacity and flexibility.
- Jersey Avenue HBLR Realignment (#21 on Figure 4.4-1) – The realignment of the HBLR will eliminate the existing awkward geometry of the tracks and share right-of-way with the Jersey Avenue Extension (#20 on Figure 4.4-1) south to the intersection of Zapp Drive and Phillip Drive. NJ TRANSIT may provide an additional station along this new realigned segment.

- New Connection Between Pavonia-Newport HBLR and PATH Newport Station (#37 on Figure 4.4-1) – A new entrance to the existing PATH underground mezzanine above the track platforms in Washington Boulevard in order to grade separate the Washington Boulevard pedestrian crossing and shorten the walking distance between the PATH and HBLR. The new entrance should be located along the Westside of Washington Boulevard at the east end of Newport Office Center (NOC III) passageway from HBLR Station.
- HBLR Danforth Interlocking (#38 on Figure 4.4-1) – The new Danforth Interlocking would be used to run both AM and PM peak service between Danforth and Pavonia-Newport Stations using the pocket track to turn. It would provide additional service and additional capacity for Jersey City local riders. This is critical given that Jersey City local riders may eventually experience crowding from new riders from the Bayonne extension to 8th Street, future extension to Rt. 440 on the Westside Avenue line, and continued development between Essex Street and Liberty State Park. Light Rail vehicles from Bayonne and Westside are projected to be operating at or near capacity prior to reaching “inner” portions of Jersey City, and therefore the New Danforth interlocking could ameliorate a degradation of service.
- New Southbound Side Platform at Pavonia/Newport HBLR Station (#42 on Figure 4.4-1) – A new platform would be constructed on the southbound track. It would improve pedestrian flows on and off the trains at one of the busiest stations on the system. It would reduce the numbers of people that cross in front of the stopped southbound trains and would cut down on station dwell time. This improvement could be patterned after the design of the platforms for northbound HBLR trains at the Exchange Place station.
- Rail Road Right-of-Way North of Journal Square(#51 on Figure 4.4-1) – This unused right-of-way could be used to improve connectivity for the rail system.

In addition to the above rail right-of-way locations, right-of-way would also be required for the following proposed HBLR stations that are identified in Figure 4.4-1:

- Jersey Avenue Station
- Baldwin Avenue Station
- Tonnele Avenue Station
- 18th Street Station
- Mill Creek Station
- Station between Pacific Avenue and Halladay Street
- Caven Point Avenue Station
- Bayfront Station (west of Westside Avenue Station and Route 440)
- A station in Kearny and in Newark at the line extending west from Bayfront Station



Appendix Route 440 and Routes 1&97 Boulevard and Complete Street Plan and Right-of-Way Needs Map supercedes Projects # 4, 12, 16, 24, 44, 46, 52 & 57 as depicted on this map.

Amended June 14, 2011 to note that Appendix Route 440 and Routes 1&97 Boulevard and Complete Street Plan and Right-of-Way Needs Map supercedes Projects # 4, 12, 16, 24, 44, 46, 52 & 57 as depicted on this map.
 Amended December 1, 2009 to change status of the Canal Crossing street grid from "Conceptual" to "Proposed."



ID	NAME	ID	NAME
1	11th Street Viaduct Extension and Grade Separation of 14th Street	35	Main Boulevard Extension
2	Academy Street Bus, Bike and Pedestrian Extension	33	Main Plaza Future Grid
3	Bay Street Extension	34	Morgan Street Extension
4	Bayfront 1	35	Months Canal Greenway
5	Bus Layover Facility	36	Home Street ROW Pedestrian Extension
6	Canal Crossing	37	New Connection Between Port Authority HBLR and PATH Newport Station
7	Claremont RDP Future Street Grid	38	New Danforth Interlocking
8	Coogan Avenue Extension	39	New Jersey Turnpike Exit 144 Reconfiguration
9	Danforth Transit Village RDP Street Grid	40	New Street
10	Edo Street Extension	41	New Grid to Support Potential Development on Buma Road
11	Downtown HBLR Connector	42	New Street to connect Woodward and Van Home Streets
12	Future New Urbanist Street Grid	43	New Urbanist Street Grid
13	Garfield Street Extension	44	New Urbanist Street Grid
14	Garfield Avenue Widening	45	Newport NE Quadrant
15	Grand Army Redevelopment Plan	46	NUCC West Campus
16	HBLR Extension	47	Old Colony Shopping Center Future Grid
17	HBLR Extension to Secaucus Junction (Lautenberg Station)	48	Pedestrian Connector to HBLR
18	HBLR Vire Bridge	49	Pedestrian Passage along HBLR
19	Hoboken Terminal	50	Portway
20	Jersey Avenue Extension (South)	50A	Portway - New 1-97 Extension
21	Jersey Avenue HBLR Realignment	50B	Portway - Route 1-97/ST: Paul's Avenue Viaduct
22	Jersey Avenue Park Redevelopment Plan	50C	Portway - Wilpinen Bridge
23	Proposed Journal Square Redevelopment Plan	50D	Portway - New Road under St. Paul's Avenue Viaduct
24	Pollogg Street Extension	51	Railroad ROW North of Journal Square
25	Lafayette Gardens Phase VI	52	Route 440/Route 1-97 Redesign Urban Boulevard
26	Lafayette Walkway	53	Sip Avenue Connector
27	Lynch Valley KR ROW Presentation	54	Sixth Street Embankment/East-West Connections
28	Liberty Harbor North	55	State Street Extension
29	Linden Avenue Realignment	56	Warren Street Extension
30	Maple Street - Hudson Street Connector	57	Water Street Redevelopment
31	Maple Street Extension		

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Prepared by: STK, April 20, 2009
 Source: NJDEP - Municipal Boundary, Open Water; NYC Department of City Planning - New York City; NJDOT - 2008 Roads; Jersey City Planning Department - Walkways, Greenways, Proposed Projects; P&S - Hudson River Walkway; R&A - East Coast Greenway
 The Path: HUCT100116/S/Projects/Final/10_1_PropROW_Long/RAWL.mxd

Proposed Projects Hudson-Bergen Light Rail PATH

Concept/Status

- Existing Lines
- Proposed Lines
- Conceptual Project
- Existing LRT Station
- Proposed LRT Station

PATH

- PATH Lines
- Existing PATH Stop
- Proposed PATH Stop
- Rail Lines
- Spurs and Sidings
- Ferry Routes
- Pedestrian Bridge

Other Infrastructure

- Interstate Route
- U.S. Route
- State Route
- Toll Route
- County Route
- Local Roads
- Ramp
- Private Road
- Proposed Road
- Right of Way
- Park and Open Space
- Open Water
- Municipal Boundary
- State of New York

NOTE: Please contact the Jersey City Division of Planning for specific information on mapped areas.



Jersey City Circulation Element 2050
Figure 4.4-1: Right of Way Needs
City of Jersey City
Hudson County, New Jersey

NOTE: This map was developed using New Jersey Department of Environmental Protection Geographic Information System digital data, but this secondary product has not been verified by NJDEP and is not State-authored.

4.4.2 Bus

The majority of recommended bus improvements are within existing rights-of-way and are therefore not indicated on the right-of-way mapping. However, one improvement, a bus layover facility (#5 on Figure 4.4-1) could potentially require right-of-way, or would be built on land purchased by NJ TRANSIT. Regardless, there is a need for a bus layover facility that is accessible to Downtown Jersey City, since buses are no longer permitted to idle in Exchange Place Plaza for home land security reasons. Exchange Place is closed to vehicular traffic except for emergency vehicles. The potential bus layover facility would serve buses for temporary storage for the mid-day between the AM and PM peak hours. This would make it easier to serve the afternoon peak period. The proposed location would require coordination with several agencies including NJ TRANSIT and the NJ Turnpike since the location for this facility may be underneath the NJ Turnpike Extension structures.

4.4.3 Road

The plan identifies multiple street grids to serve potential development and redevelopment, and proposes multiple roadway extensions to serve developments for bikes, vehicles, and pedestrians. The plan also identifies rights-of-way that are potential or proposed for state highways and county roads. These projects are to alleviate congestion and to better serve the region and enhance the movement of goods and services. As stated in section 4.2, many of these roadway extensions, grids, and projects are necessary to alleviate the congestion that is projected through 2050 and provide the infrastructure necessary to support approved and anticipated development and redevelopment. These street grids, roadway extensions and projects requiring right-of-way include:

Street Grids in Adopted Redevelopment Plans

- Bayfront I (#4 on Figure 4.4-1 and in Appendix Route 440 and Routes 1&9T Boulevard and Complete Street Plan and Right-of-Way Needs Map – Appendix Route 440 and Routes 1&9T Boulevard and Complete Street Plan and Right-of-Way Needs Map prevails) - The City and Honeywell have entered into an agreement to redevelop the site together. Site cleanup is well underway, and utility relocation is anticipated in near future. The future street grid will accommodate buses, include pedestrian walkways, and provide access to a new HBLR station. The final report for the Route 440/Routes 1&9T Multi-Use Urban Boulevard and Through Truck Diversion Concept Development Study dated May 2011 prepared by Jacobs Engineering refined the Bayfront I street grid.
- Canal Crossing (#6 on Figure 4.4-1) - This is a large, mixed-use redevelopment area that may include up to 5,000 residences and 600,000 square feet commercial space. A new street grid is proposed for this area, along with an additional HBLR station at Pacific Avenue. The new light rail station and the existing station at Garfield Avenue may be adequate to handle the anticipated increase to transit ridership. The feasibility of the proposed Pacific Avenue station along the Westside HBLR line is to be determined.
- Claremont Redevelopment Plan Area Future Street Grid (#7 on Figure 4.4-1), Danforth Transit Village Redevelopment Plan Area Street Grid (#9 on Figure 4.4-1) - These are future street grids to accommodate redevelopment.

- Grand Jersey Redevelopment (#15 on Figure 4.4-1) - The Grand Jersey Redevelopment plan proposes a new grid system west of Liberty Harbor North. The proposed roadway network includes the extension of Jersey Avenue south over Mill Creek to the intersection of Zapp Drive and Phillip Drive. A proposed realignment of the HBLR line is also envisioned, which will eliminate a sharp curve in the light rail tracks. A new HBLR station may be situated south of Mill Creek. The proposed realignment of the HBLR will share right-of-way with the Jersey Avenue extension.
- Jersey Avenue Park Redevelopment Plan (#22 on Figure 4.4-1) - This area could accommodate new residential development.
- Liberty Harbor North (#28 on Figure 4.4-1) - This area is partially developed and there is a proposed grid. This is an adopted redevelopment plan.
- NJCU West Campus (#46 on Figure 4.4-1 and in Appendix Route 440 and Routes 1&9T Boulevard and Complete Street Plan and Right-of-Way Needs Map – Appendix Route 440 and Routes 1&9T Boulevard and Complete Street Plan and Right-of-Way Needs Map prevails) - This new street network will serve the campus and follow the NJCU West Campus Redevelopment Plan.
- Water Street Redevelopment (#57 on Figure 4.4-1 and in Appendix Route 440 and Routes 1&9T Boulevard and Complete Street Plan and Right-of-Way Needs Map – Appendix Route 440 and Routes 1&9T Boulevard and Complete Street Plan and Right-of-Way Needs Map prevails) - This area will be developed to provide a grid system east of Route 440 and north of the proposed Westside HBLR extension. This redevelopment plan has been adopted. The final report for the Route 440/Routes 1&9T Multi-Use Urban Boulevard and Through Truck Diversion Concept Development Study dated May 2011 prepared by Jacobs Engineering refined the Water Street street grid.

Future Street Grids or Future Modifications to Street Grids

- Proposed Journal Square Redevelopment Plan (#23 on Figure 4.4-1) – Modifications to the right-of-way may include changes to the directionality of streets, increases in sidewalk widths, construction of bike lanes, and accommodation of a narrow-gauge trolley system.
- Metro Plaza Future Grid (#33 on Figure 4.4-1) - This area is envisioned for residential towers. This grid will support the development and accommodate the HBLR.
- New roads to support Potential Development on Burma Road (#41 on Figure 4.4-1) - These new roads would create a street grid to support potential residential development.
- Newport Northeast Quadrant (#45 on Figure 4.4-1) - This grid will continue the Newport grid to support residential/commercial development.
- Old Colony Shopping Center Future Grid (#47 on Figure 4.4-1) – Currently, there is not an adopted redevelopment plan for this area. Future redevelopment should include a new street grid.

- Hoboken Terminal (#19 on Figure 4.4-1) – Hoboken Terminal and Yard Redevelopment Plan will include high intensity mixed-use development in the Hoboken Terminal area.

The final report for the Route 440/Routes 1&9T Multi-Use Urban Boulevard and Through Truck Diversion Concept Development Study dated May 2011 prepared by Jacobs Engineering recommended the creation of a boulevard and complete street on the Route 440 and Routes 1&9T corridor, as well as a network of new local streets adjacent to the corridor. See Route 440 and Routes 1&9T Boulevard and Complete Street Plan and Right-of-Way Needs Map in Appendix for details. The following rights-of-way are needed to implement the vision for the Western Waterfront:

- Future New Urbanist Street Grid (#12 on Figure 4.4-1 and in Appendix Route 440 and Routes 1&9T Boulevard and Complete Street Plan and Right-of-Way Needs Map – Appendix Route 440 and Routes 1&9T Boulevard and Complete Street Plan and Right-of-Way Needs Map prevails) - This area will accommodate a future street grid along the Hackensack River Waterfront north of Bayfront I. The Bayside Development Study examined the development potential in the west side of Jersey City and included improvements to the street grid. This new urbanist street grid will extend the grid from Bayfront I and change the character of the area from industrial/commercial to a residential neighborhood. Additionally, the final report for the Route 440/Routes 1&9T Multi-Use Urban Boulevard and Through Truck Diversion Concept Development Study dated May 2011 prepared by Jacobs Engineering further refined the new street grid for this area.
- New Urbanist Street Grid (#44 on Figure 4.4-1 and in Appendix Route 440 and Routes 1&9T Boulevard and Complete Street Plan and Right-of-Way Needs Map – Appendix Route 440 and Routes 1&9T Boulevard and Complete Street Plan and Right-of-Way Needs Map prevails) - Future redevelopment of this area should include the creation of a new urbanist street grid. Currently, this area is not in an adopted redevelopment plan. The final report for the Route 440/Routes 1&9T Multi-Use Urban Boulevard and Through Truck Diversion Concept Development Study dated May 2011 prepared by Jacobs Engineering identified a new street grid for this area, which includes the extension of Kellogg Street (#24 on Figure 4.4-1).
- Route 440/Route 1 & 9T Multi-use Urban Boulevard (#52 on Figure 4.4-1 and in Appendix Route 440 and Routes 1&9T Boulevard and Complete Street Plan and Right-of-Way Needs Map – Appendix Route 440 and Routes 1&9T Boulevard and Complete Street Plan and Right-of-Way Needs Map prevails) – This project will have an urban, context-sensitive design to make this corridor into a bicycle-friendly and pedestrian-friendly Main Street that supports future redevelopment in the area. The City received a federal earmark to design the boulevard. The final report for the Route 440/Routes 1&9T Multi-Use Urban Boulevard and Through Truck Diversion Concept Development Study dated May 2011 prepared by Jacobs Engineering delineates the right-of-way for the boulevard and complete street between the Bayonne border and Route 7.

Local Street Extensions

- Academy Street Bus, Bike, and Pedestrian Extension (#2 on Figure 4.4-1) continues from Baldwin Avenue to Columbus Drive - The continuation of Academy Street could use existing right-of-way behind the Block Drug building, the NJ Turnpike Extension, and PATH tracks, and could potentially be used for bus, pedestrians, and bicyclists. This project would require a bridge over the railroad tracks. This project should be coordinated with the Sip Avenue Connector (#53 on Figure 4.4-1).
- Bay Street Extension (#3 on Figure 4.4-1), Kellogg Street Extension (#24 on Figure 4.4-1), Morgan Street Extension (#34 on Figure 4.4-1), and New Street to Connect Woodward Street and Van Horne Street (#43 on Figure 4.4-1) - These are all roadway extensions to enhance the existing street grids.
- Corbin Avenue Extension (#8 on Figure 4.4-1) Dey Street Extension (#10 on Figure 4.4-1) – These are future street grids and extensions to support the Canco Loft Redevelopment.
- Garabrant Street Extension (#13 on Figure 4.4-1) - The Garabrant Street extension continues the street grid through the park and ride lot at the Liberty State Park HBLR station, which will support its redevelopment.
- Jersey Avenue Extension (South) (#20 on Figure 4.4-1) - This southerly extension of Jersey Avenue will connect to the intersection of Audrey Zapp Drive and Phillip Drive and improve circulation. The design can accommodate limited vehicular traffic and provide right-of-way for the realignment of the HBLR. It will also be bicycle and pedestrian friendly.
- Linden Avenue Realignment (#29 on Figure 4.4-1) - This removes a jog in Linden Avenue where it connects to Caven Point Road.
- Maple Street Bishop Street Connector (#30 on Figure 4.4-1) - Whitlock Cordage is a residential development that is in the vicinity of this potential street grid extension. This extension will provide connectivity to Grand Street and the Lafayette neighborhood to provide alternate neighborhood access. This is in the Morris Canal Redevelopment Plan.
- Maple Street Extension (#31 on Figure 4.4-1) - Maple Street will be extended from Monitor Street to provide easier access to the HBLR. This is a proposed street which was vacated that would be re-established. This right-of-way will accommodate pedestrian and bicycle travel.
- Marin Boulevard Extension (#32 on Figure 4.4-1) - This extension will provide access to Liberty Harbor North Redevelopment Plan Area.
- New Street (#40 on Figure 4.4-1) - This area would be private right-of-way which would extend from Pavonia Avenue to support residential development.
- Sip Avenue Connector (#53 on Figure 4.4-1) - This roadway connection would provide better East-West connectivity in the City by enabling vehicles, pedestrians, and bicyclists to travel from Columbus Drive to Sip Avenue.

- State Street Extension (#55 on Figure 4.4-1) - This roadway extension is in support of Whitlock Cordage.
- Warren Street Extension (#56 on Figure 4.4-1) - This extension is between 2nd Street and Thomas Gangemi Drive which is in the Metro Plaza Area, and should accommodate a future HBLR crossing. The Metro Plaza Area future grid should include the Warren Street Extension.

Roadway Projects

- 11th Street Viaduct and Grade separation of 14th Street (#1 on Figure 4.4-1) - This project will relieve congestion on local Jersey City Streets and could have possible phasing. The 11th Street viaduct and ramp improvement will provide separate facilities for Holland Tunnel-bound traffic and Jersey City-bound traffic. The 14th Street Viaduct and new ramp will improve traffic flow for outbound traffic from the Holland Tunnel and Washington Boulevard and provide smoother access to Jersey City.
- Garfield Avenue Widening between Bayview Avenue and Grand Street (#14 on Figure 4.4-1) will support an additional travel lane on Garfield Avenue.
- New Jersey Turnpike Interchange 14A Reconfiguration (#39 on Figure 4.4-1) - This project will involve right-of-way however it is still in the planning stage. The project should ease congestion and provide for safer and smoother commercial traffic access to freight terminals.
- Portway (#50 on Figure 4.4-1) - This is a multi-jurisdictional, regional series of projects by NJDOT meant to facilitate truck movements within the port area. The projects include:
 - New 1& 9 Truck Extension (#50A on Figure 4.4-1) between St. Paul's Avenue and Secaucus Road. Currently, this project is in the preliminary design phase.
 - St. Paul's Avenue Viaduct/ Route 1&9T (#50B on Figure 4.4-1 - The Route 1 & 9 Viaduct over St. Paul's Avenue has been awarded for construction. It includes replacing the Routes 1&9 Viaduct over St. Paul's Avenue with a new structure on a new alignment north of the present structure. It will build new approach roads to safely connect to Route 1&9T, Route 7, Pulaski Skyway, Route 139, Route 1&9 north of Tonnele Circle and local streets in Jersey City. This provides a more continuous flow of traffic from Routes 1&9 southbound to the Pulaski Skyway. The Charlotte Circle has been eliminated and a reconfiguration of Tonnele Circle will be included in this project.
 - Wittpenn Bridge replacement (#50C on Figure 4.4-1) - Wittpenn Bridge will remain a vertical span but be raised to reduce the number of bridge openings. The bridge will be rebuilt north of the existing bridge. It will accommodate sidewalks and be bicycle compatible for the East Coast Greenway Route. The project includes the realignment of Fish House Road on the west side of the Hackensack River. The project will be completed in phases, and the last phase is anticipated to be completed in Fall 2015.
 - New Road Under St. Paul's Avenue Viaduct (#50D on Figure 4.4-1) - There will be a new road constructed under the St. Paul's Avenue Viaduct to connect to the new 1&9T (#50A).

- Lafayette Gardens Hope VI (#25 on Figure 4.4-1) – This is a future street grid to accommodate redevelopment.

4.4.4 Bike and Pedestrian

Many of the bike and pedestrian accommodations recommended in this plan utilize the existing rights-of-way, however there are several locations where right-of-way needs to be obtained or preserved for trails, walkways and pedestrian accommodations. These locations include:

- Lafayette Walkway (#26 on Figure 4.4-1) - The Lafayette Walkway is a proposed project included in the Morris Canal Redevelopment Plan.
- Lehigh Valley Railroad Right-of-Way Preservation (#27 on Figure 4.4-1) - This area is intended to be used as a greenway or park.
- Maple Street Extension (#31 on Figure 4.4-1) - Maple Street will facilitate pedestrian and bicycle access to the HBLR station at Liberty State Park.
- Morris Canal Greenway (#35 on Figure 4.4-1) - This is a greenway that is envisioned, where feasible, along the former Morris Canal.
- Morris Street Right-of-Way Pedestrian Extension (#36 on Figure 4.4-1) - This right-of-way extension will provide pedestrian access to the waterfront and Hudson River Waterfront Walkway.
- Pedestrian Connector to HBLR (#48 on Figure 4.4-1) - This right-of-way supports the creation of intercept parking at an unused rest stop on the NJ Turnpike Extension between Mile Posts 63 and 64. There should be pedestrian connectivity between intercept parking facility and the Richard Street HBLR station.
- Pedestrian Passage along HBLR (#49 on Figure 4.4-1) – There is a pedestrian path on the southern side of the HBLR tracks, and there is potential to provide pedestrian access along the northern side of the tracks, which would improve access to the HBLR station at Marin Boulevard.
- Sixth Street Embankment/ East-West Connections (#54 on Figure 4.4-1) - The Sixth Street Embankment should be reused as a linear multi-use path/park for bikes and pedestrians. The Sixth Street Embankment should also include space for a future extension of the HBLR.

4.5 Functional Classification System

Functional classification is the process by which roads are grouped according to the service they are intended to provide, and how these roads fit into the circulation network so that travel can be efficient and serve all of its users. Smaller, less traveled roadways provide motorists with a high degree of access. Larger roadways provide motorists with a high degree of mobility.

The Federal Highway Administration has a Federal functional classification system. Additionally, other agencies have either a classification system with standards, or roadway standards, which include the NJDOT State Highway Access Management Code that applies to State highways, the NJDCA Residential Site Improvement Standards, and Hudson County.