

- 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.

Jersey City's Land Development Ordinance also has standards that apply to roads and streets.

The Circulation Plan Element has established a roadway classification system for the purpose of establishing Typical Roadway Sections that are applicable to the intensity of the street. Jersey City's roadway classification system is not intended to replace the Federal designations. The Jersey City designations are separate from the Federal designations and serve a specific purpose for the plan, which is to establish the street design. The Jersey City designations were established with guidance from NJDCA Residential Site Improvement Standards, and the service they were intended to provide.

4.5.1 Federal Designations

The Federal Highway Administration's (FHWA) functional classification system is developed in cooperation with county and Metropolitan Planning Organization officials. The Federal system is updated every ten years after the US Census is released. With input from Hudson County and NJDOT, the Federal Highway Administration (FHWA) develops a classification of roads and highways using Federal guidelines. The system is divided into urban and rural categories. All Jersey City streets fall in the urban category. The Federal designations are as follows:

Urban Interstate: Limited access highway, serving high-volume traffic that connects major generators. An example of an urban interstate in Jersey City is I-78 which leads to the Holland Tunnel.

Urban Freeway/Expressway: Expressway and limited access, serving high-volume traffic that connect major generators. US Route 1 Secondary is considered an example of this roadway type.

Urban Principal arterial highway: Major streets or highways, many of multilane or freeway design, serving high-volume traffic corridor movements that connect major generators of travel. Some examples in Jersey City are: NJ Route 440, US Routes 1&9 T, NJ Route 7, and NJ Route 139.



Urban Minor arterial highway: Major streets or highways, many of multilane or freeway design, serving high-volume traffic corridor movements that connect major generators of travel. In urban areas, the minor arterial roads distribute trips to small geographic areas but typically do not penetrate into neighborhoods. Examples of roads in Jersey City that are classified as urban minor arterials are: Danforth Ave (CR-602), Patterson Plan Road (CR-681), and Secaucus Road (CR-678).

Urban collector: Roads that primarily serve intra-county trips characterized by moderate volume and speed, and that provide for land access, traffic circulation, and access to arterial routes. In urban areas, these streets provide direct access to neighborhoods and arterials. Examples in Jersey City include: Pacific Ave. (CR-621), Pavonia Ave, and Old Bergen Road (CR-601).

A full listing of FHWA Functional Classifications for the City roadways is found in the Appendices.

4.5.2 Jersey City Functional Classification System

Jersey City's Functional Classification system was established with guidance from NJDCA Residential Site Improvement Standards. Jersey City's Functional Classification System was based on how streets fit into Jersey City's roadway network and the service they were intended to provide. As previously stated, Jersey City's roadway classification system is not intended to replace the Federal designations. The Jersey City designations will be used in conjunction with the proposed typical sections that are found in Section 4.6. The Jersey City Functional Classification System designations are as follows:

Major collector: These streets include major City streets whose primary function is to collect and distribute traffic between minor collector streets, local streets, and the arterial system. These roads are characterized by moderate volume, and provide for land access, traffic circulation, and access to arterial routes. These streets may also serve industrial and warehouse areas. Examples of major collectors are Christopher Columbus Drive, Grand Street (from Communipaw Avenue to Washington Street), Jersey Avenue (from Newark Avenue to 18th Street), and Grove Street.

Minor Collector: Streets that serve multiple land uses, and whose primary function is to provide land access and inter-neighborhood traffic movement. These streets typically feed into a higher level street and serve as small local neighborhood commercial and residential areas. Examples of minor collectors in Jersey City include Newark Avenue, Summit Avenue, Tonnele Avenue, and Thomas Gangemi Drive.

Local Residential Street: Streets that primarily serve residential areas with full access for all users. These streets carry low traffic volumes. These streets provide ample access, and can exist in any land use setting and involve travel to and from a collector facility. Examples of local residential streets include: Vroom Street, Water Street, Clarke Avenue, and Cubberly Place.

Local Park Street: Streets that serve parks that focus on full access for all users. These streets carry low traffic volumes. Examples of local park streets include: Freedom Way, Morris Pesin Drive, and Lincoln Park Road

A full listing of Jersey City Functional Classifications is found in the Appendices.

4.6 Typical Sections

The Typical Sections provide design guidelines for new and existing streets in Jersey City. In most cases it is not possible to widen existing local streets due to the locations of existing structures. Therefore, this Plan establishes Typical Roadway Sections that utilize the existing right-of-way in a manner that accommodates all of its users. These Typical Sections should also be applied to all new roads, where applicable. These Typical Sections, where feasible, accommodate vehicles, bikes, pedestrians, street trees, bike racks and street amenities.

Typical Sections were established for Major Collectors, Minor Collectors, and Local Residential Streets as identified in Jersey City's Functional Classification system. Jersey City does not control the Local Park Streets. Therefore, Typical Roadway Sections were not established for this classification. However, Local Park Streets should be designed to accommodate all users and include amenities for bikes and pedestrians.

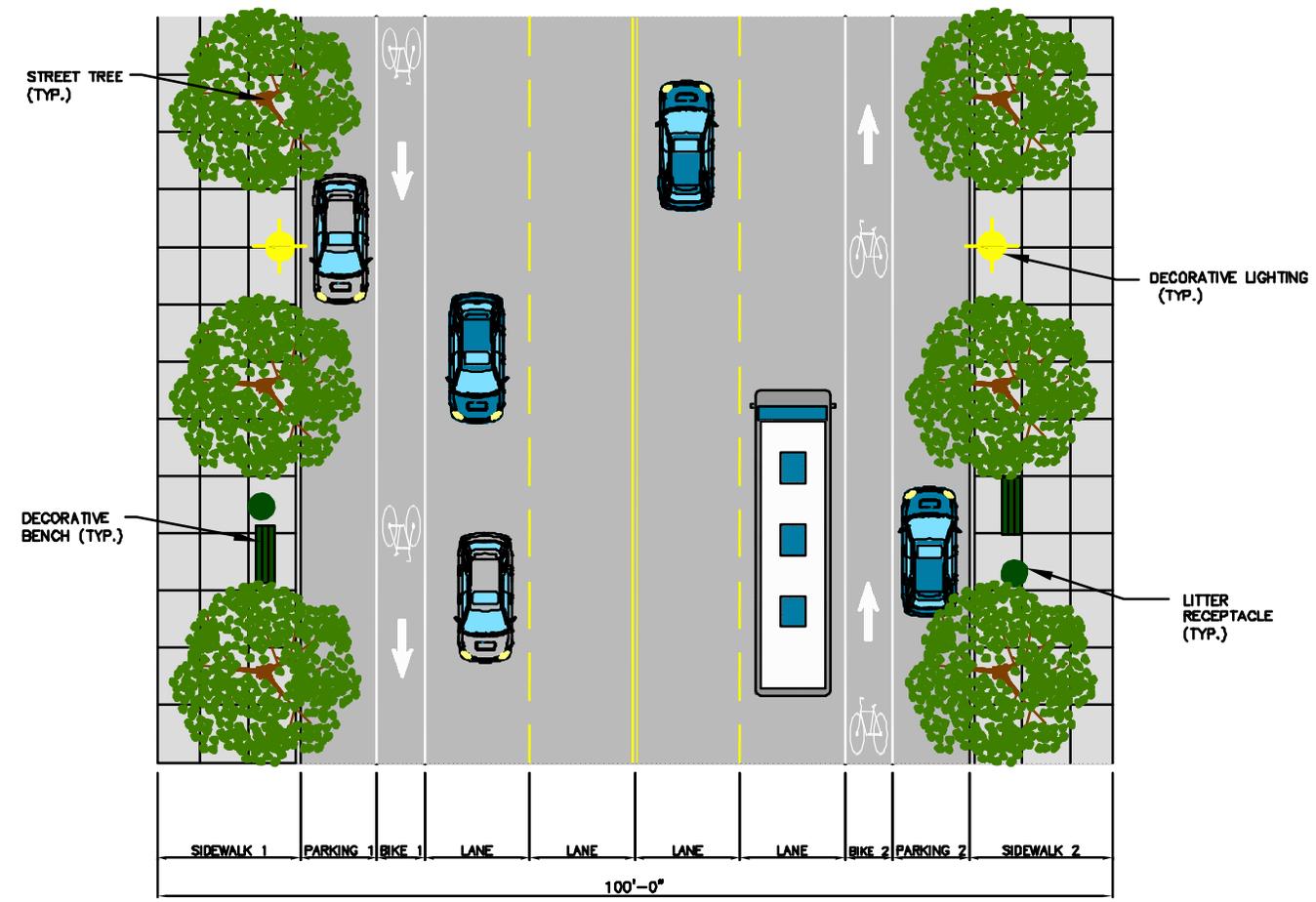
Jersey City has multiple right-of-way widths, therefore, five (5) predominant right-of-way widths were chosen for Typical Sections: 100 foot, 80 foot, 66 foot, 60 foot, and 50 foot rights-of-way. A Typical Section was developed for each classification (Major Collector, Minor Collector, and Local Residential Street) for each of the five right-of-way widths, where applicable. Typical Sections are established for the following roadway types, where applicable:

- Two-way Street; two-sided parking
- Two-way Street; two-sided alternate side parking and cycle track
- Two-way Street; one-sided parking
- Two-way Street; no parking
- Boulevard or Center Turn Lane
- One-way Street; two-sided parking
- One-way Street; one-sided parking

The Typical Sections show locations of sidewalk amenities. In addition, examples of traffic calming layouts can be found in the Traffic Calming section of the Plan. The following table shows a listing of Figure numbers for typical roadway sections of various right-of-ways which follow.

Figure #	Right-of-Way	Roadway Layout
Figure 4.6-1	100 Foot Right-of-Way	Two-Way Street; Two-Sided Parking
Figure 4.6-2	100 Foot Right-of-Way	Two-Way Street; Two-Sided Alternate Side Parking and Cycle Track
Figure 4.6-3	100 Foot Right-of-Way	Two-Way Street; One-Sided Parking
Figure 4.6-4	100 Foot Right-of-Way	Boulevard or Center Turn Lane
Figure 4.6-5	80 Foot Right-of-Way	Two-Way Street; Two-Sided Parking (Major and Minor)
Figure 4.5-5a	80 Foot Right-of-Way	Two-Way street; Two-Sided Parking (Local)
Figure 4.6-6	80 Foot Right-of-Way	Two-Way Street; Two-Sided Alternate Side Parking and Cycle Track
Figure 4.6-7	80 Foot Right-of-Way	Two-Way Street; One-Sided Parking
Figure 4.6-8	80 Foot Right-of-Way	Two-Way Street; No Parking
Figure 4.6-9	80 Foot Right-of-Way	Boulevard or Center Turn Lane
Figure 4.6-10	80 Foot Right-of-Way	One-Way Street; Two-Sided Parking
Figure 4.6-10a	80 Foot Right-of-Way	One Way Street; Two Sided Parking (Local)
Figure 4.6-11	80 Foot Right-of-Way	One-Way Street; One-Sided Parking

Figure #	Right-of-Way	Roadway Layout
Figure 4.6-11a	80 Foot Right-of-Way	One Way Street; One Sided Parking (Local)
Figure 4.6-12	66 Foot Right-of-Way	Two-Way Street; Two-Sided Parking
Figure 4.6-12a	66 Foot Right-of-Way	Two-Way Street; Two-Sided Park (Minor and Local)
Figure 4.6-13	66 Foot Right-of-Way	Two-Way Street; One-Sided Parking
Figure 4.6-13a	66 Foot Right-of-Way	Two-Way Street; One-Sided Parking (Minor and Local)
Figure 4.6-14	66 Foot Right-of-Way	Two-Way Street; No Parking
Figure 4.6-14a	66 Foot Right-of-Way	Two-Way Street; No Parking (Minor Collector)
Figure 4.6-15	66 Foot Right-of-Way	Boulevard or Center Turn Lane
Figure 4.6-15a	66 Foot Right-of-Way	Boulevard or Center Turn Lane (Minor and Local)
Figure 4.6-16	66 Foot Right-of-Way	One-Way Street; Two-Sided Parking
Figure 4.6-16a	66 Foot Right-of-Way	One-Way Street; Two-Sided Parking (Minor and Local)
Figure 4.6-17	66 Foot Right-of-Way	One-Way Street; One-Sided Parking
Figure 4.6-18	60 Foot Right-of-Way	Two-Way Street; Two-Sided Parking
Figure 4.6-19	60 Foot Right-of-Way	Two-Way Street; One-Sided Parking
Figure 4.6-20	60 Foot Right-of-Way	Two-Way Street; No Parking
Figure 4.6-21	60 Foot Right-of-Way	Boulevard or Center Turn Lane
Figure 4.6-22	60 Foot Right-of-Way	One-Way Street; Two-Sided Parking
Figure 4.6-22a	60 Foot Right-of-Way	One-Way Street; Two-Sided Parking (Local)
Figure 4.6-23	60 Foot Right-of-Way	One-Way Street; One-Sided Parking
Figure 4.6-24	50 Foot Right-of-Way	Two-Way Street; Two-Sided Parking
Figure 4.6-25	50 Foot Right-of-Way	Two-Way Street; One-Sided Parking
Figure 4.6-26	50 Foot Right-of-Way	Two-Way Street; No Parking
Figure 4.6-27	50 Foot Right-of-Way	One-Way Street; Two-Sided Parking
Figure 4.6-28	50 Foot Right-of-Way	One-Way Street; One-Sided Parking
Figure 4.6-28a	50 Foot Right-of-Way	One-Way Street; One-Sided Parking (Minor and Local)



	SIDEWALK 1	PARKING 1	BIKE 1	LANE	LANE	LANE	LANE	BIKE 2	PARKING 2	SIDEWALK 2
MAJOR COLLECTOR	15'-0"	8'-0"	5'-0"	11'-0"	11'-0"	11'-0"	11'-0"	5'-0"	8'-0"	15'-0"
MINOR COLLECTOR	14'-0"	8'-0"	8'-0"	10'-0"	10'-0"	10'-0"	10'-0"	8'-0"	8'-0"	14'-0"

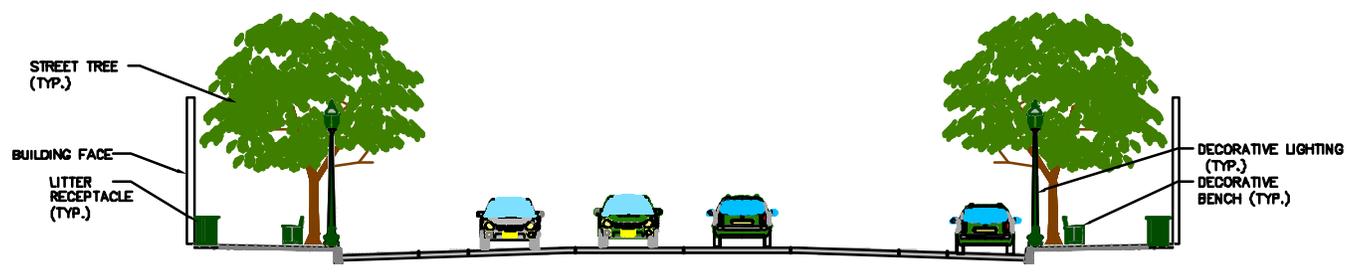


FIGURE 4.6-1
100' R.O.W.
TWO-WAY STREET
TWO SIDED PARKING

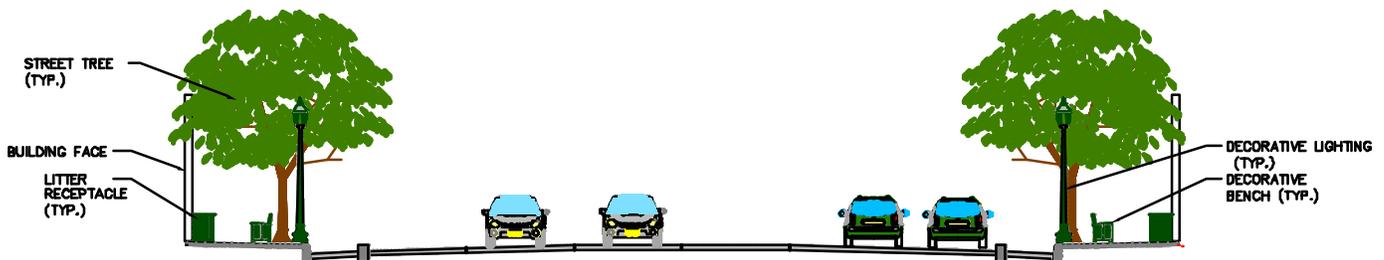
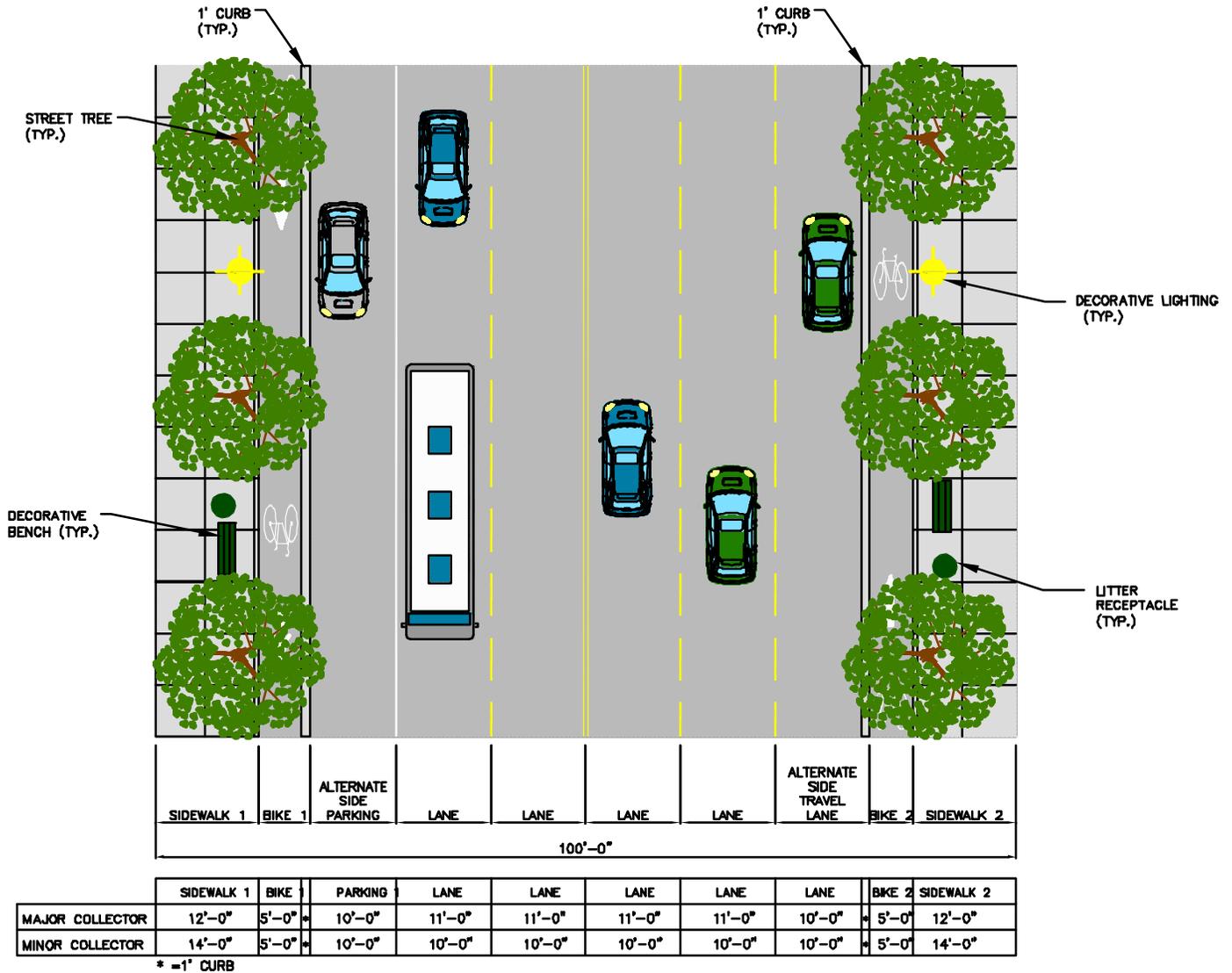
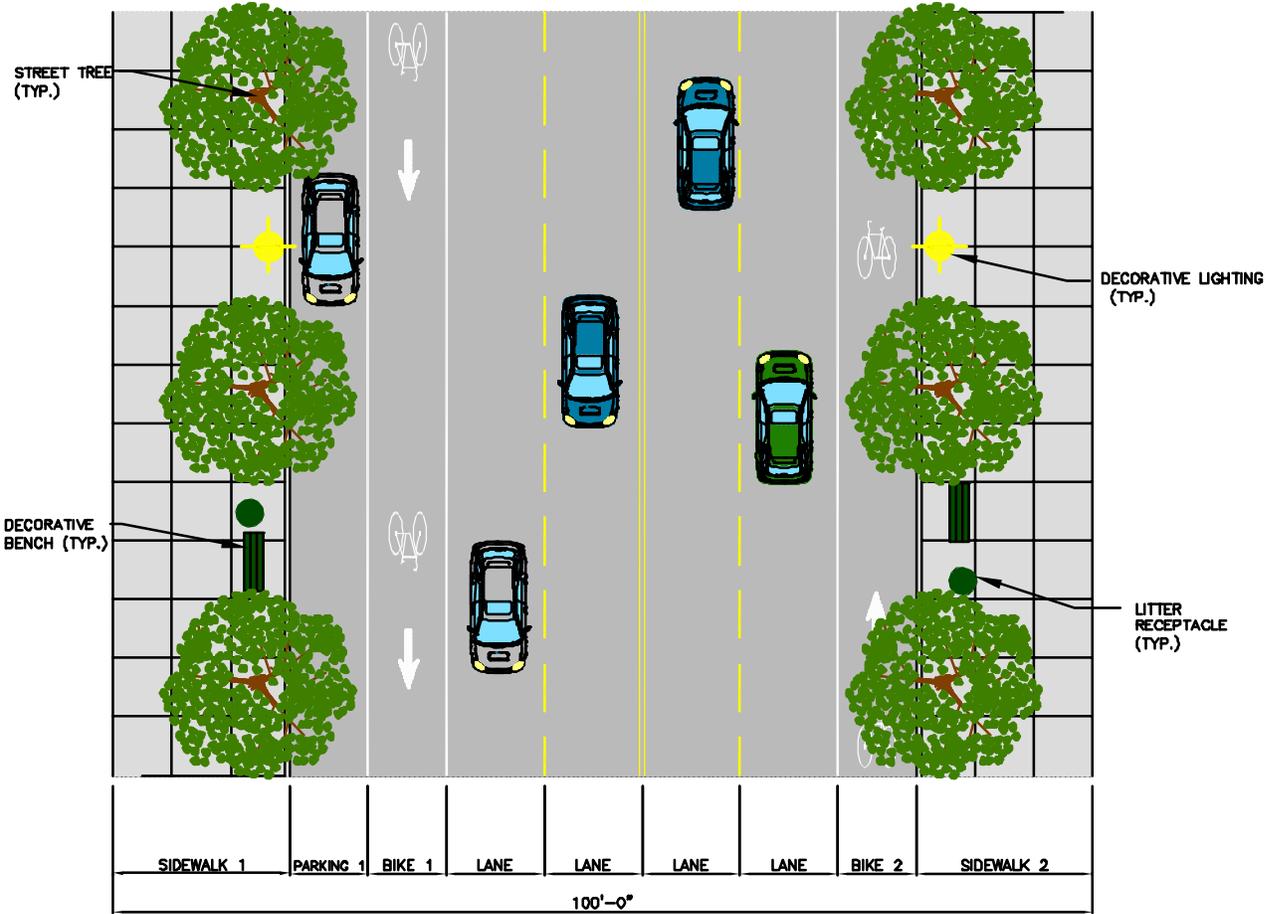


FIGURE 4.6-2
100' R.O.W.
TWO-WAY STREET;
TWO-SIDED ALTERNATE SIDE PARKING
& CYCLE TRACK



	SIDEWALK 1	PARKING 1	BIKE 1	LANE	LANE	LANE	LANE	BIKE 2	SIDEWALK 2
MINOR COLLECTOR	18'-0"	8'-0"	8'-0"	10'-0"	10'-0"	10'-0"	10'-0"	8'-0"	18'-0"

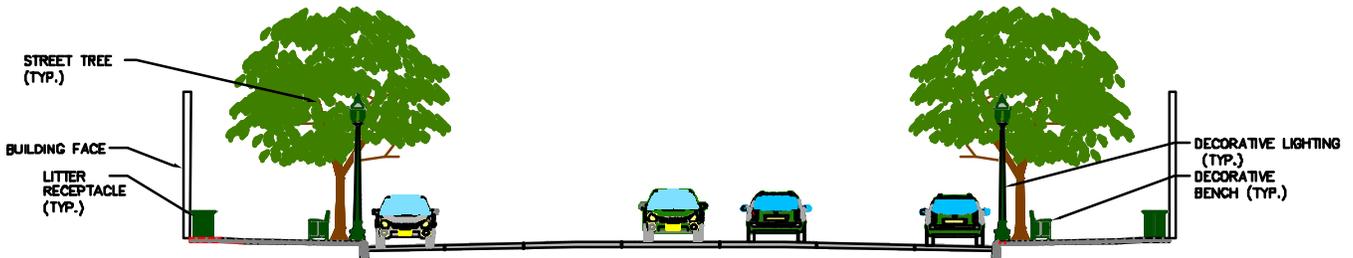
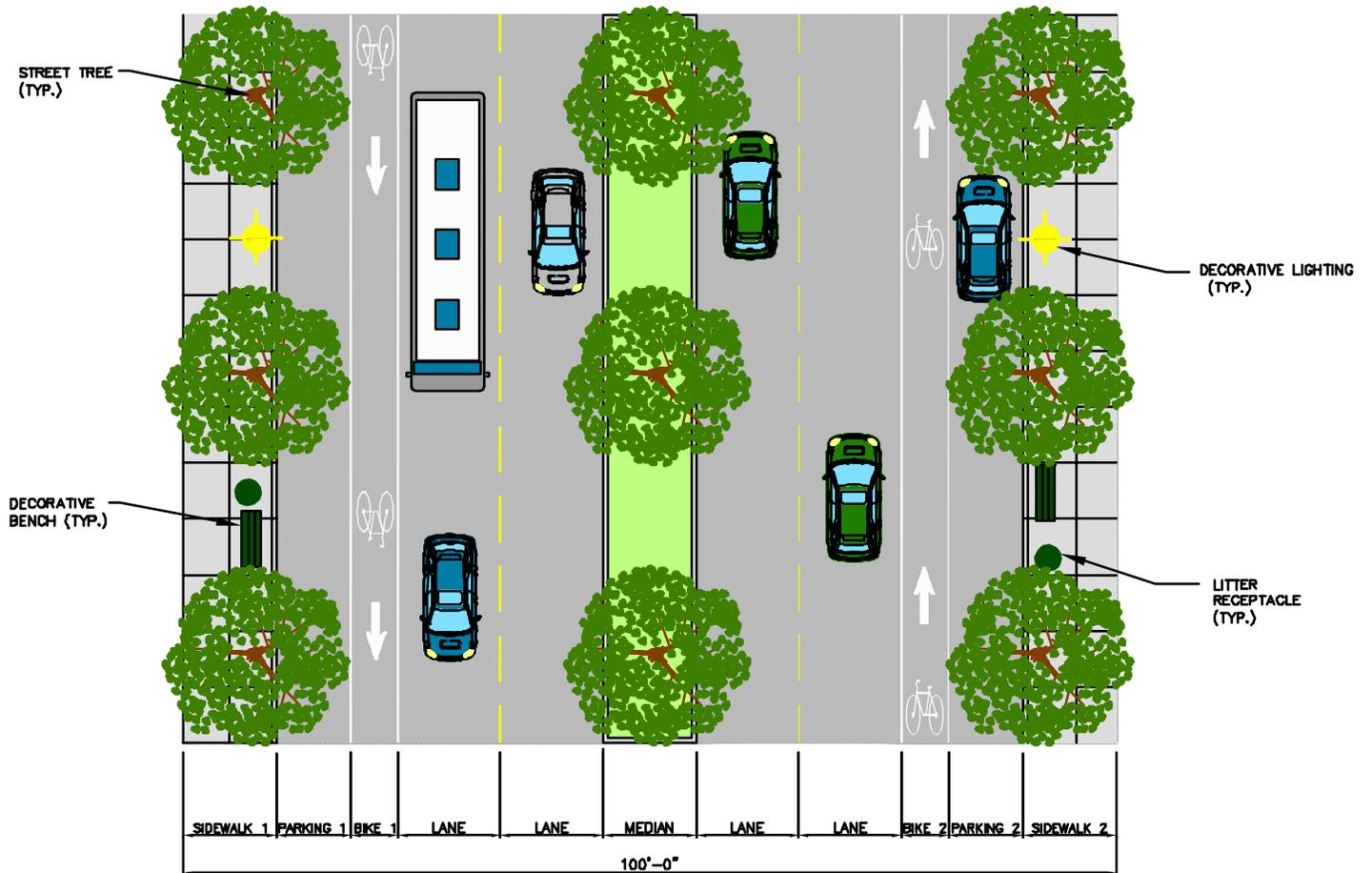


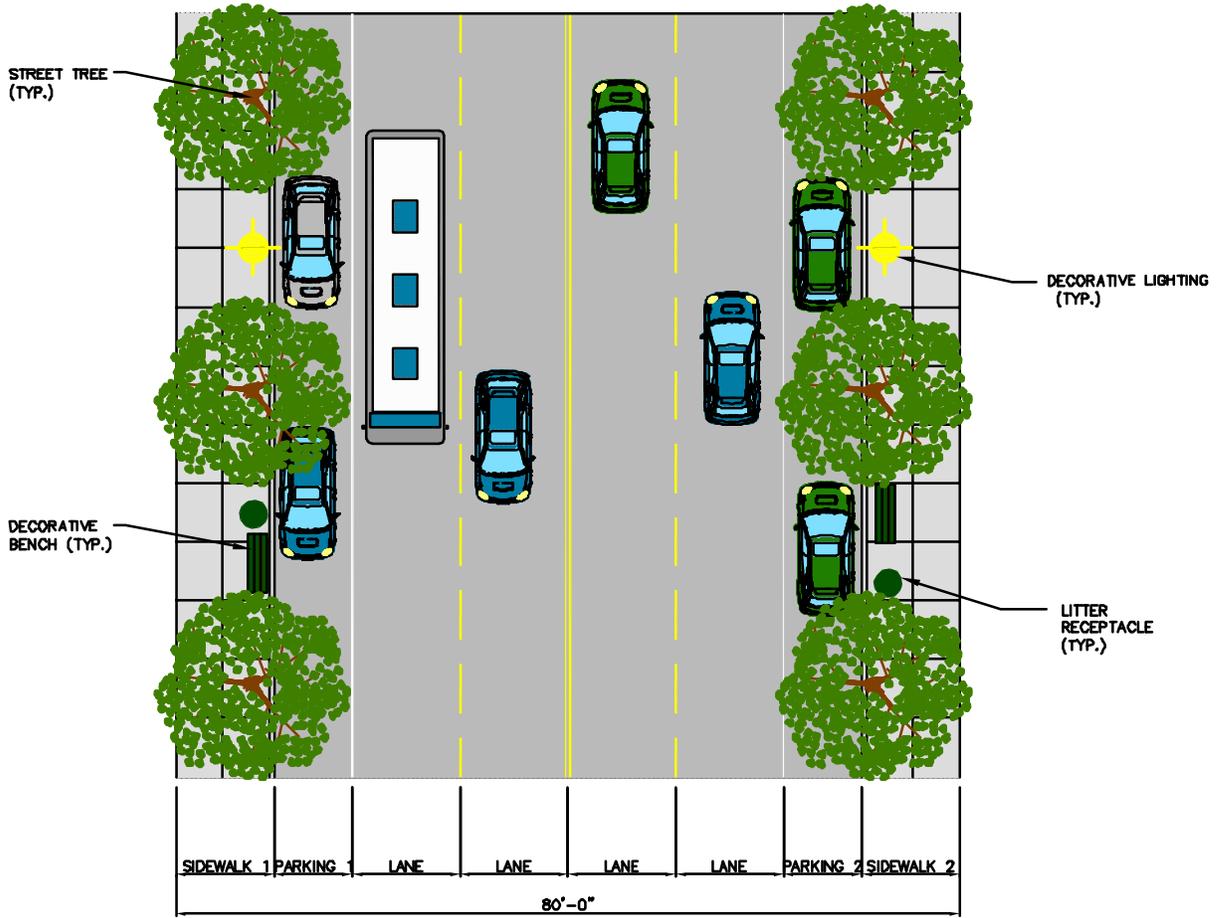
FIGURE 4.6-3
100' R.O.W.
TWO-WAY STREET
ONE SIDED PARKING



	SIDEWALK 1	PARKING 1	BKE 1	LANE	LANE	MEDIAN	LANE	LANE	BKE 2	PARKING 2	SIDEWALK 2
MAJOR COLLECTOR	10'-0"	8'-0"	5'-0"	11'-0"	11'-0"	10'-0"	11'-0"	11'-0"	5'-0"	8'-0"	10'-0"
MINOR COLLECTOR	10'-0"	8'-0"	5'-0"	10'-0"	10'-0"	14'-0"	10'-0"	10'-0"	5'-0"	8'-0"	10'-0"



FIGURE 4.6-4
100' R.O.W.
BOULEVARD OR CENTER TURN LANE



	SIDEWALK 1	PARKING 1	LANE	LANE	LANE	LANE	PARKING 2	SIDEWALK 2
MAJOR COLLECTOR	10'-0"	8'-0"	11'-0"	11'-0"	11'-0"	11'-0"	8'-0"	10'-0"
MINOR COLLECTOR	12'-0"	8'-0"	10'-0"	10'-0"	10'-0"	10'-0"	8'-0"	12'-0"
LOCAL RESIDENTIAL	SEE NEXT SHEET FOR TYPICAL TWO-WAY STREET, TWO SIDED PARKING PLAN & SECTION.							

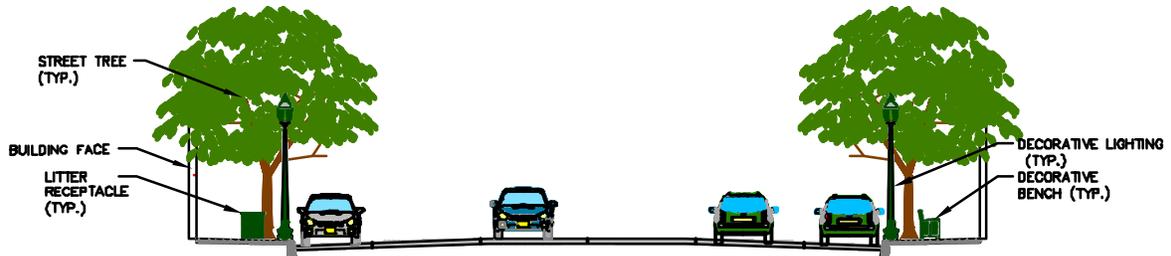
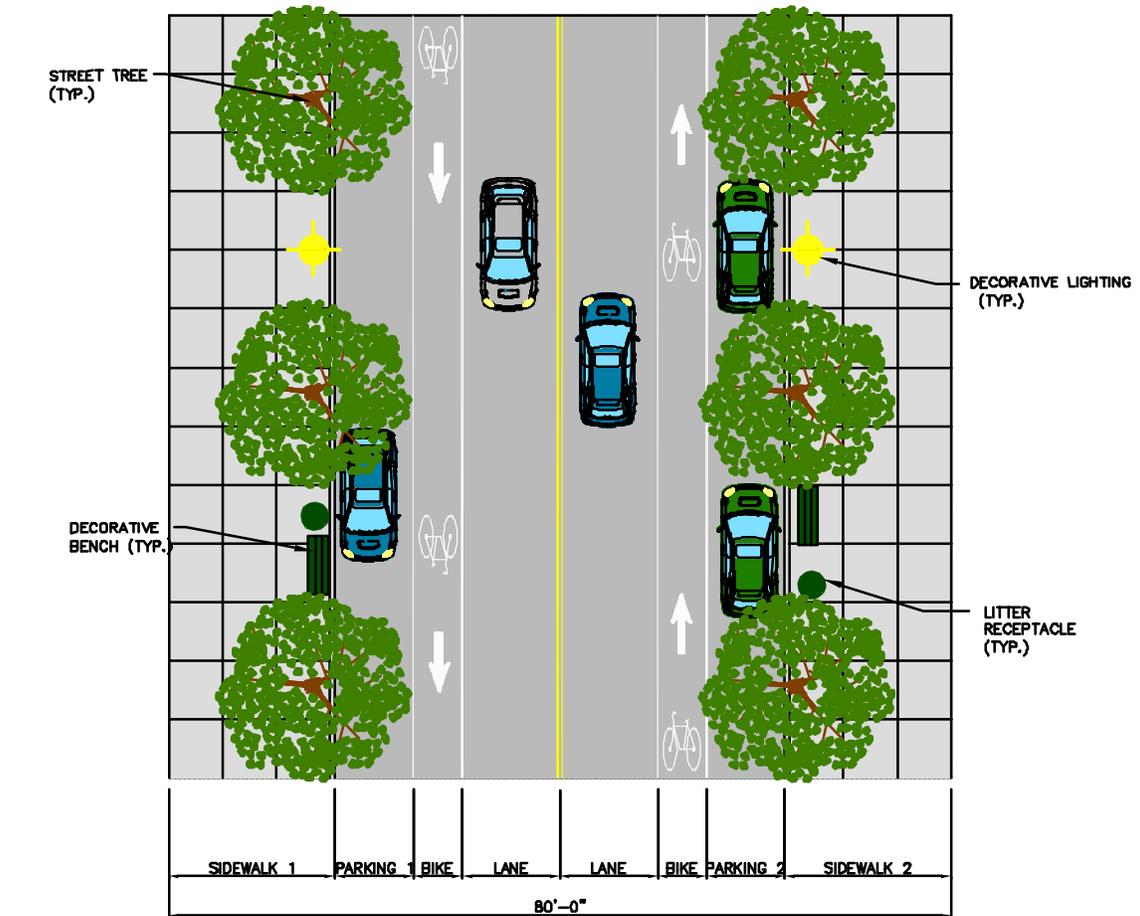


FIGURE 4.6-5
80' R.O.W
TWO-WAY STREET
TWO SIDED PARKING



	SIDEWALK 1	PARKING 1	BIKE 1	LANE	LANE	BIKE 2	PARKING 2	SIDEWALK 2
LOCAL RESIDENTIAL	17'-0"	8'-0"	5'-0"	10'-0"	10'-0"	5'-0"	8'-0"	17'-0"

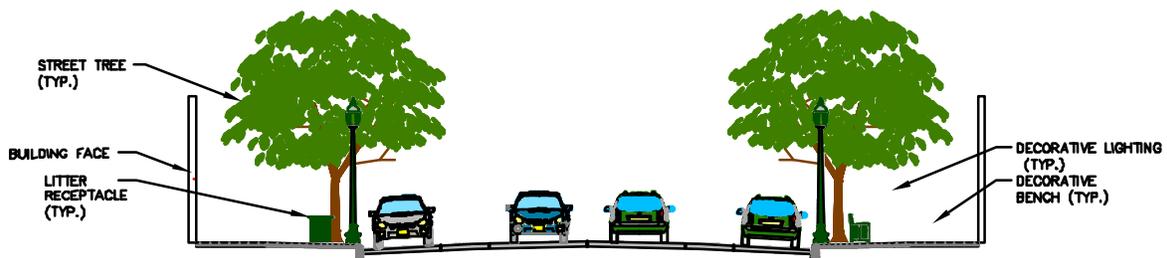
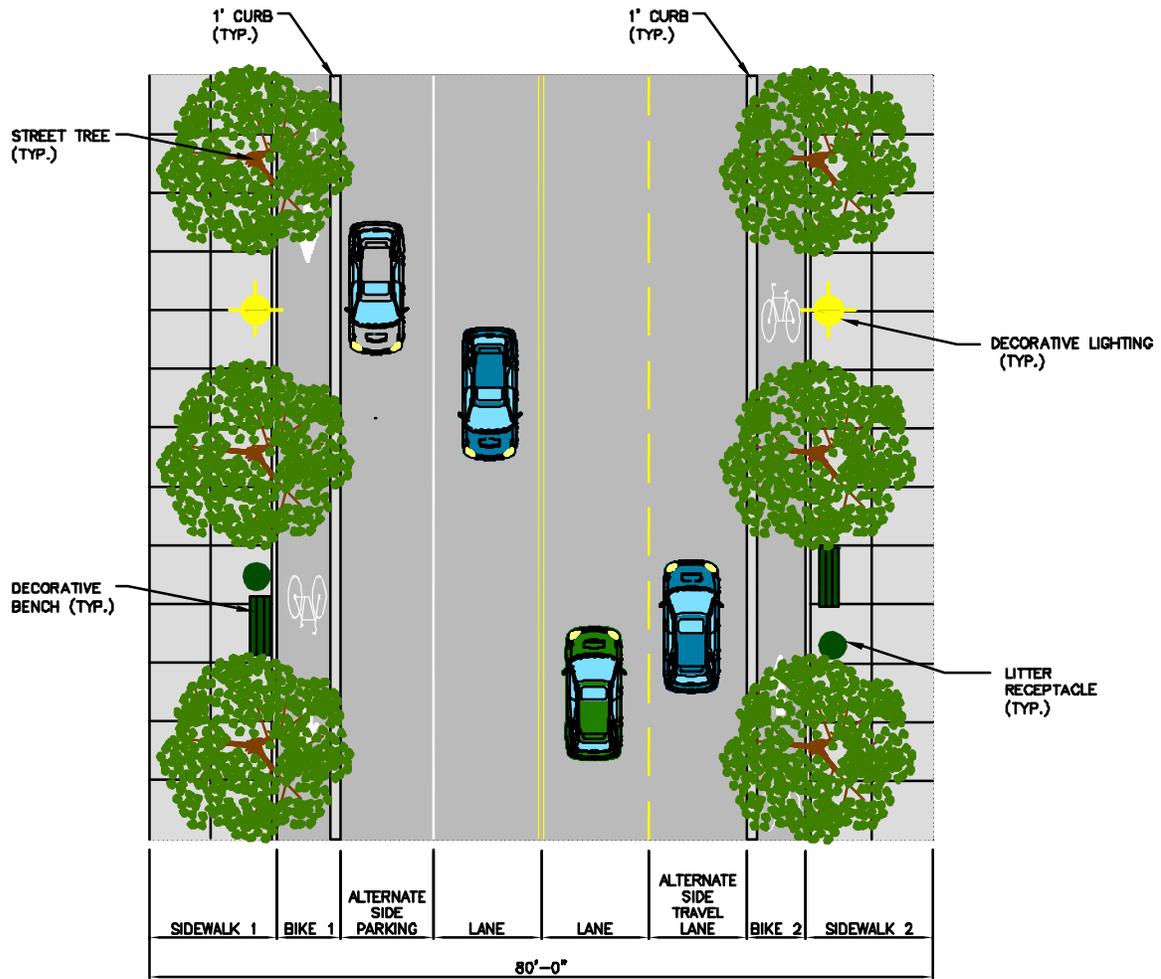


FIGURE 4.6-5a
80' R.O.W
TWO-WAY STREET
TWO SIDED PARKING



	SIDEWALK 1	BIKE 1	ALTERNATE SIDE PARKING	LANE	LANE	ALTERNATE SIDE TRAVEL LANE	BIKE 2	SIDEWALK 2
MAJOR COLLECTOR	13'-0"	5'-0"	10'-0"	11'-0"	11'-0"	10'-0"	5'-0"	13'-0"
MINOR COLLECTOR	14'-0"	5'-0"	10'-0"	10'-0"	10'-0"	10'-0"	5'-0"	14'-0"

* = 1' CURB

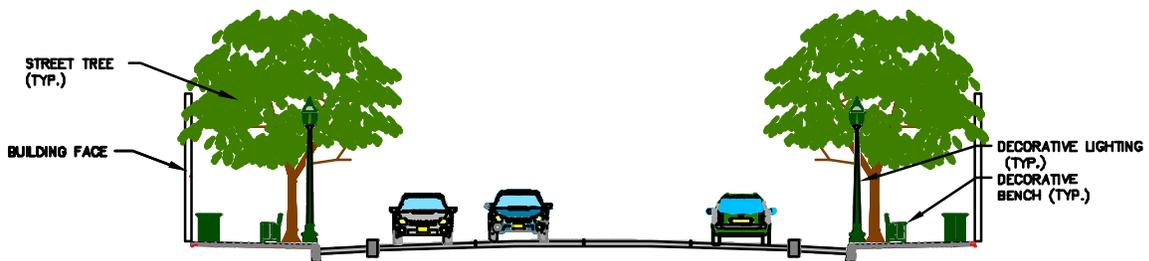
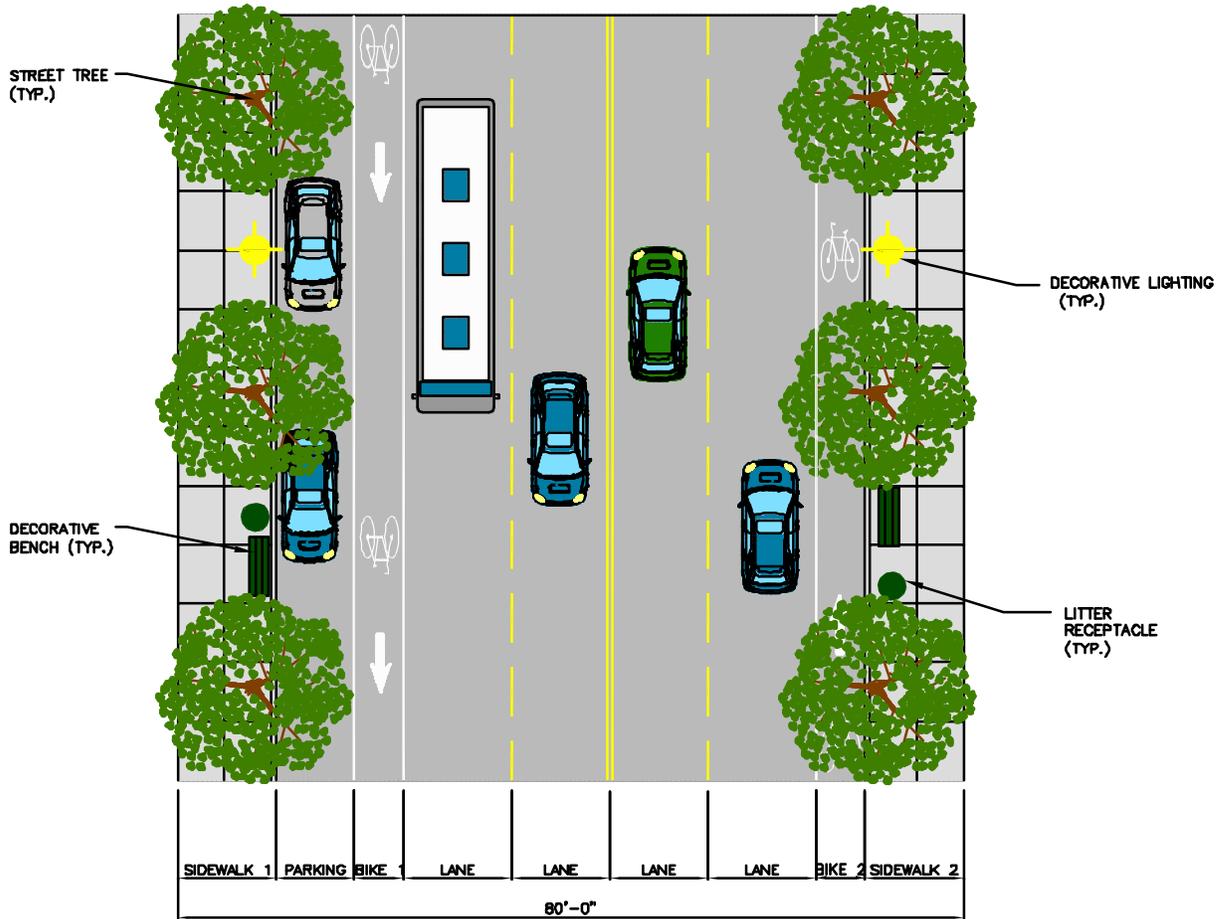


FIGURE 4.6-6
80' R.O.W
TWO-WAY STREET
TWO SIDED ALTERNATE SIDE PARKING
& CYCLE TRACK



	SIDEWALK 1	PARKING 1	BIKE 1	LANE	LANE	LANE	LANE	BIKE 2	SIDEWALK 2
MAJOR COLLECTOR	10'-0"	8'-0"	5'-0"	11'-0"	10'-0"	10'-0"	11'-0"	5'-0"	10'-0"
MINOR COLLECTOR	10'-6"	8'-0"	5'-0"	10'-0"	10'-0"	10'-0"	10'-0"	6'-0"	10'-6"
LOCAL RESIDENTIAL	11'-0"	8'-0"	5'-0"	10'-0"	10'-0"	10'-0"	10'-0"	5'-0"	11'-0"

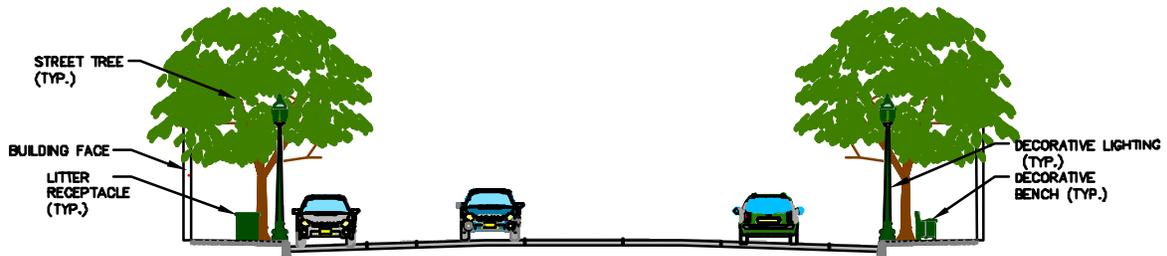
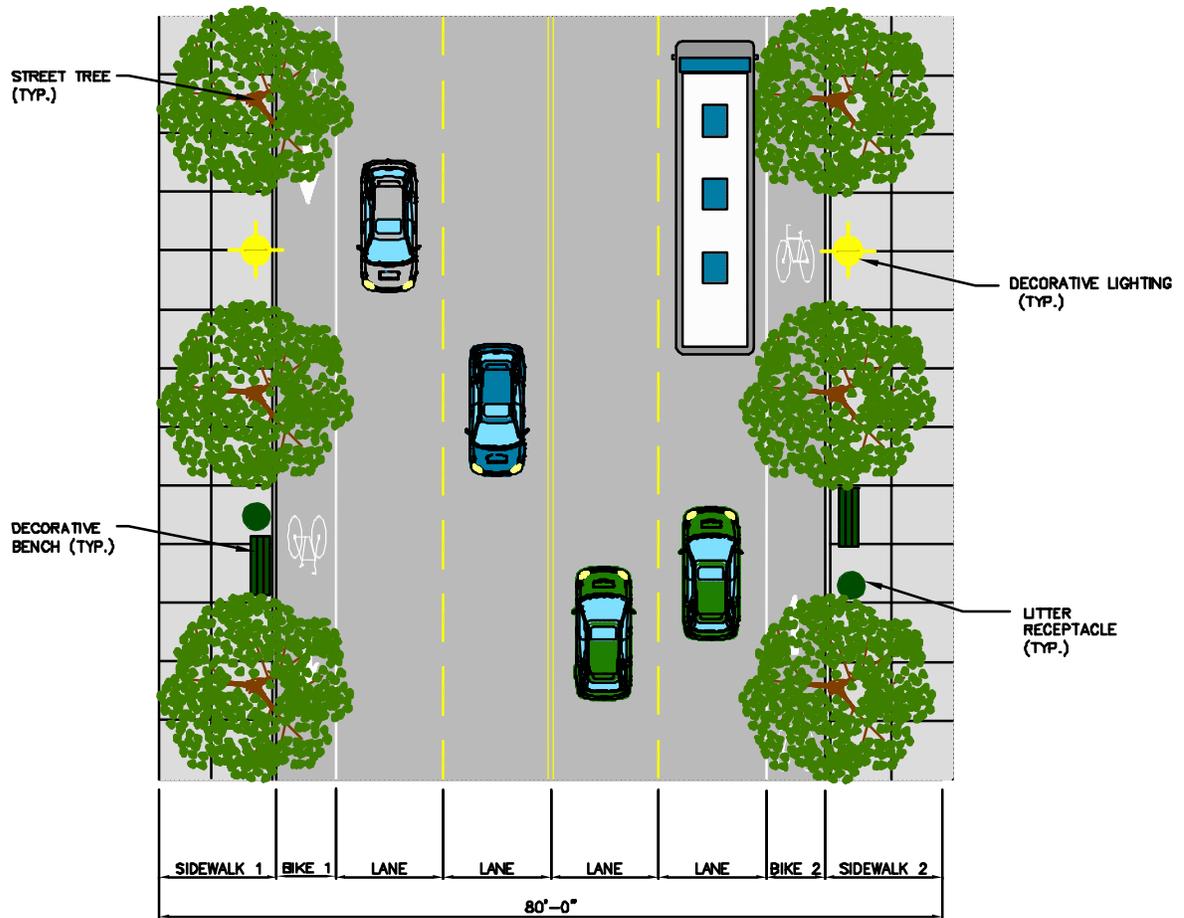


FIGURE 4.6-7
80' R.O.W
TWO-WAY STREET
ONE SIDED PARKING



	SIDEWALK 1	BIKE 1	LANE	LANE	LANE	LANE	BIKE 2	SIDEWALK 2
MAJOR COLLECTOR	12'-0"	6'-0"	11'-0"	11'-0"	11'-0"	11'-0"	6'-0"	12'-0"
MINOR COLLECTOR	14'-0"	6'-0"	10'-0"	10'-0"	10'-0"	10'-0"	6'-0"	14'-0"

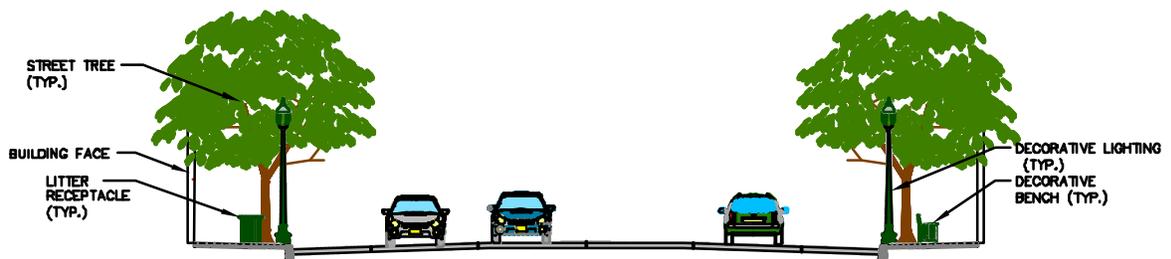
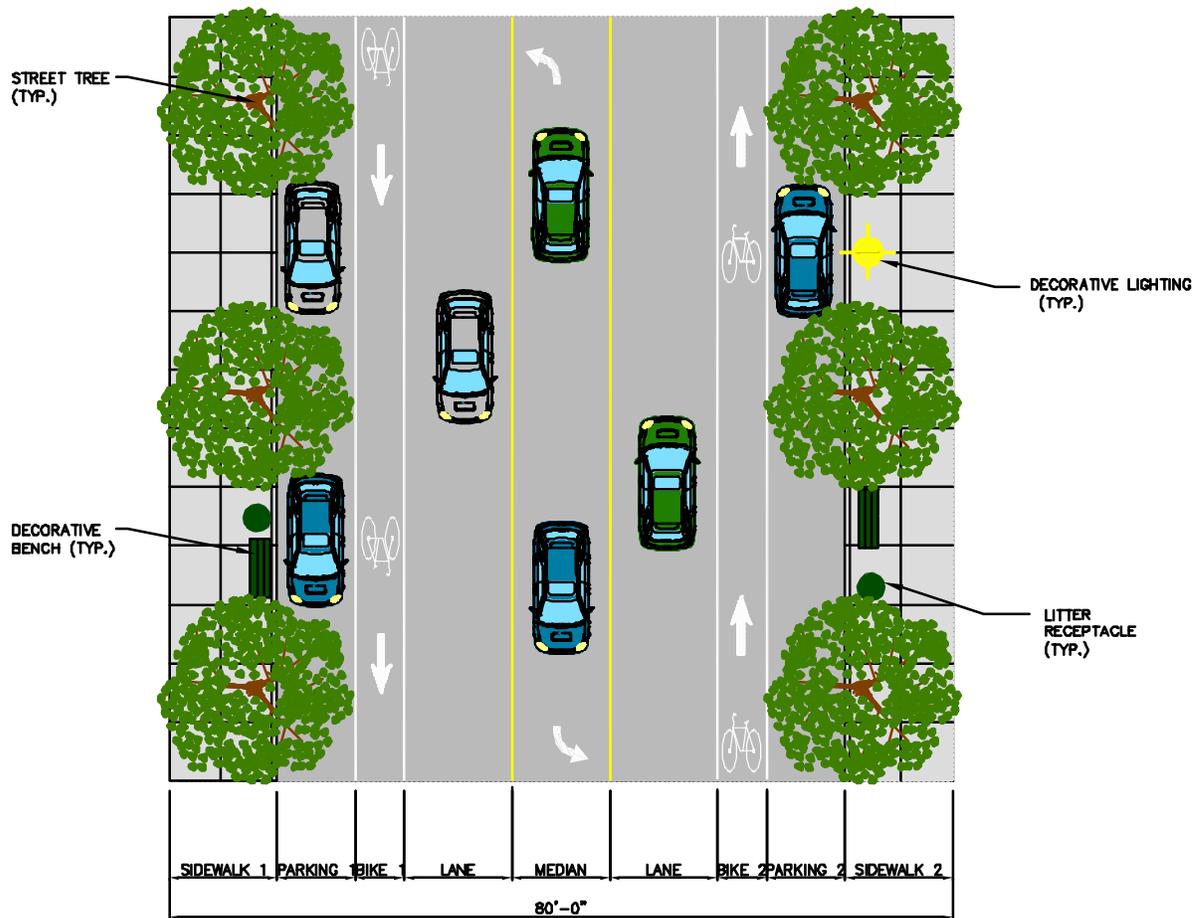


FIGURE 4.6-8
80' R.O.W
TWO-WAY STREET
NO PARKING



	SIDEWALK 1	PARKING 1	BIKE 1	LANE	LANE	LANE	BIKE 2	PARKING 2	SIDEWALK 2
MAJOR COLLECTOR	11'-0"	8'-0"	5'-0"	11'-0"	10'-0"	11'-0"	5'-0"	8'-0"	11'-0"
MINOR COLLECTOR	12'-0"	8'-0"	14'-0"*	12'-0"	14'-0"*	8'-0"	12'-0"	8'-0"	12'-0"
LOCAL RESIDENTIAL	12'-0"	8'-0"	5'-0"	10'-0"	10'-0"	10'-0"	5'-0"	8'-0"	12'-0"

* SHARED THROUGH/BIKE LANE

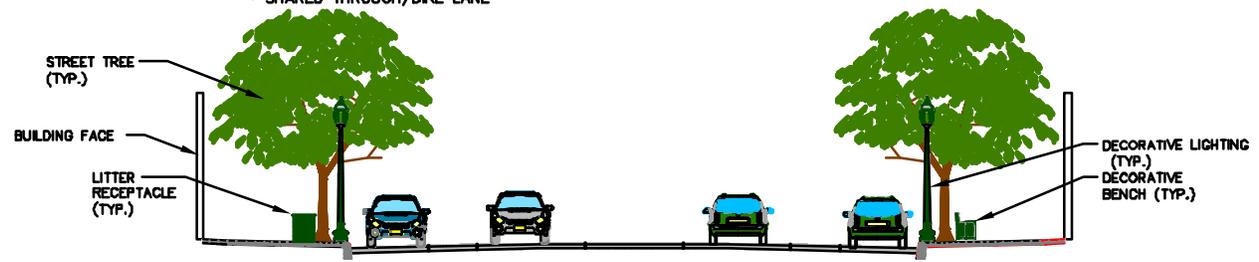
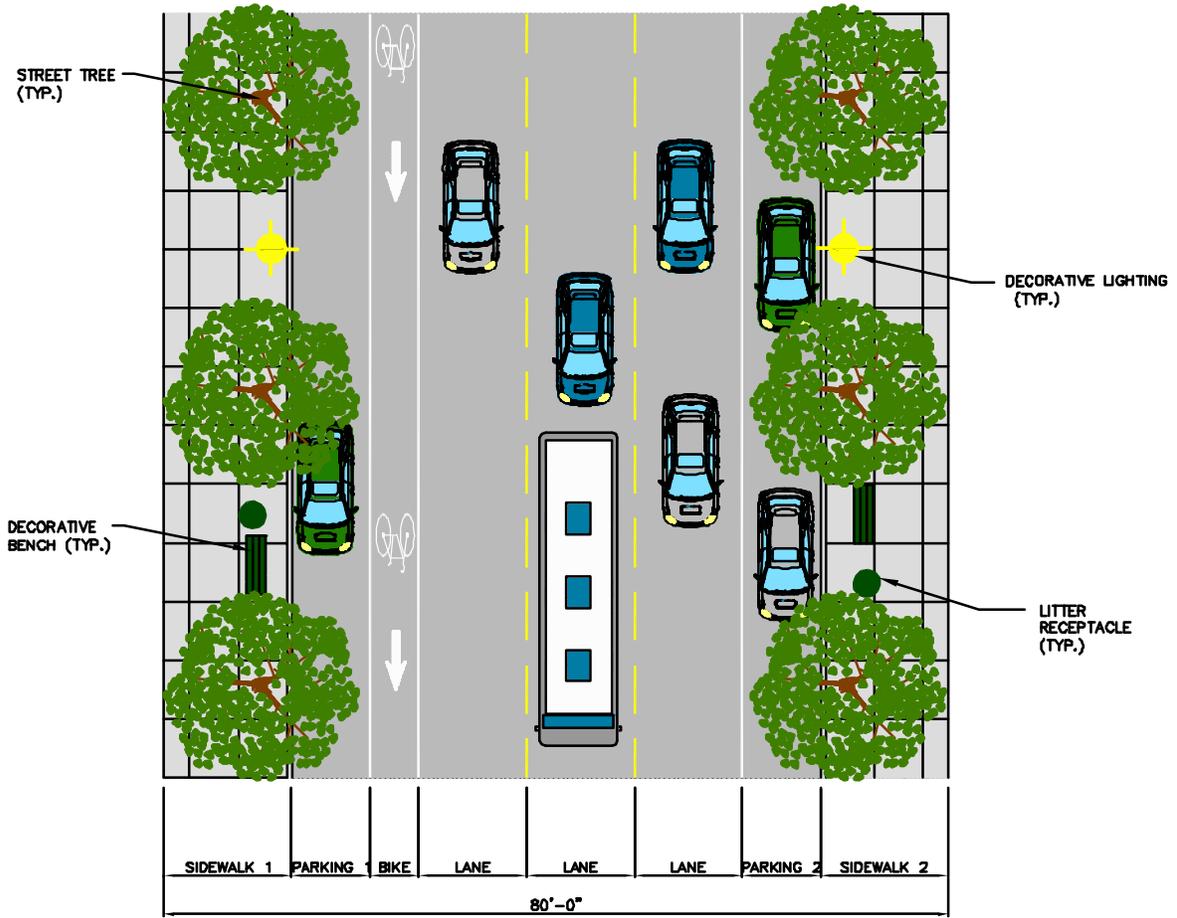


FIGURE 4.6-9
80' R.O.W
BOULEVARD OR CENTER TURN LANE



	SIDEWALK 1	PARKING 1	BIKE	LANE	LANE	LANE	PARKING 2	SIDEWALK 2
MAJOR COLLECTOR	13'-0"	8'-0"	5'-0"	11'-0"	11'-0"	11'-0"	8'-0"	13'-0"
MINOR COLLECTOR	13'-0"	8'-0"	8'-0"	10'-0"	10'-0"	10'-0"	8'-0"	13'-0"
LOCAL RESIDENTIAL	SEE NEXT SHEET FOR TYPICAL ONE-WAY STREET, ONE SIDE PARKING PLAN & SECTION.							

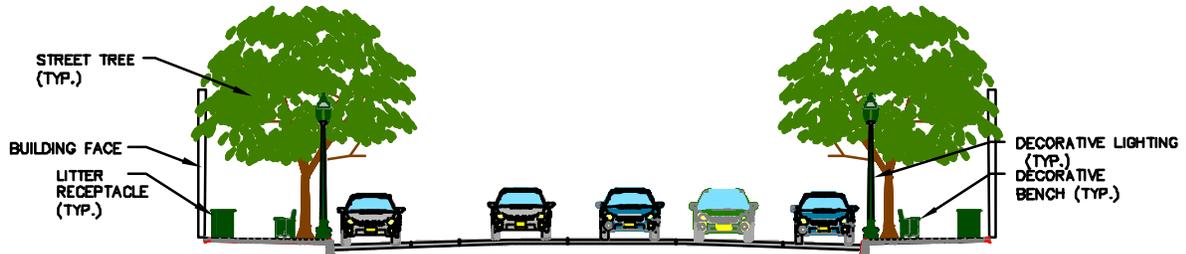
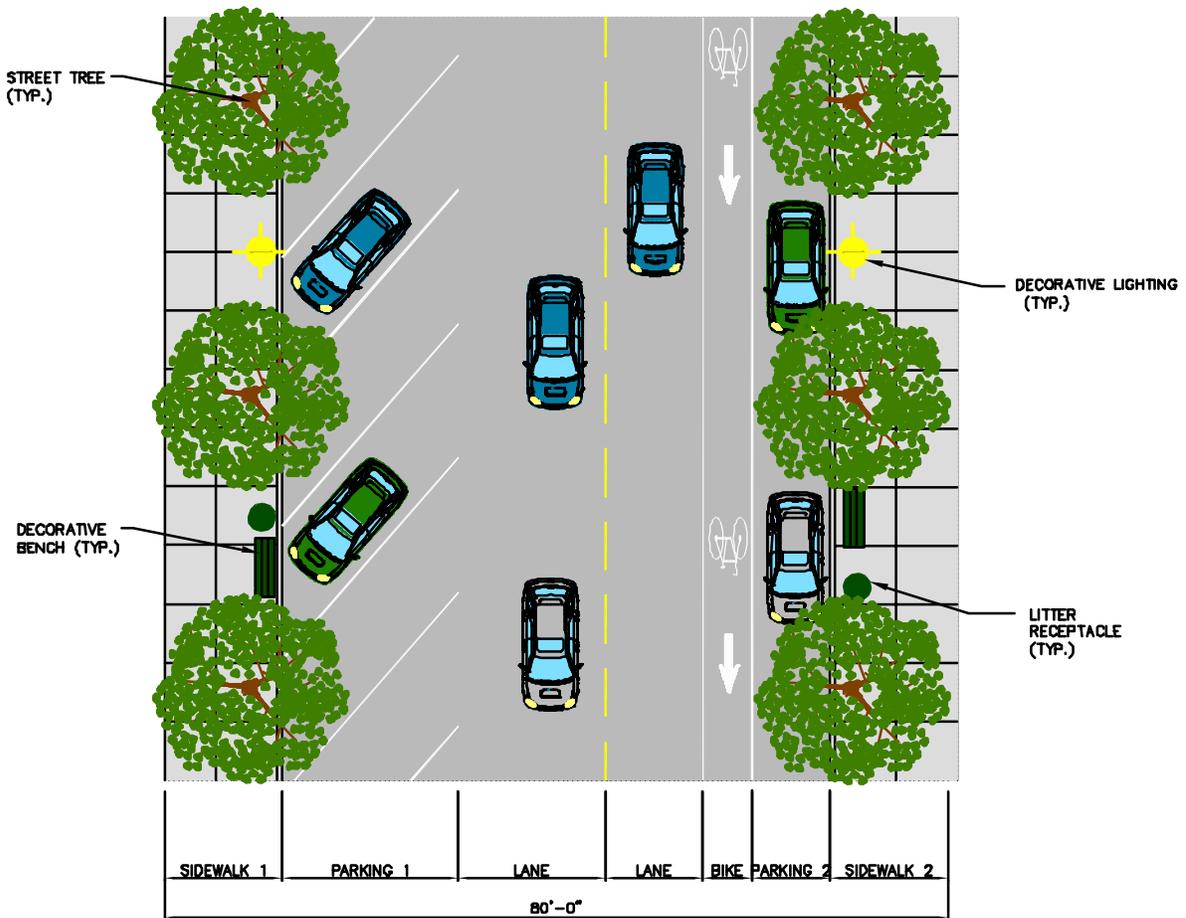


FIGURE 4.6-10
80' R.O.W
ONE-WAY STREET
TWO SIDED PARKING



	SIDEWALK 1	PARKING 1	LANE	LANE	BIKE	PARKING 2	SIDEWALK 2
LOCAL RESIDENTIAL	12'-0"	18'-0"	15'-0"	10'-0"	5'-0"	8'-0"	12'-0"

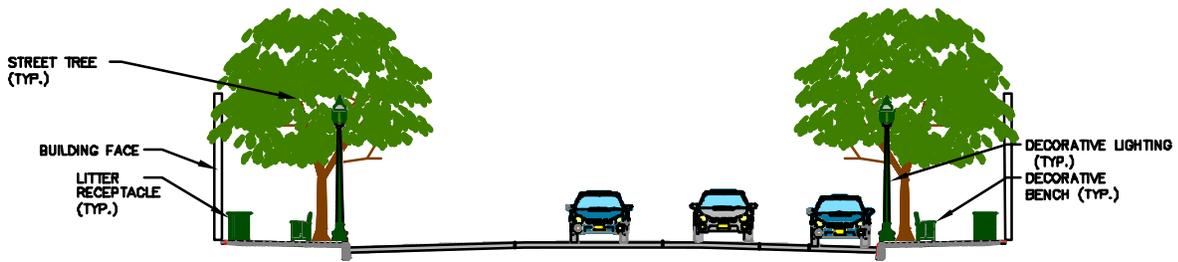
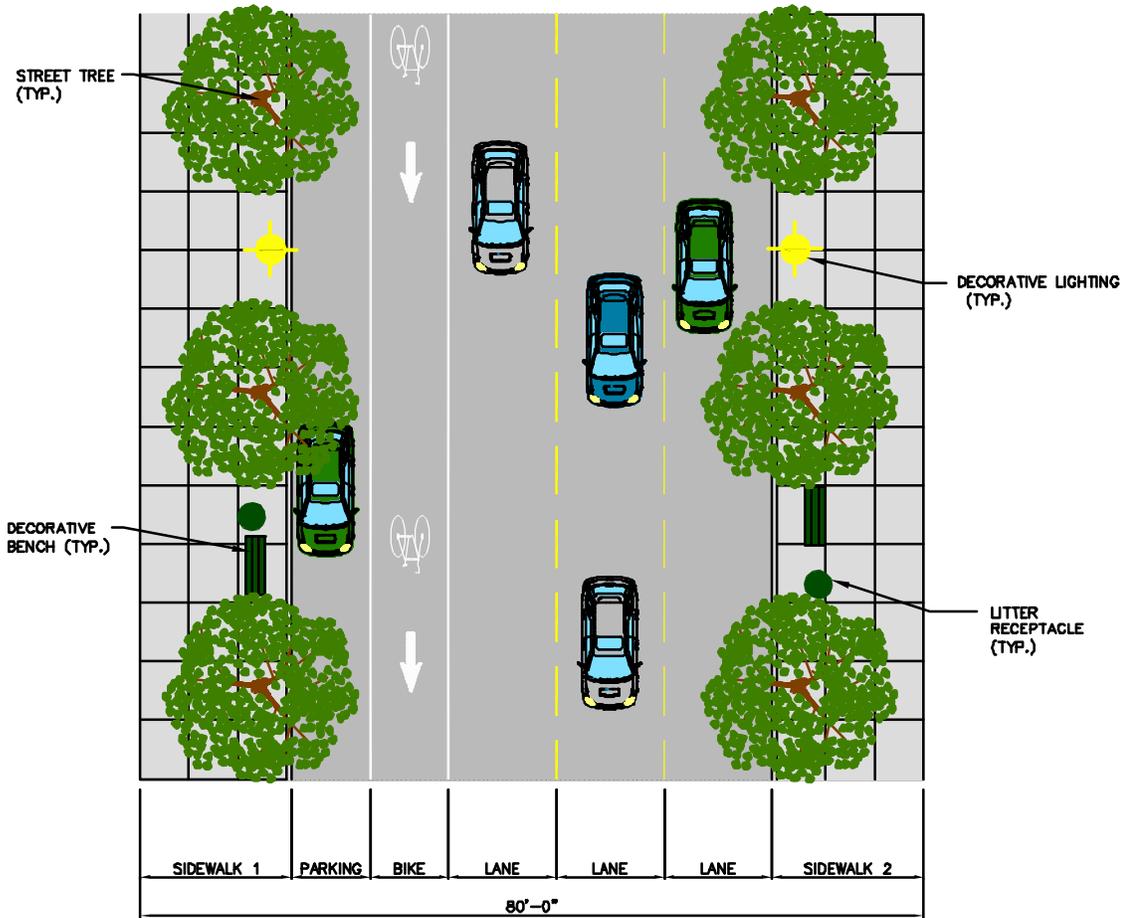


FIGURE 4.6-10a
80' R.O.W
ONE-WAY STREET
TWO SIDED PARKING



	SIDEWALK 1	PARKING	BIKE	LANE	LANE	LANE	SIDEWALK 2
MAJOR COLLECTOR	15'-6"	8'-0"	8'-0"	11'-0"	11'-0"	11'-0"	15'-6"
MINOR COLLECTOR	17'-0"	8'-0"	8'-0"	10'-0"	10'-0"	10'-0"	17'-0"
LOCAL RESIDENTIAL	SEE NEXT SHEET FOR TYPICAL ONE-WAY STREET, ONE SIDE PARKING PLAN & SECTION.						

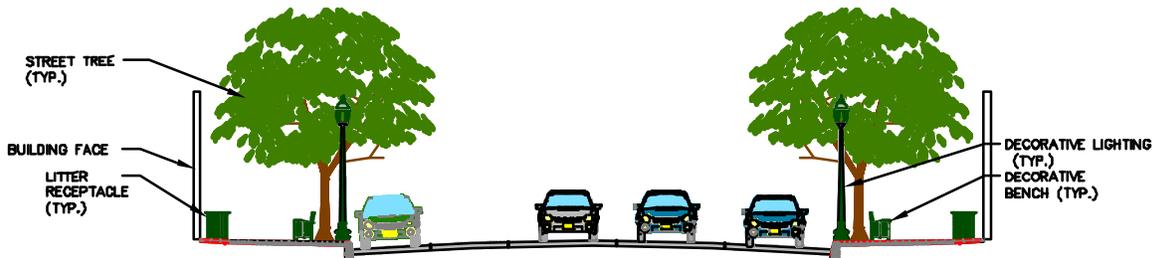
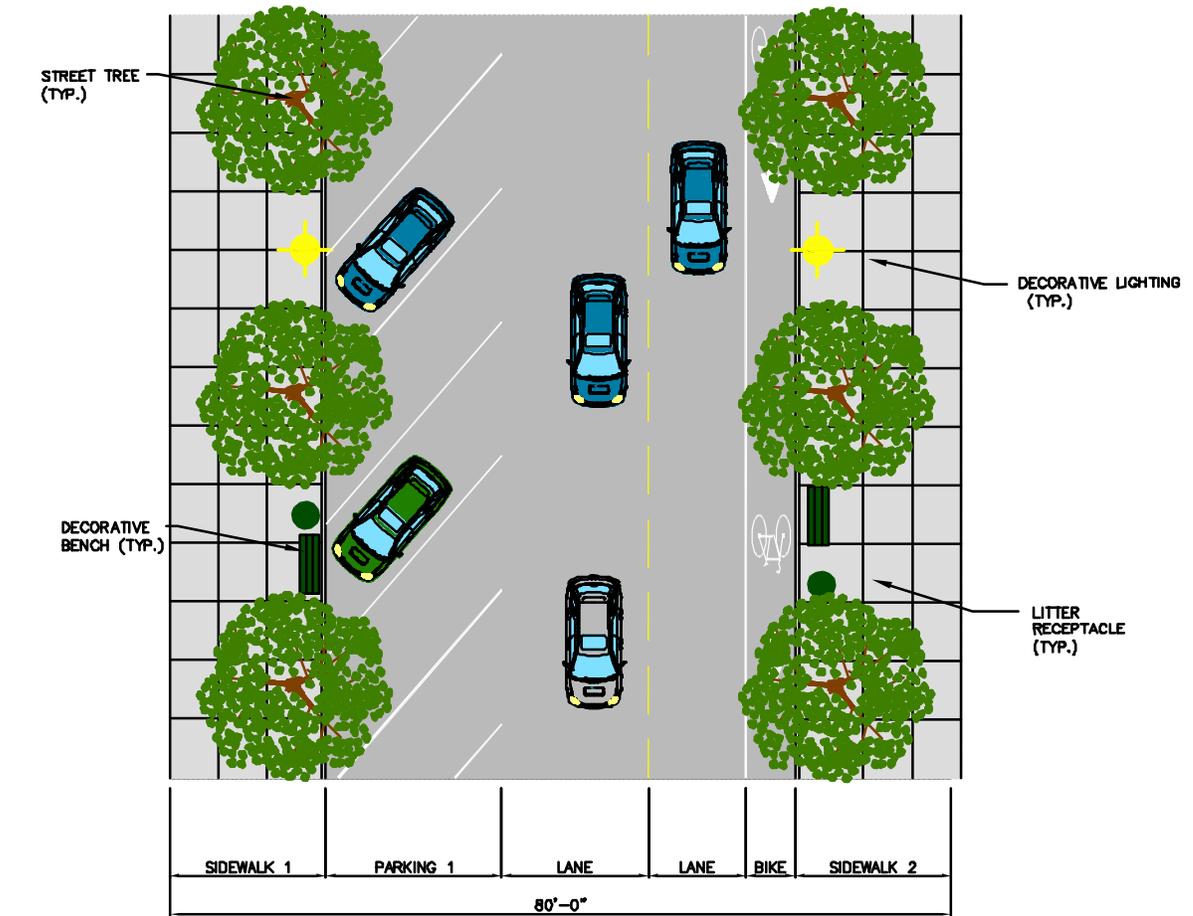


FIGURE 4.6-11
80' R.O.W
ONE-WAY STREET
ONE SIDED PARKING



	SIDEWALK 1	PARKING 1	LANE	LANE	BIKE	SIDEWALK 2
LOCAL RESIDENTIAL	16'-0"	18'-0"	15'-0"	10'-0"	5'-0"	16'-0"

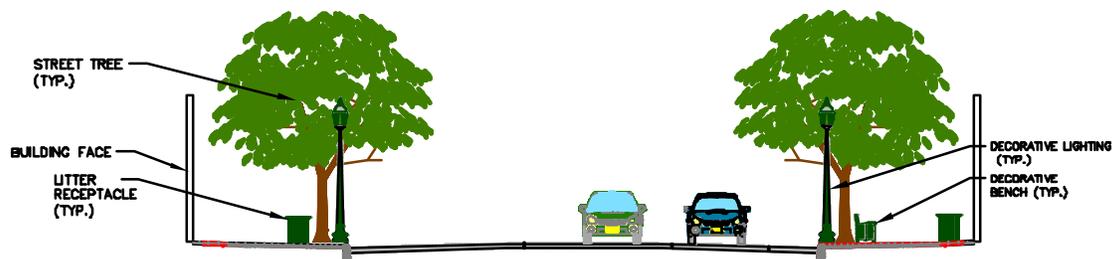
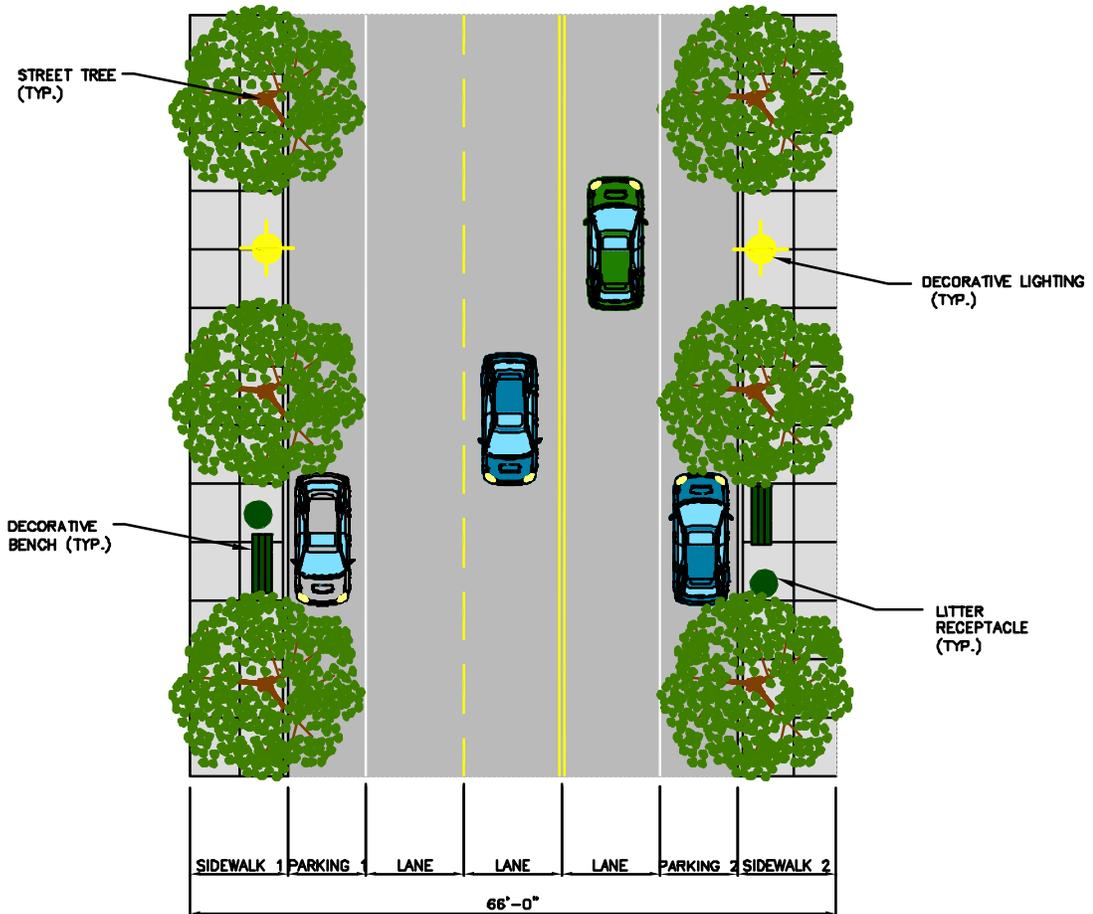


FIGURE 4.6-11a
80' R.O.W
ONE-WAY STREET
ONE SIDED PARKING



	SIDEWALK 1	PARKING 1	LANE	LANE	LANE	PARKING 2	SIDEWALK 2
MAJOR COLLECTOR	10'-0"	8'-0"	10'-0"	10'-0"	10'-0"	8'-0"	10'-0"
MINOR COLLECTOR	SEE NEXT SHEET FOR TYPICAL TWO-WAY STREET, ONE SIDE PARKING PLAN & SECTION.						
LOCAL RESIDENTIAL	SEE NEXT SHEET FOR TYPICAL TWO-WAY STREET, ONE SIDE PARKING PLAN & SECTION.						

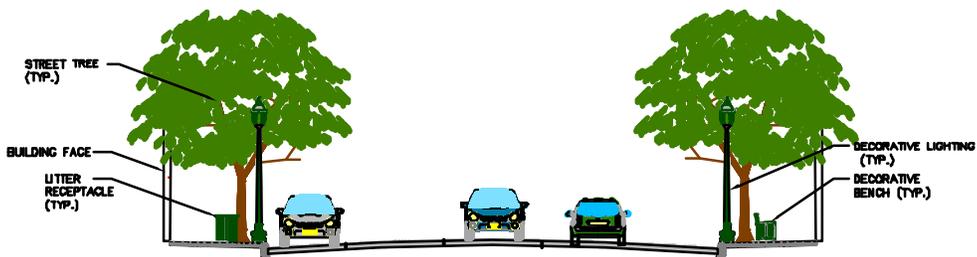
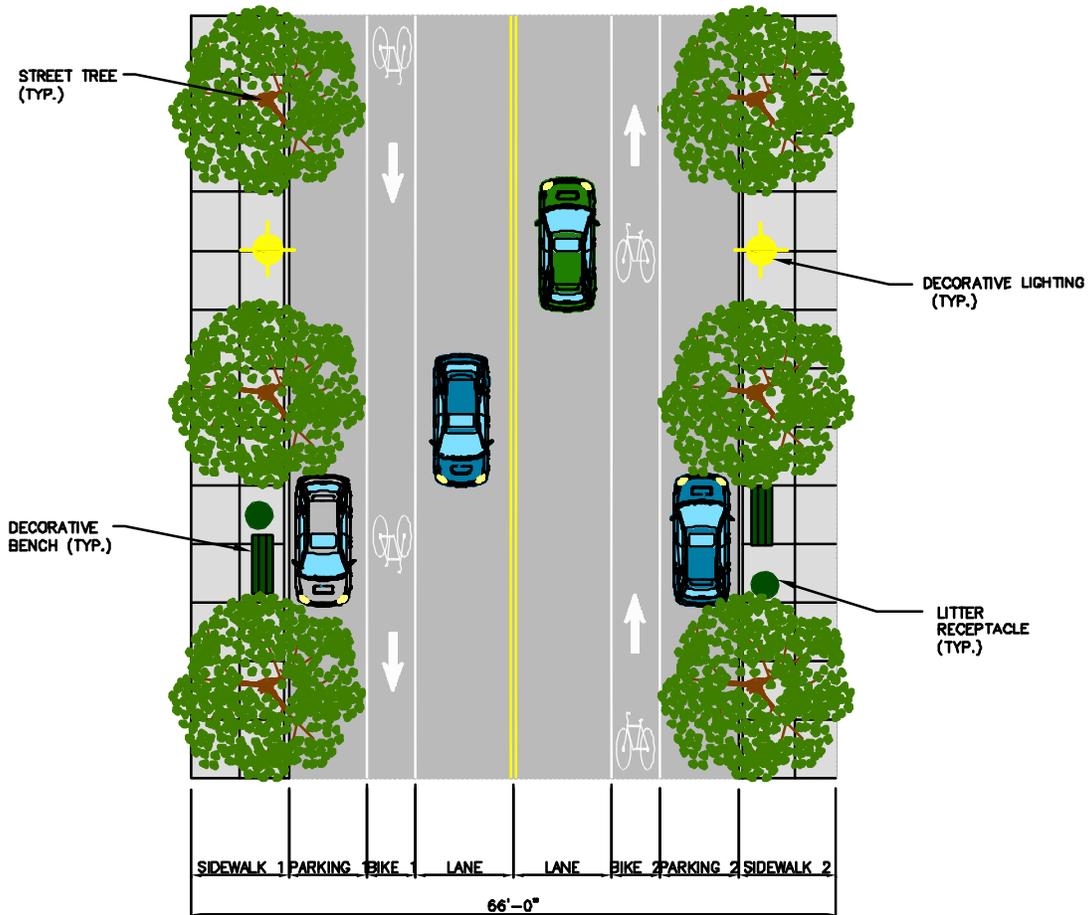


FIGURE 4.6-12
66' ROW
TWO-WAY STREET
TWO SIDED PARKING



	SIDEWALK 1	PARKING 1	BIKE 1	LANE	LANE	BIKE 2	PARKING 2	SIDEWALK 2
MINOR COLLECTOR	10'-0"	8'-0"	5'-0"	10'-0"	10'-0"	5'-0"	8'-0"	10'-0"
LOCAL RESIDENTIAL	10'-0"	8'-0"	5'-0"	10'-0"	10'-0"	5'-0"	8'-0"	10'-0"

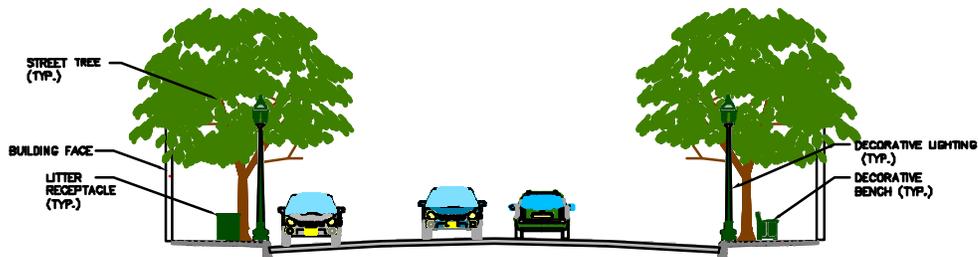
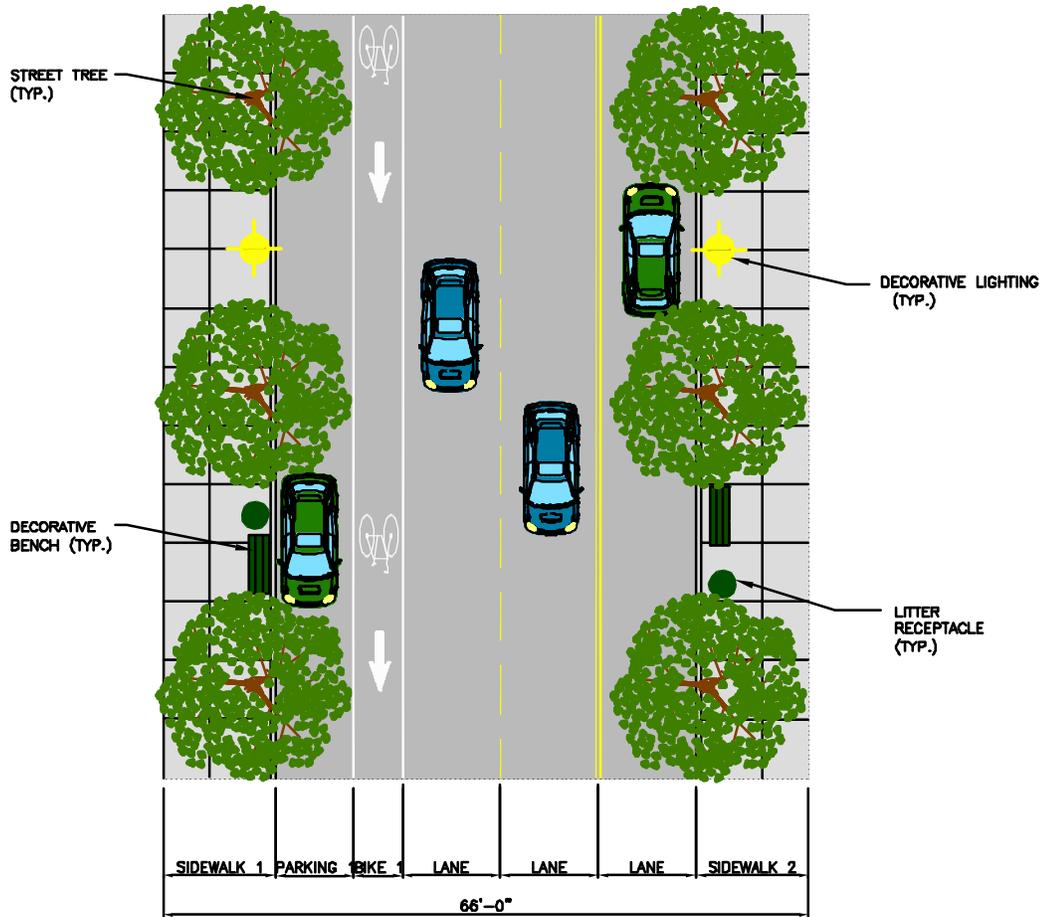


FIGURE 4.6-12a
66' ROW
TWO-WAY STREET
TWO SIDED PARKING



	SIDEWALK 1	PARKING	BIKE	LANE	LANE	LANE	SIDEWALK 2
MAJOR COLLECTOR	11'-6"	8'-0"	5'-0"	10'-0"	10'-0"	10'-0"	11'-6"
MINOR COLLECTOR	SEE NEXT SHEET FOR TYPICAL TWO-WAY STREET, ONE SIDE PARKING PLAN & SECTION.						
LOCAL RESIDENTIAL	SEE NEXT SHEET FOR TYPICAL TWO-WAY STREET, ONE SIDE PARKING PLAN & SECTION.						

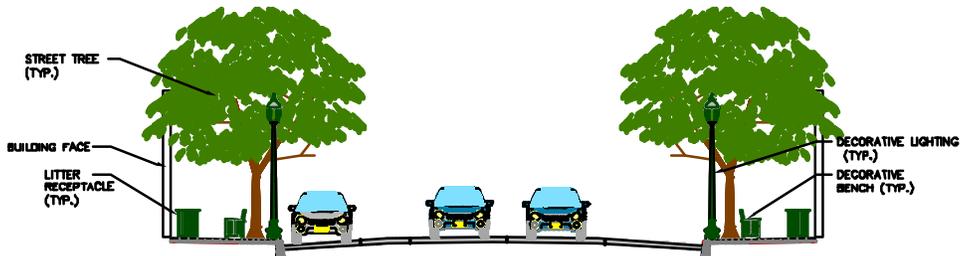
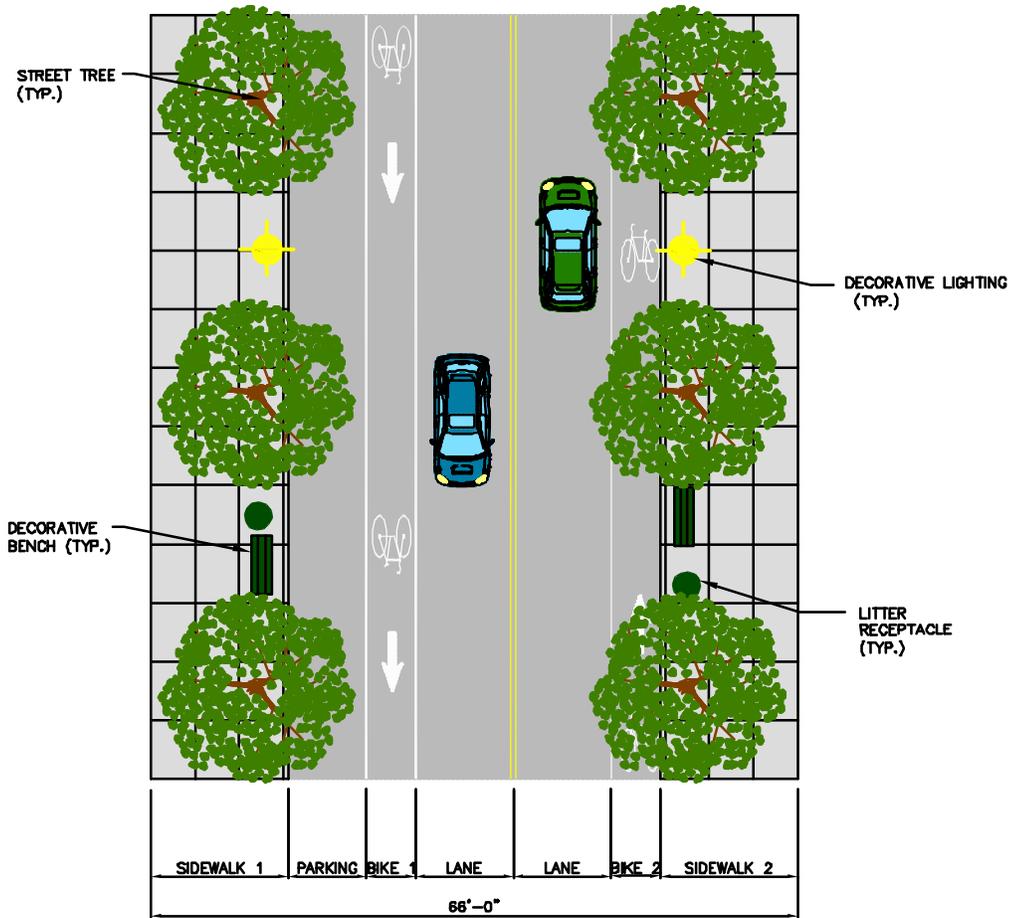


FIGURE 4.6-13
66' ROW
TWO-WAY STREET
ONE SIDED PARKING



	SIDEWALK 1	PARKING	BIKE 1	LANE	LANE	BIKE 2	SIDEWALK 2
MINOR COLLECTOR	14'-0"	8'-0"	5'-0"	10'-0"	10'-0"	5'-0"	14'-0"
LOCAL RESIDENTIAL	12'-6"	8'-0"	6'-0"	10'-0"	10'-0"	7'-0"	12'-6"

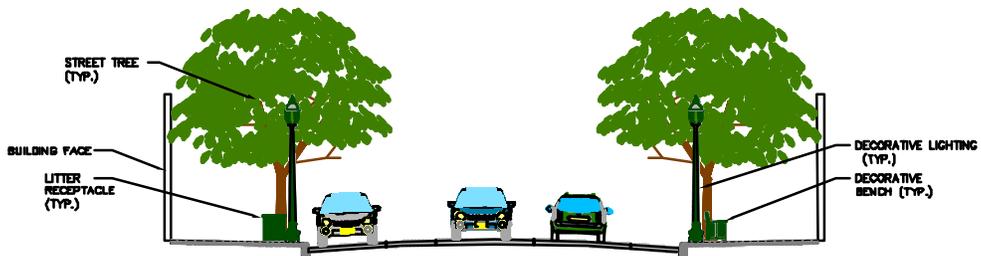
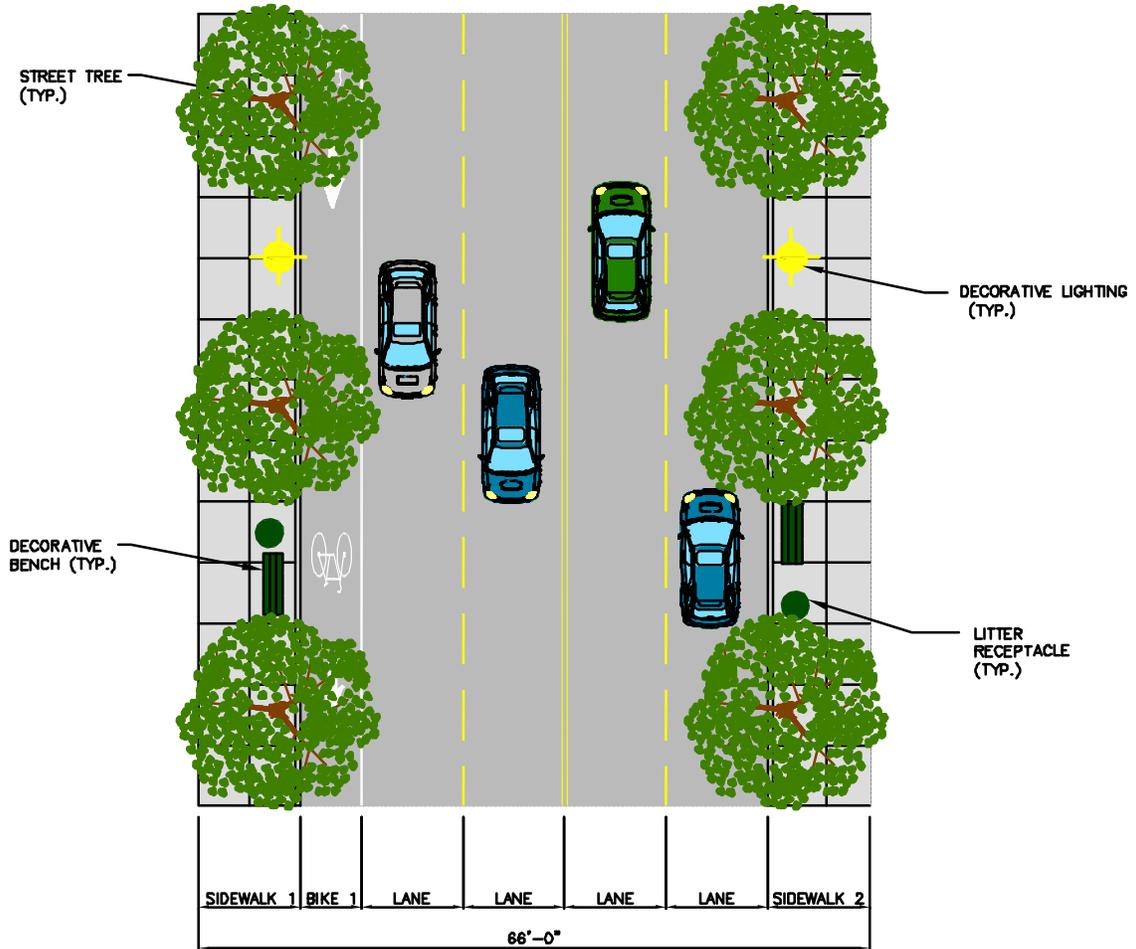


FIGURE 4.6-13a
66' ROW
TWO-WAY STREET
ONE SIDED PARKING



	SIDEWALK 1	BIKE 1	LANE	LANE	LANE	LANE	SIDEWALK 2
MAJOR COLLECTOR	10'-0"	6'-0"	10'-0"	10'-0"	10'-0"	10'-0"	10'-0"
MINOR COLLECTOR	SEE NEXT SHEET FOR TYPICAL TWO-WAY STREET, NO PARKING PLAN & SECTION.						

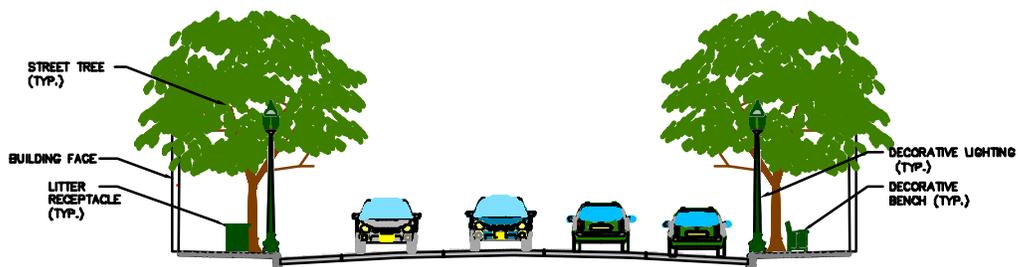
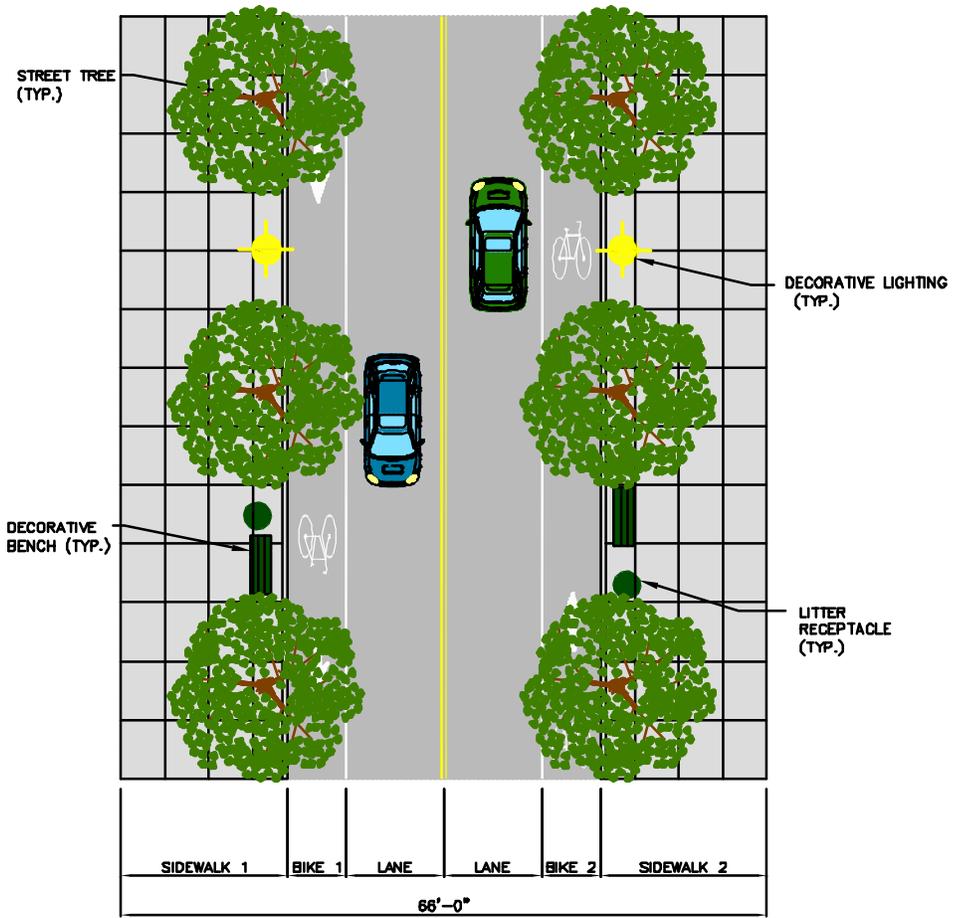


FIGURE 4.6-14
66' ROW
TWO-WAY STREET
NO PARKING



	SIDEWALK 1	BIKE 1	LANE	LANE	BIKE 2	SIDEWALK 2
MINOR COLLECTOR	17'-0"	6'-0"	10'-0"	10'-0"	6'-0"	17'-0"

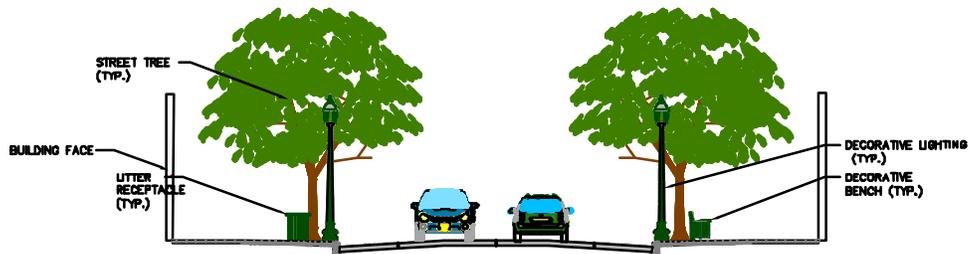
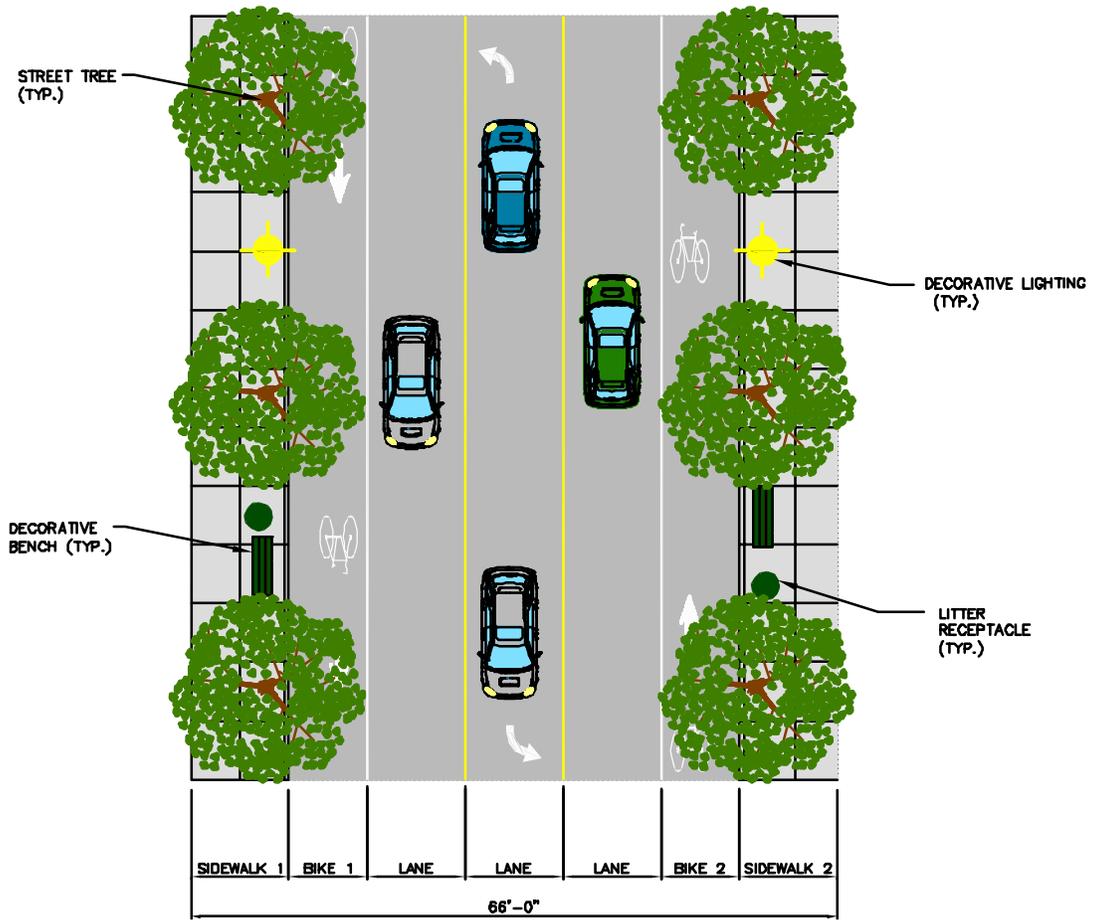


FIGURE 4.6-14a
66' ROW
TWO-WAY STREET
NO PARKING



	SIDEWALK 1	BIKE 1	LANE	LANE	LANE	BIKE 2	SIDEWALK 2
MAJOR COLLECTOR	10'-0"	8'-0"	10'-0"	10'-0"	10'-0"	8'-0"	10'-0"
MINOR COLLECTOR	SEE NEXT SHEET FOR TYPICAL BOULEVARD OR CENTER TURN LANE PLAN & SECTION.						
LOCAL RESIDENTIAL	SEE NEXT SHEET FOR TYPICAL BOULEVARD OR CENTER TURN LANE PLAN & SECTION.						

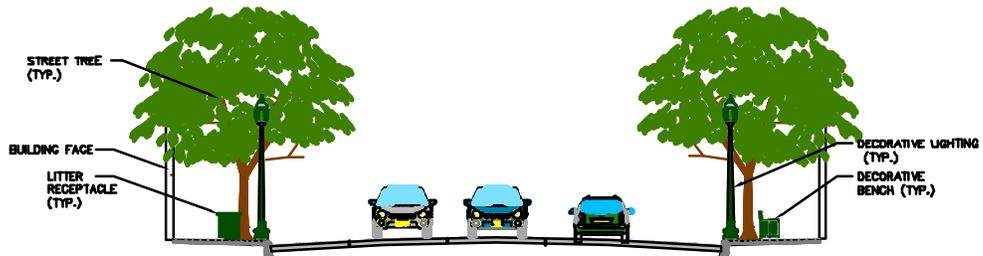


FIGURE 4.6-15
66' ROW
BOULEVARD OR CENTER TURN LANE

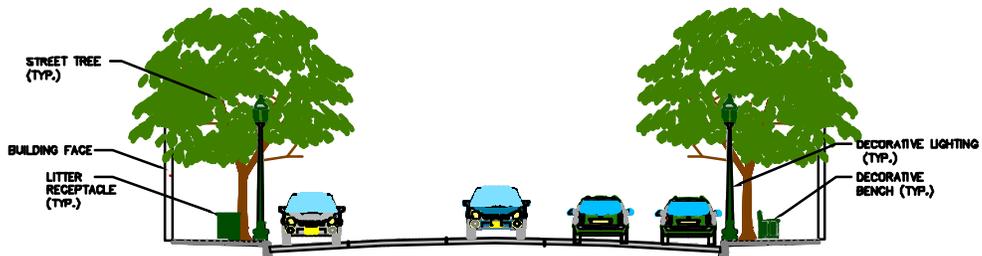
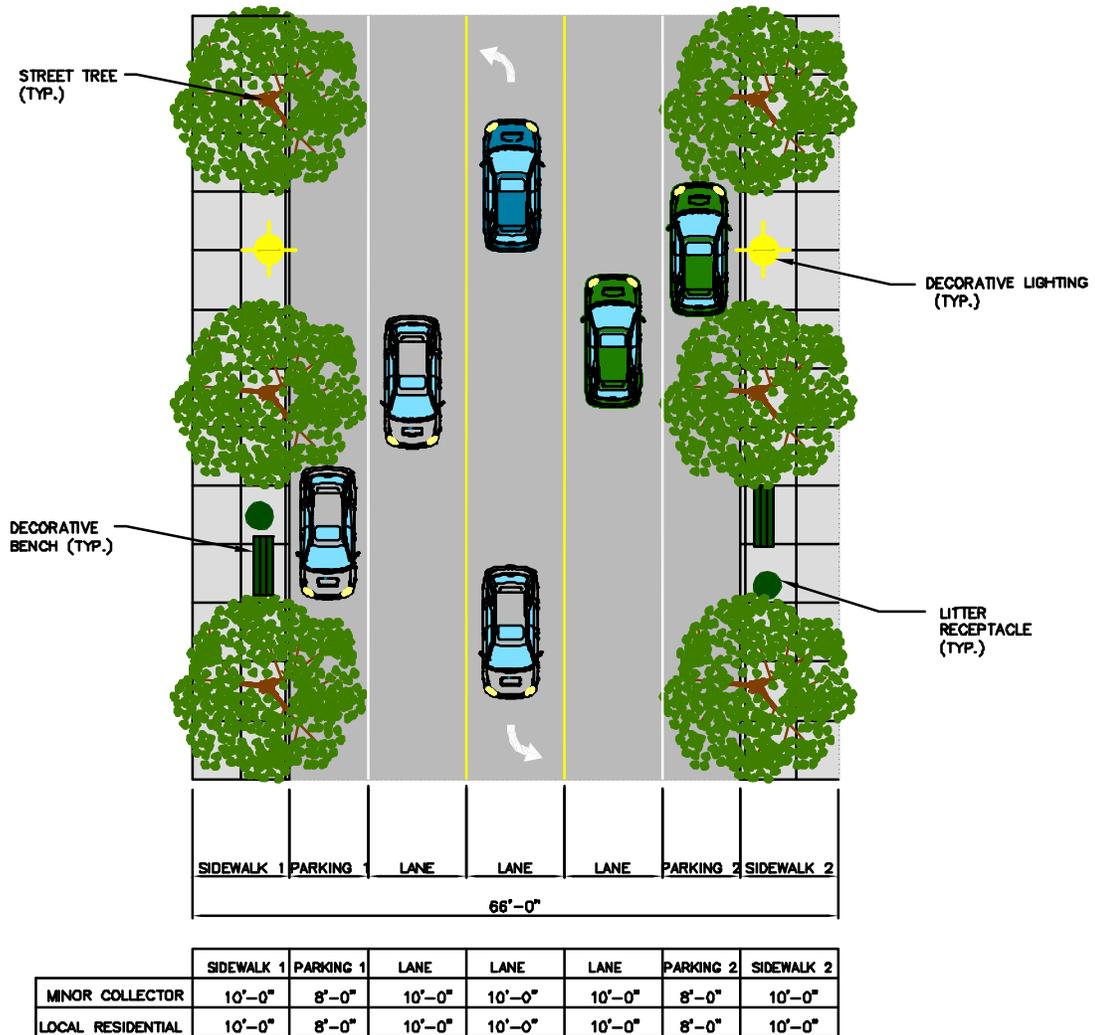
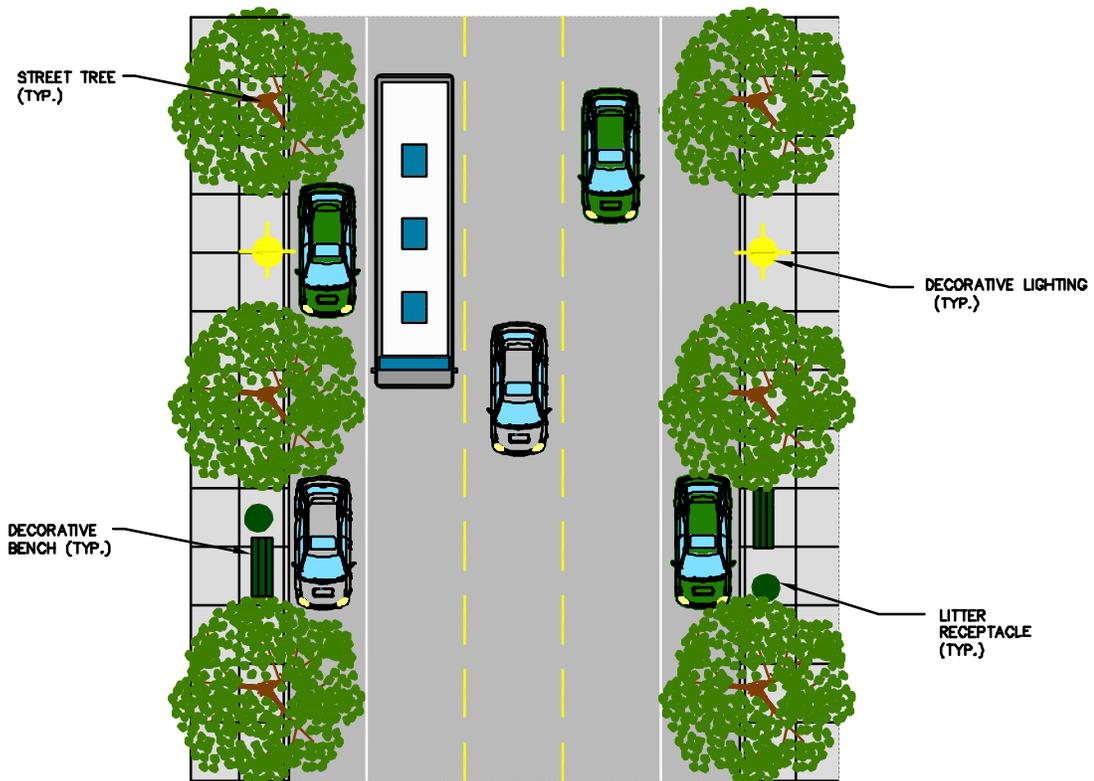


FIGURE 4.6-15a
66' ROW
BOULEVARD OR CENTER TURN LANE



SIDEWALK 1	PARKING 1	LANE	LANE	LANE	PARKING 2	SIDEWALK 2
66'-0"						

	SIDEWALK 1	PARKING 1	LANE	LANE	LANE	PARKING 2	SIDEWALK 2
MAJOR COLLECTOR	10'-0"	8'-0"	10'-0"	10'-0"	10'-0"	8'-0"	10'-0"
MINOR COLLECTOR	SEE NEXT SHEET FOR TYPICAL ONE-WAY STREET, TWO SIDE PARKING PLAN & SECTION.						
LOCAL RESIDENTIAL	SEE NEXT SHEET FOR TYPICAL ONE-WAY STREET, TWO SIDE PARKING PLAN & SECTION.						

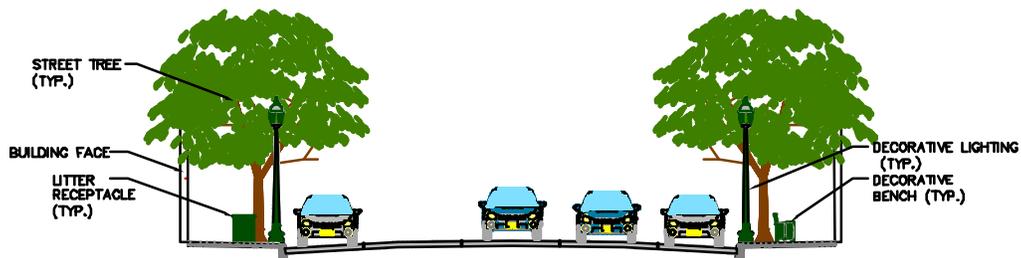
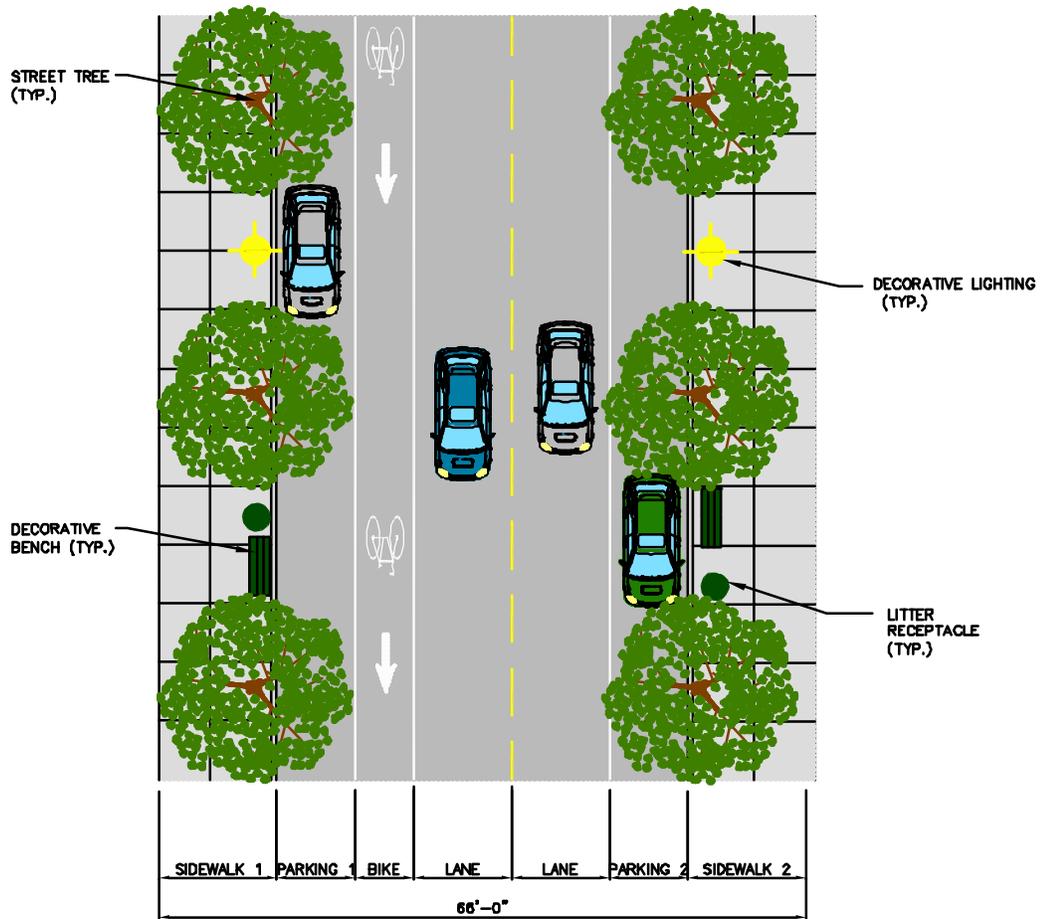


FIGURE 4.6-16
66' ROW
ONE-WAY STREET
TWO SIDED PARKING



	SIDEWALK 1	PARKING 1	BIKE	LANE	LANE	PARKING 2	SIDEWALK 2
MINOR COLLECTOR	12'-0"	8'-0"	6'-0"	10'-0"	10'-0"	8'-0"	12'-0"
LOCAL RESIDENTIAL	12'-6"	8'-0"	5'-0"	10'-0"	10'-0"	8'-0"	12'-6"

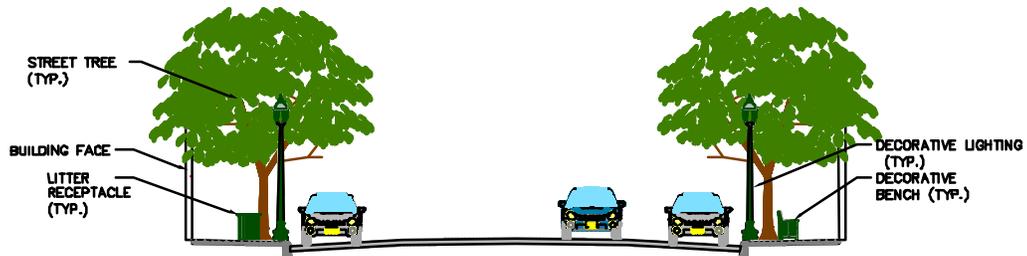


FIGURE 4.6-16a
ONE-WAY STREET
TWO SIDED PARKING

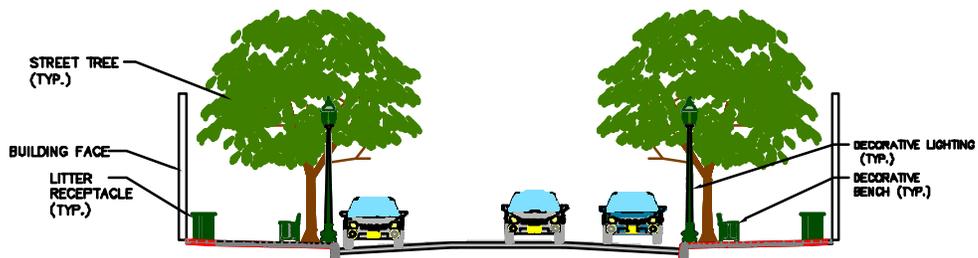
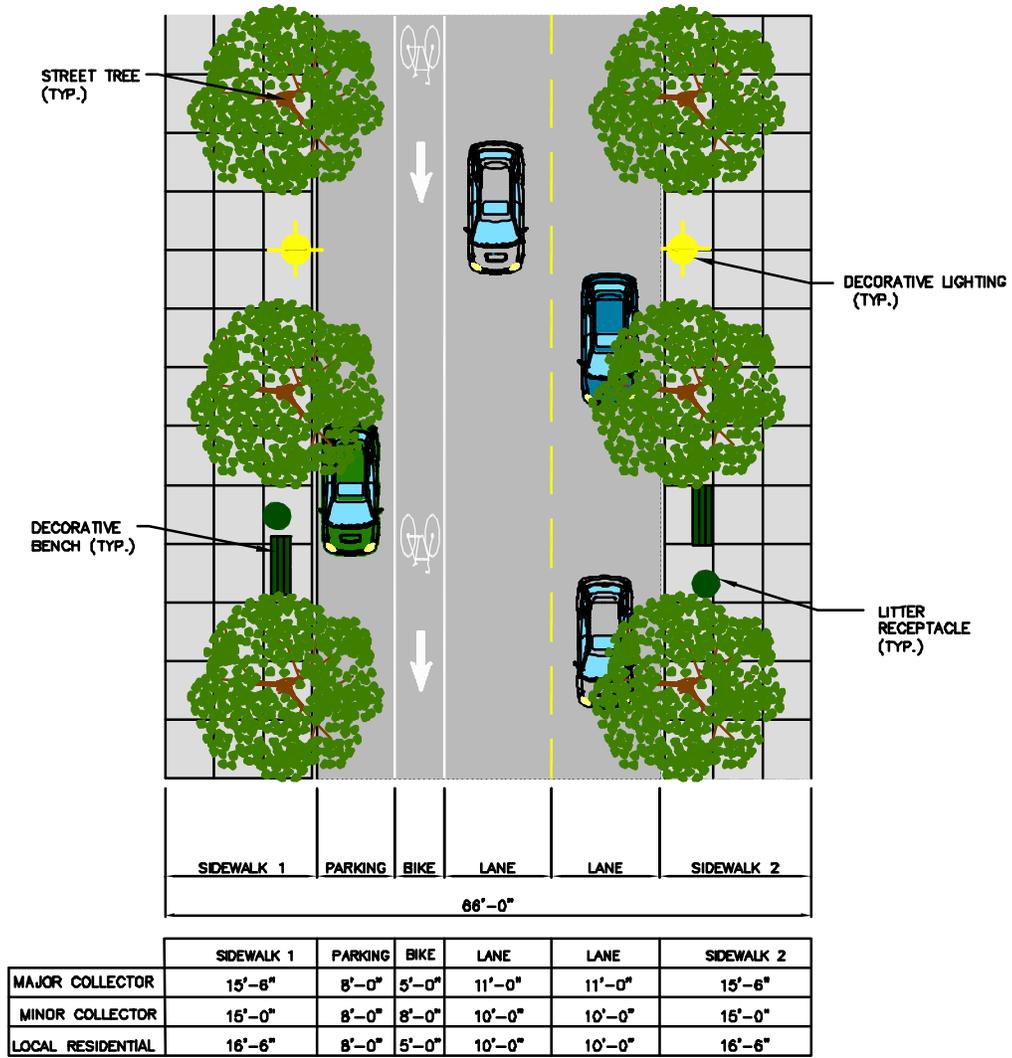
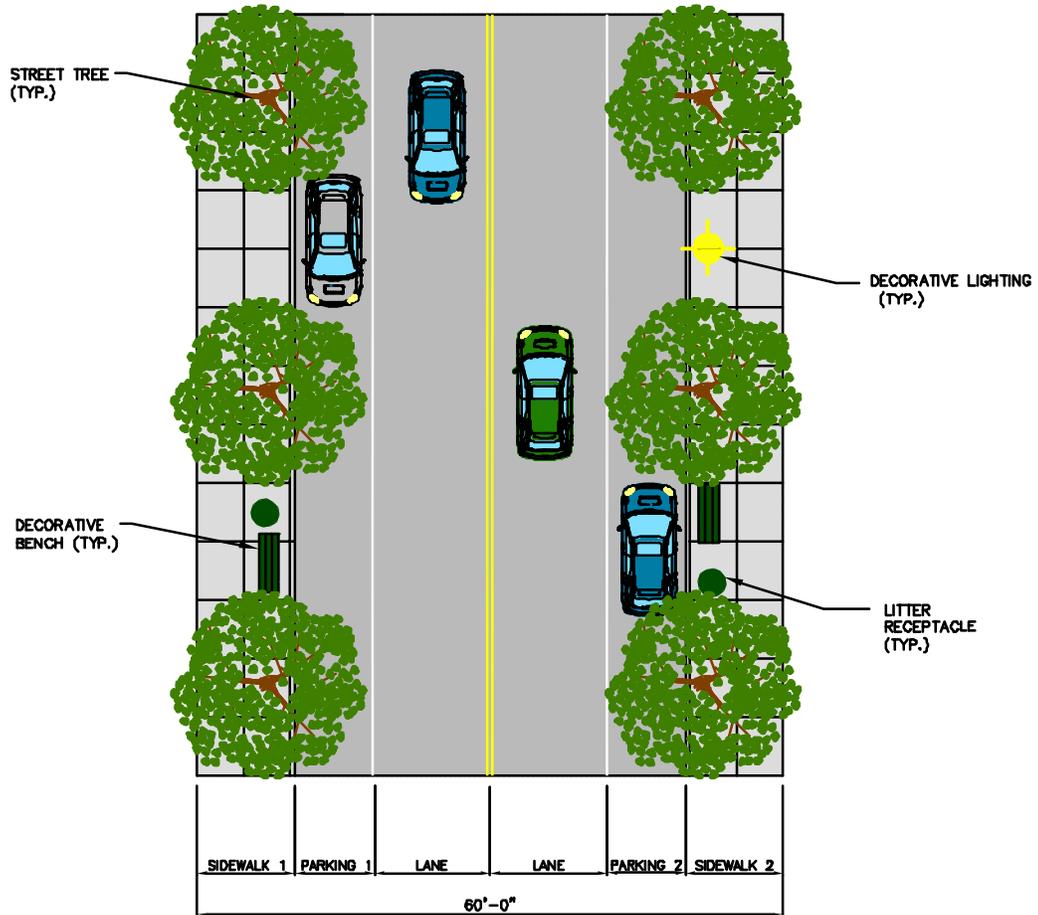


FIGURE 4.6-17
66' ROW
ONE-WAY STREET
ONE SIDED PARKING



	SIDEWALK 1	PARKING 1	LANE	LANE	PARKING 2	SIDEWALK 2
MAJOR COLLECTOR	10'-0"	8'-0"	12'-0"	12'-0"	8'-0"	10'-0"
MINOR COLLECTOR	12'-0"	8'-0"	10'-0"	10'-0"	8'-0"	12'-0"
LOCAL RESIDENTIAL	12'-0"	8'-0"	10'-0"	10'-0"	8'-0"	12'-0"

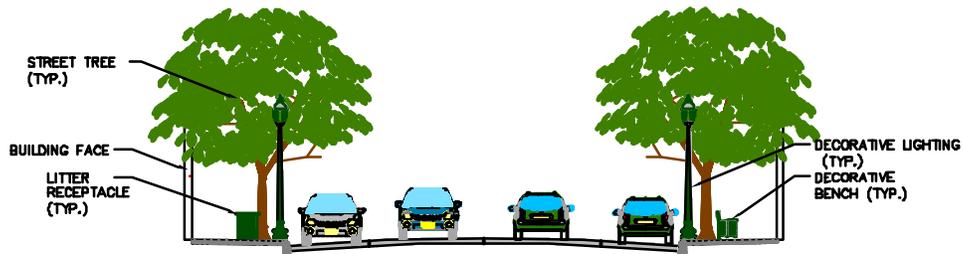
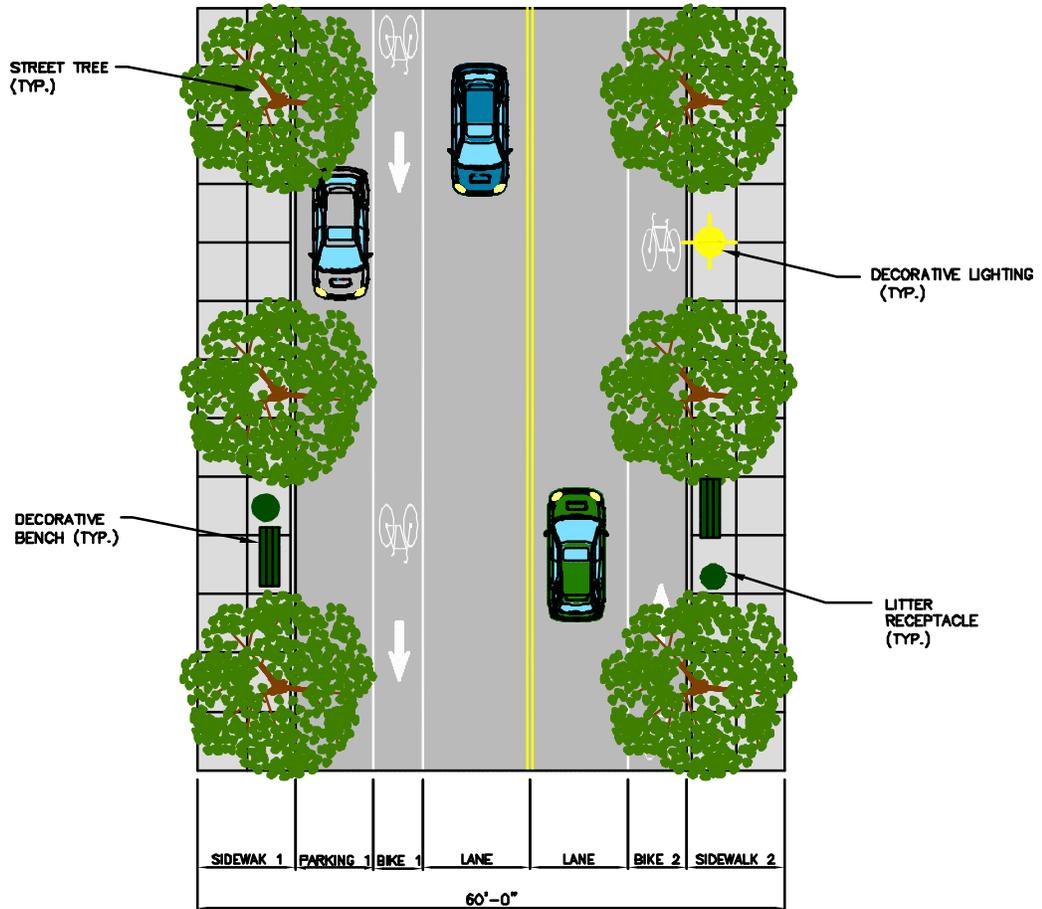


FIGURE 4.6-18
60' R.O.W.
TWO-WAY STREET
TWO SIDED PARKING



	SIDEWALK 1	PARKING 1	BIKE 1	LANE	LANE	BIKE 2	SIDEWALK 2
MAJOR COLLECTOR	10'-0"	8'-0"	5'-0"	11'-0"	10'-0"	6'-0"	10'-0"
MINOR COLLECTOR	10'-0"	8'-0"	6'-0"	10'-0"	10'-0"	6'-0"	10'-0"
LOCAL RESIDENTIAL	10'-0"	8'-0"	6'-0"	10'-0"	10'-0"	6'-0"	10'-0"

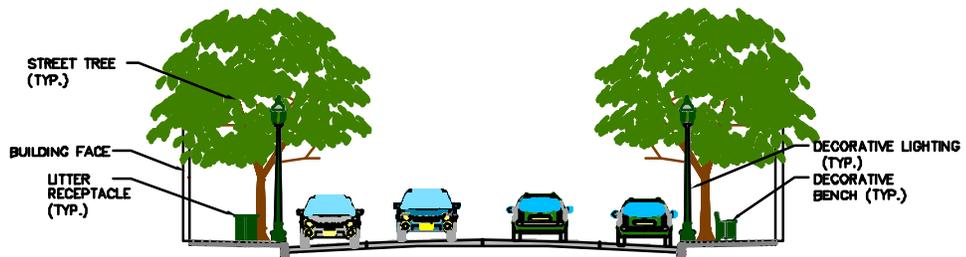
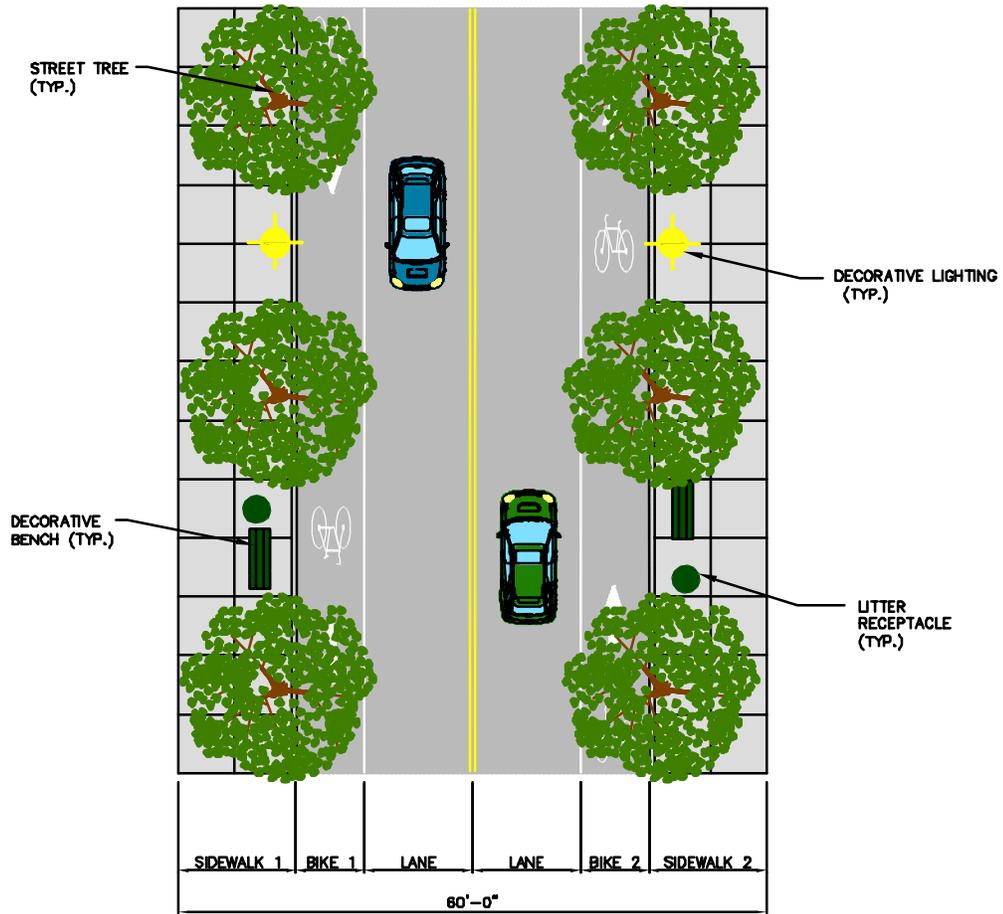


FIGURE 4.6-19
60' R.O.W.
TWO-WAY STREET
ONE SIDED PARKING



	SIDEWALK 1	BIKE 1	LANE	LANE	BIKE 2	SIDEWALK 2
MAJOR COLLECTOR	12'-0"	7'-0"	11'-0"	11'-0"	7'-0"	12'-0"
MINOR COLLECTOR	14'-0"	6'-0"	10'-0"	10'-0"	6'-0"	14'-0"

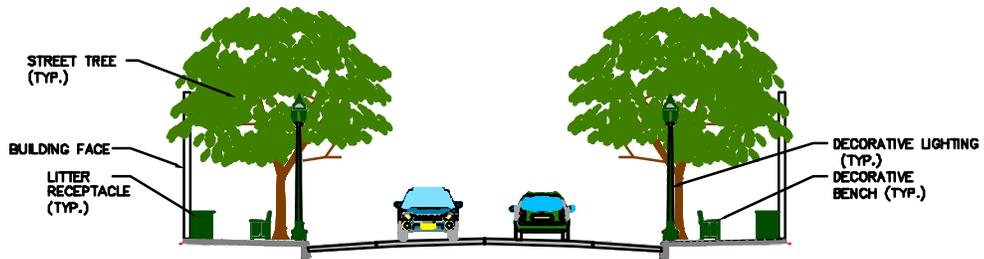
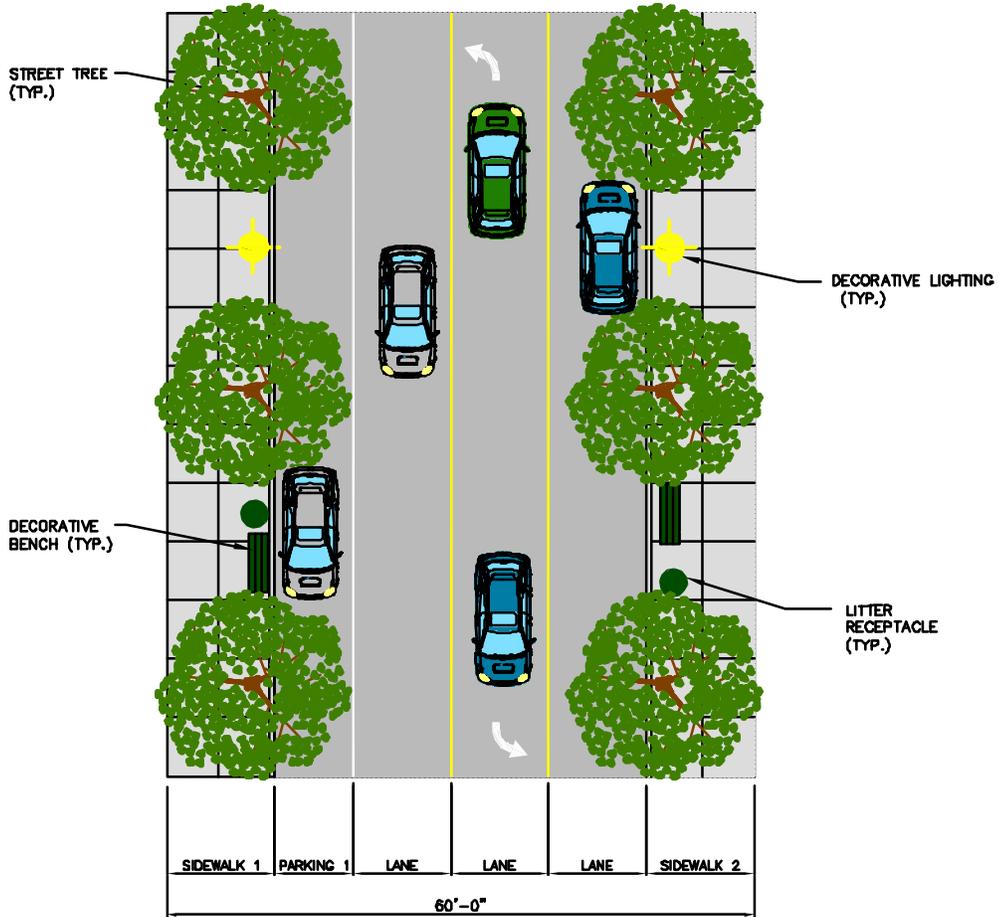


FIGURE 4.6-20
60' R.O.W.
TWO-WAY STREET
NO PARKING



	SIDEWALK 1	PARKING 1	LANE	LANE	LANE	SIDEWALK 2
MAJOR COLLECTOR	11'-0"	8'-0"	10'-0"	10'-0"	10'-0"	11'-0"
MINOR COLLECTOR	11'-0"	14'-0" *	10'-0"	10'-0"	14'-0" *	11'-0"

* SHARED THROUGH/BIKE LANE

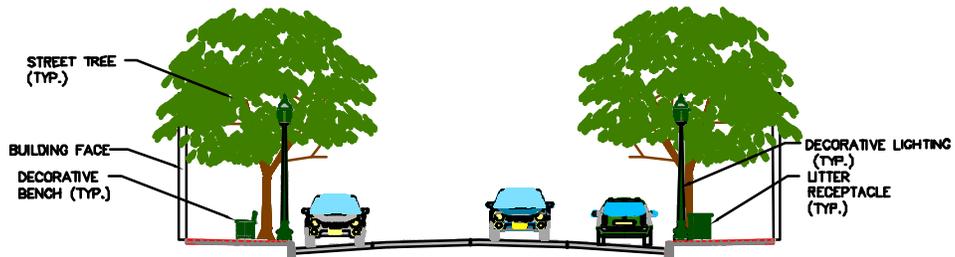
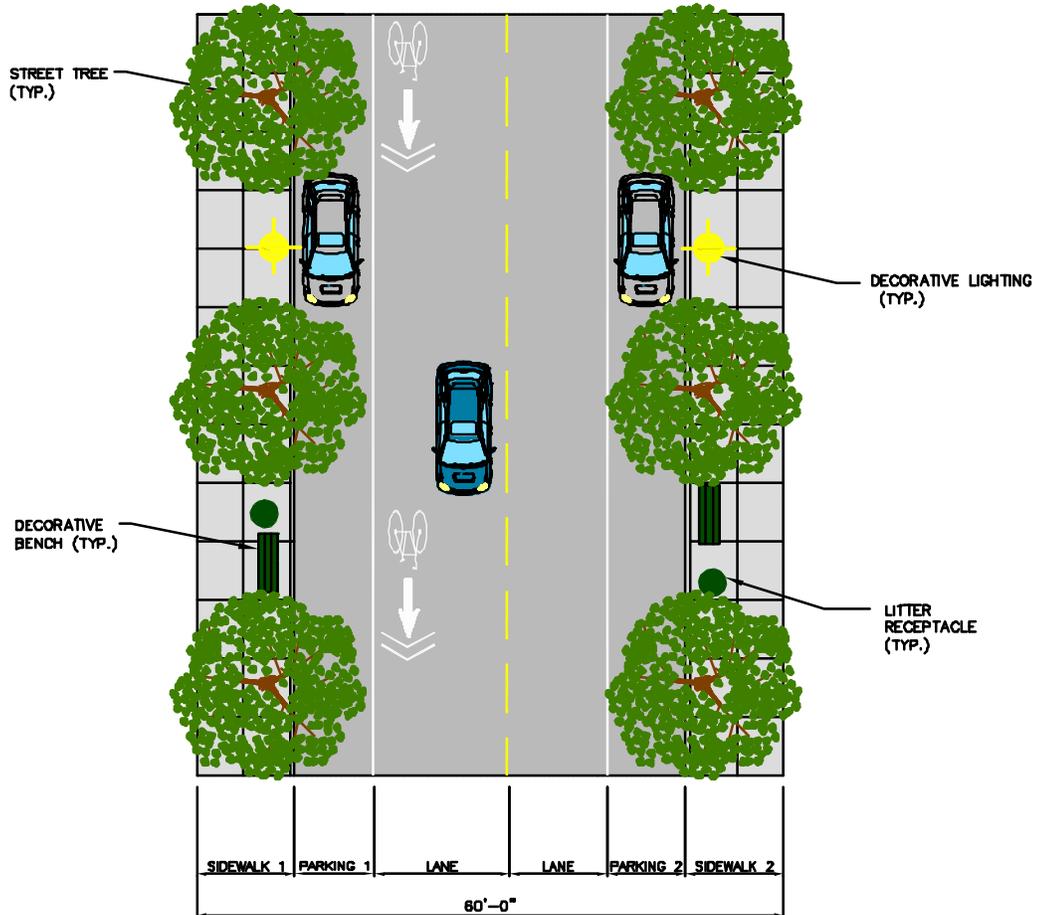


FIGURE 4.6-21
60' R.O.W.
BOULEVARD OR CENTER TURN LANE



	SIDEWALK 1	PARKING 1	LANE	LANE	PARKING 2	SIDEWALK 2
MAJOR COLLECTOR	10'-0"	6'-0"	14'-0" *	10'-0"	6'-0"	10'-0"
MINOR COLLECTOR	10'-0"	6'-0"	14'-0" *	10'-0"	6'-0"	10'-0"
LOCAL RESIDENTIAL	SEE NEXT SHEET FOR ONE-WAY, TWO SIDED STREET PLAN & SECTION.					

* SHARED THROUGH/BIKE LANE

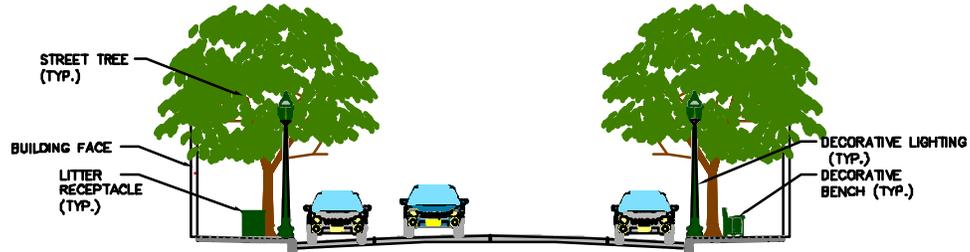
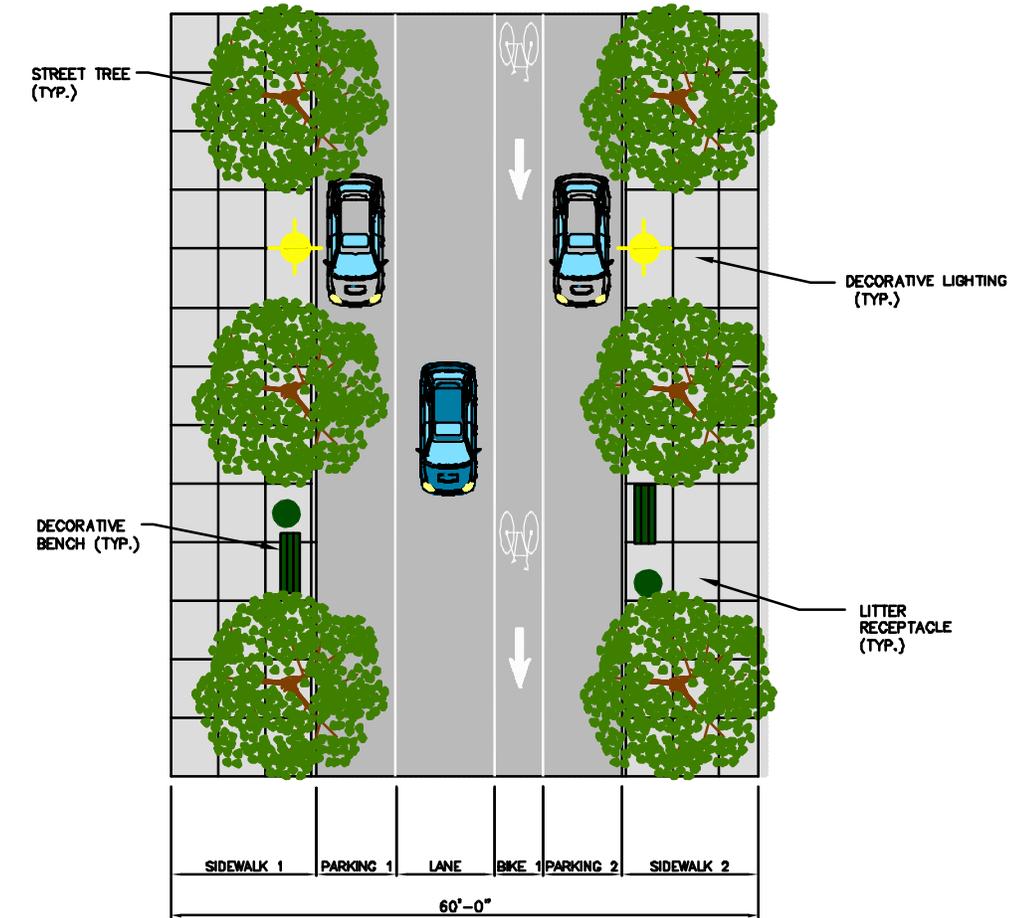


FIGURE 4.6-22
60' R.O.W.
ONE-WAY STREET
TWO SIDED PARKING



	SIDEWALK 1	PARKING 1	LANE	BIKE	PARKING 2	SIDEWALK 2
LOCAL RESIDENTIAL	15'-0"	8'-0"	10'-0"	5'-0"	8'-0"	14'-0"

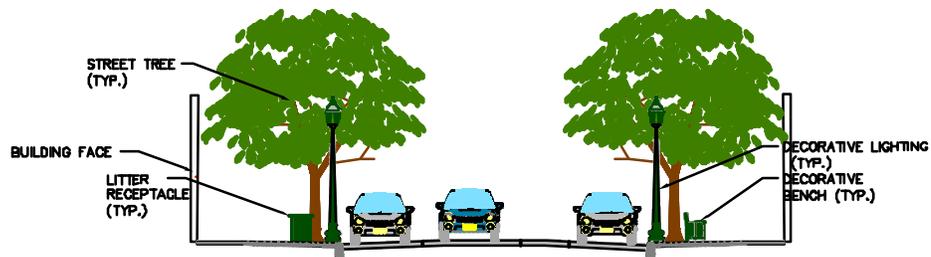
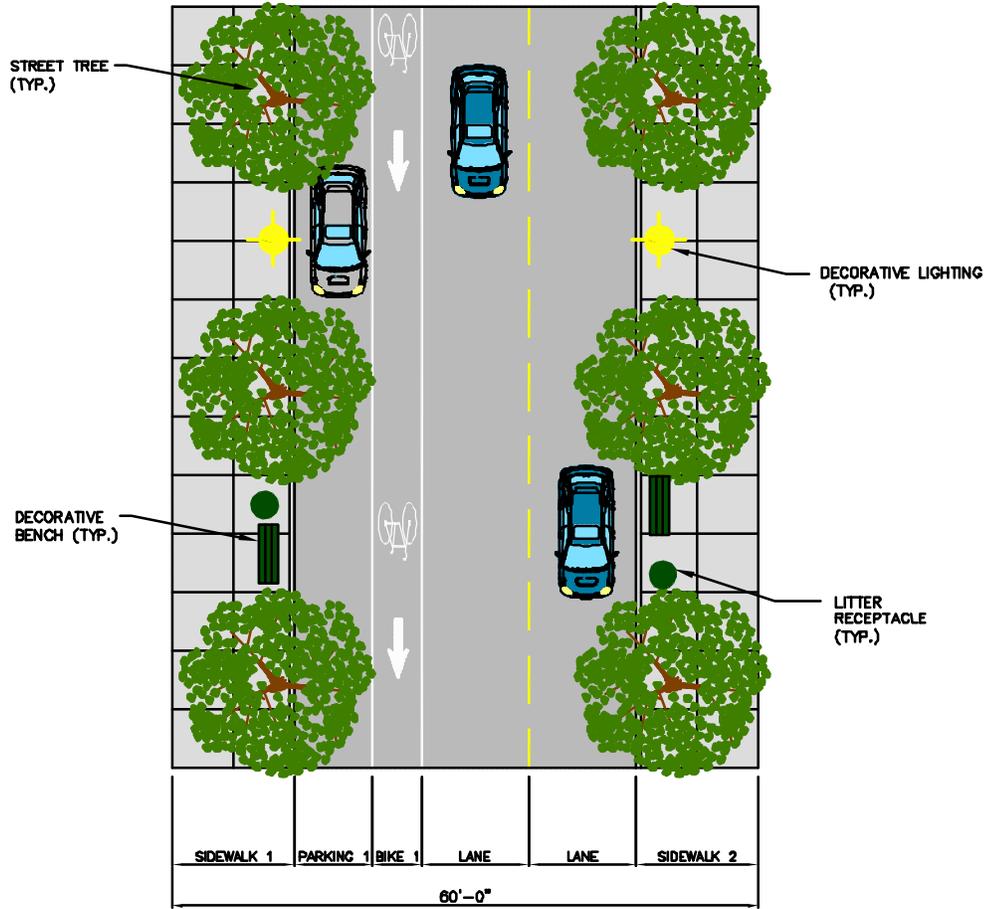


FIGURE 4.6-22a
60' R.O.W.
ONE-WAY STREET
TWO SIDED PARKING



	SIDEWALK 1	PARKING 1	BIKE 1	LANE	LANE	SIDEWALK 2
MAJOR COLLECTOR	12'-6"	8'-0"	5'-0"	11'-0"	11'-0"	12'-6"
MINOR COLLECTOR	13'-0"	8'-0"	6'-0"	10'-0"	10'-0"	13'-0"
LOCAL RESIDENTIAL	13'-0"	8'-0"	6'-0"	10'-0"	10'-0"	13'-0"

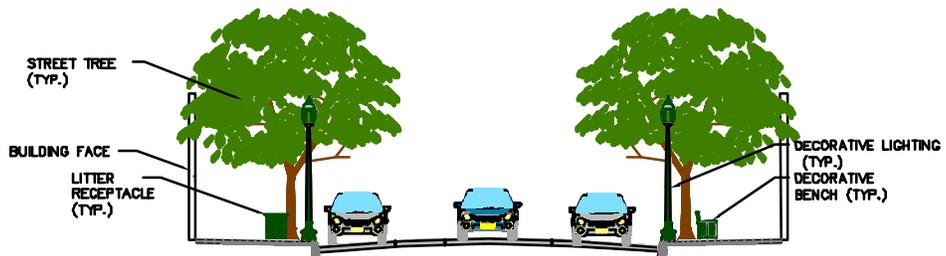
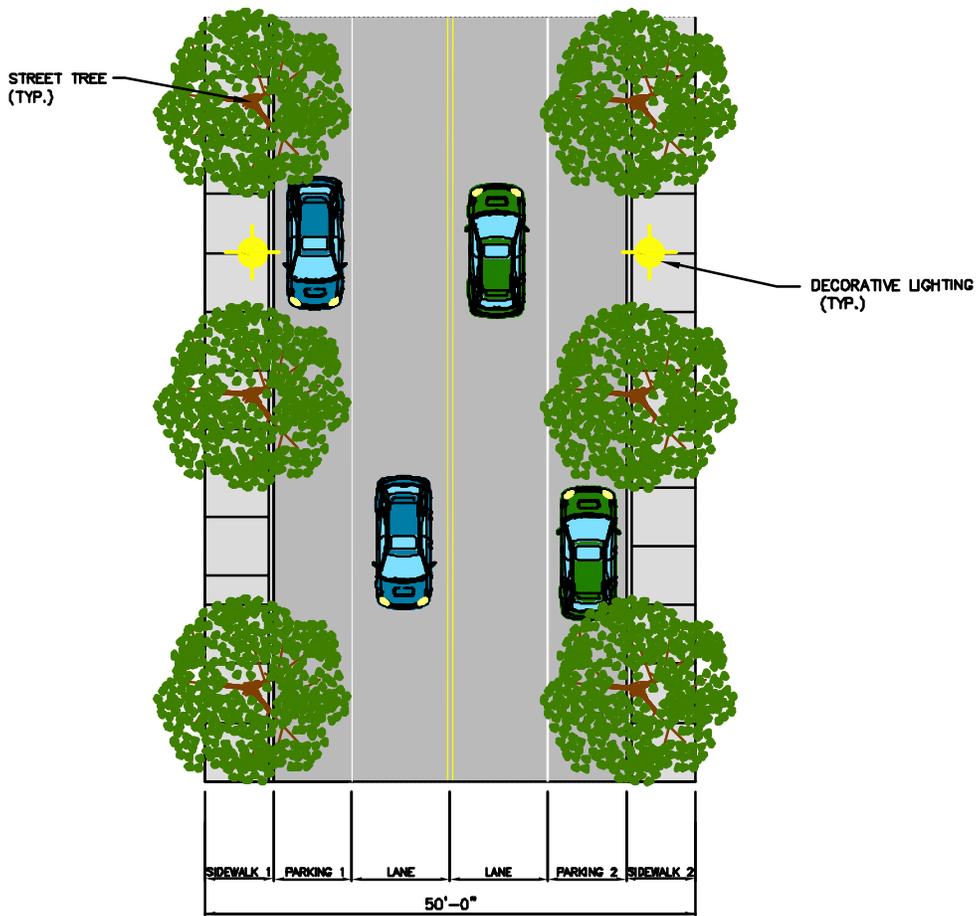


FIGURE 4.6-23
60' R.O.W.
ONE-WAY STREET
ONE SIDED PARKING



	SIDEWALK 1	PARKING 1	LANE	LANE	PARKING 2	SIDEWALK 2
LOCAL RESIDENTIAL	7'-0"	8'-0"	10'-0"	10'-0"	8'-0"	7'-0"

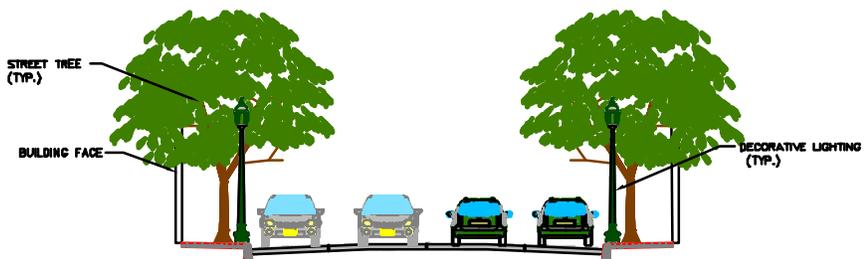
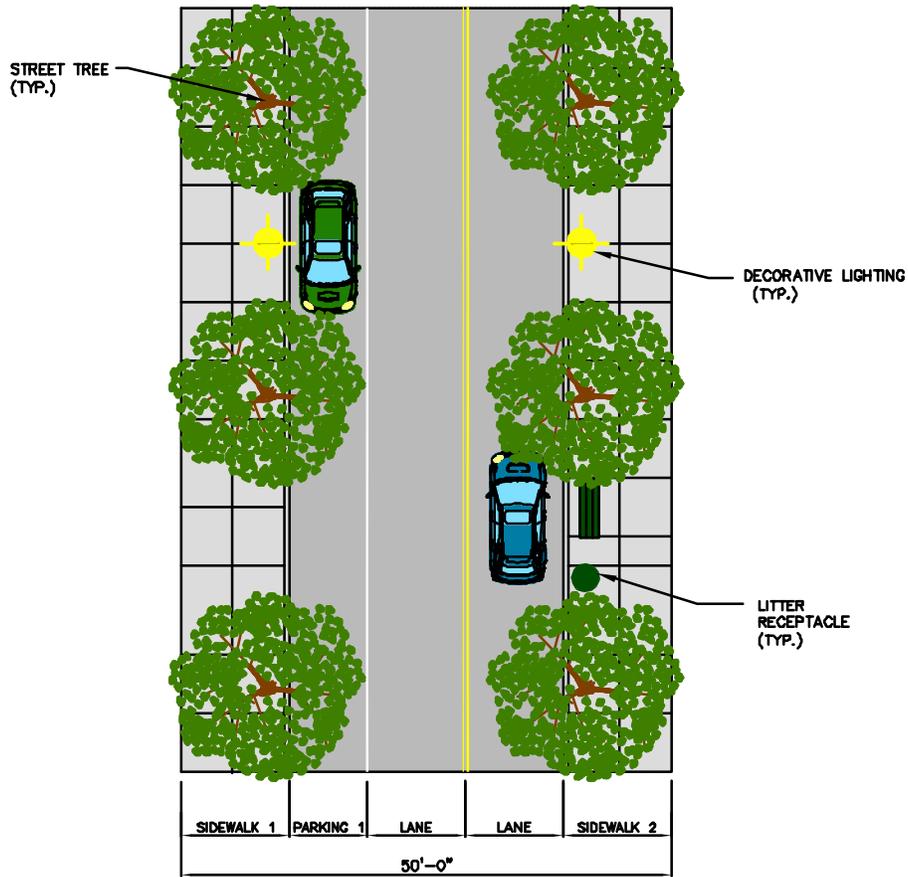


FIGURE 4.6-24
50'R.O.W.
TWO-WAY STREET
TWO SIDED PARKING



	SIDEWALK 1	PARKING 1	LANE	LANE	SIDEWALK 2
MAJOR COLLECTOR	11'-0"	8'-0"	10'-0"	10'-0"	11'-0"
MINOR COLLECTOR	11'-0"	8'-0"	10'-0"	10'-0"	11'-0"
LOCAL RESIDENTIAL	11'-0"	8'-0"	10'-0"	10'-0"	11'-0"

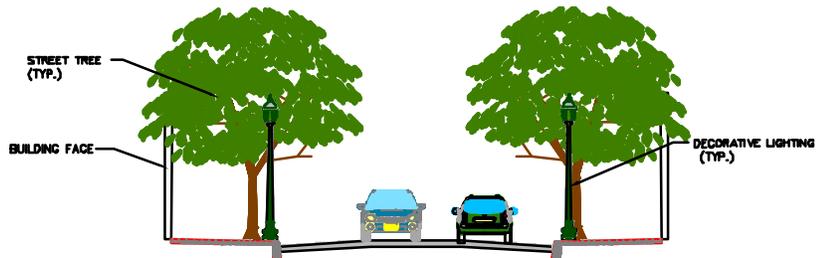
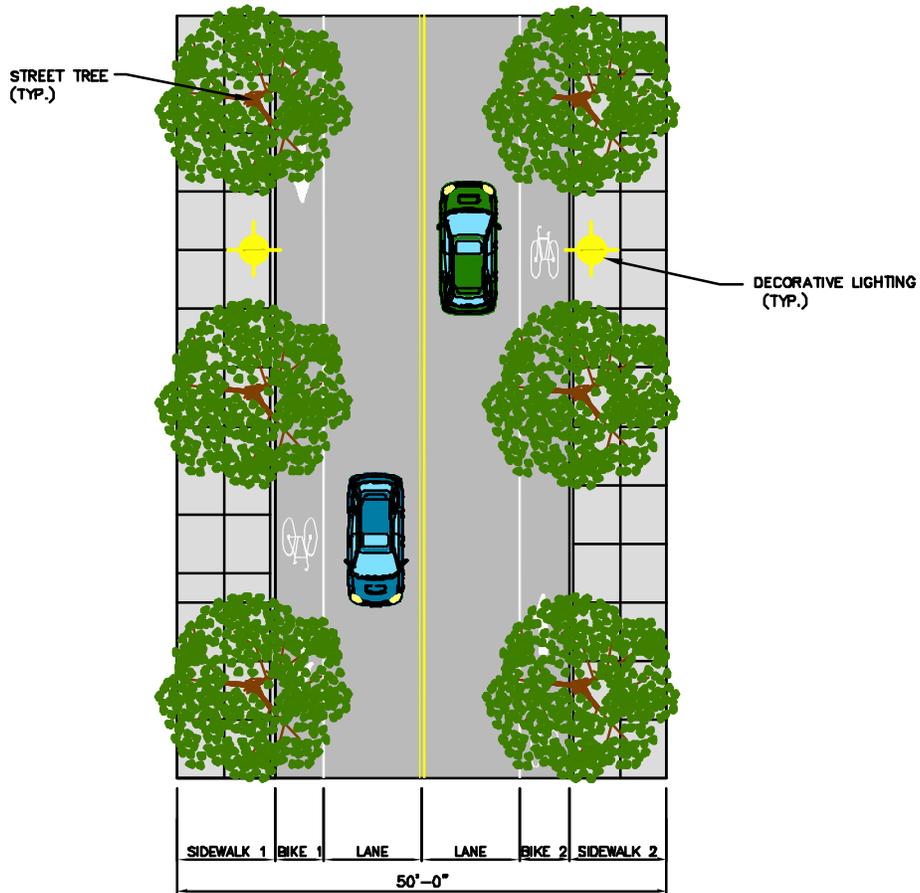


FIGURE 4.6-25
50' R.O.W.
TWO-WAY STREET
ONE SIDED PARKING



	SIDEWALK 1	BIKE 1	LANE	LANE	BIKE 2	SIDEWALK 2
MAJOR COLLECTOR	10'-0"	5'-0"	10'-0"	10'-0"	5'-0"	10'-0"
MINOR COLLECTOR	11'-0"	14'-0" *			14'-0" *	11'-0"

* SHARED THROUGH/BIKE LANE

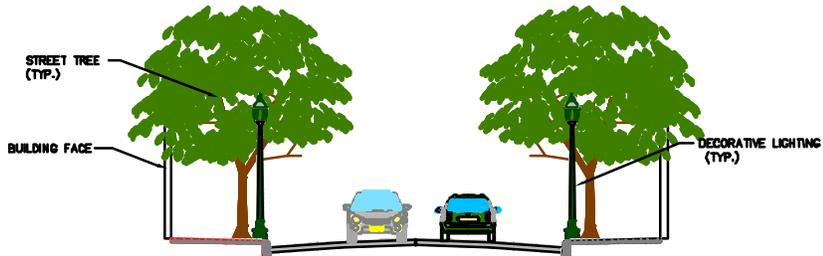
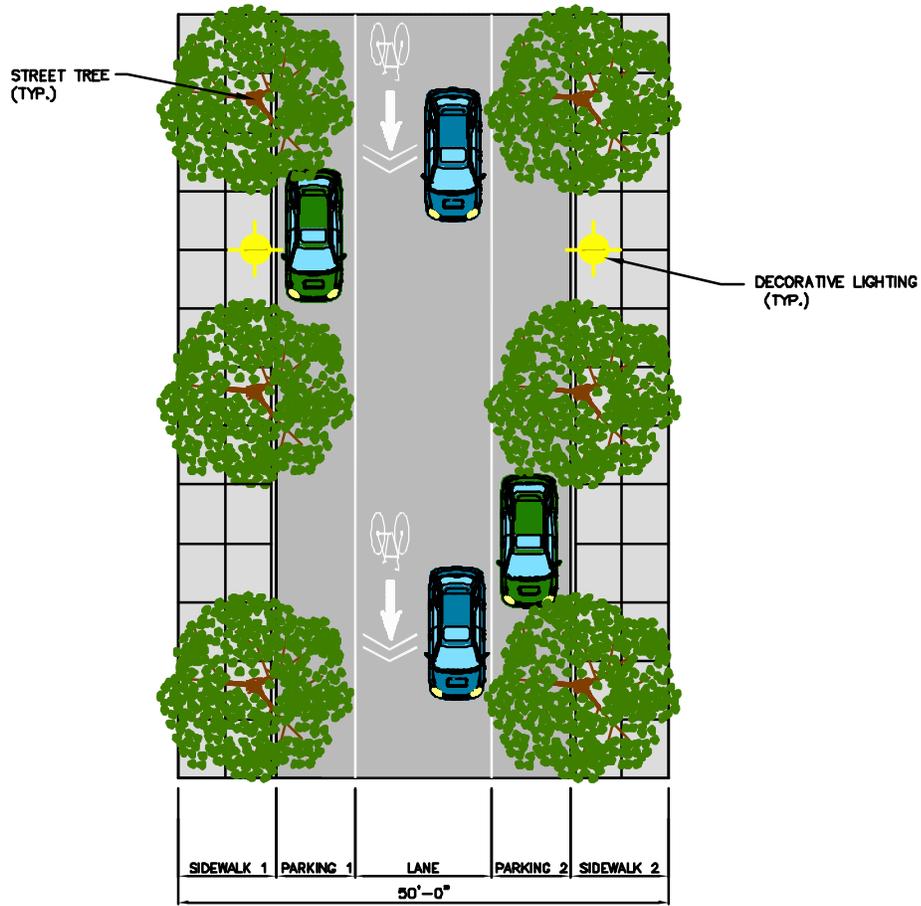


FIGURE 4.6-26
50' R.O.W.
TWO-WAY STREET
NO PARKING



	SIDEWALK 1	PARKING 1	LANE	PARKING 2	SIDEWALK 2
MINOR COLLECTOR	10'-0"	8'-0"	14'-0" *	8'-0"	10'-0"
LOCAL RESIDENTIAL	10'-0"	8'-0"	14'-0" *	8'-0"	10'-0"

* SHARED THROUGH/BIKE LANE

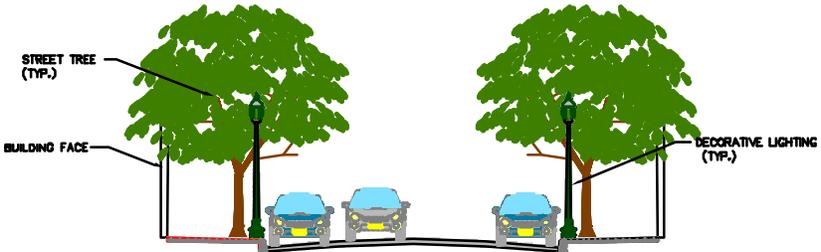
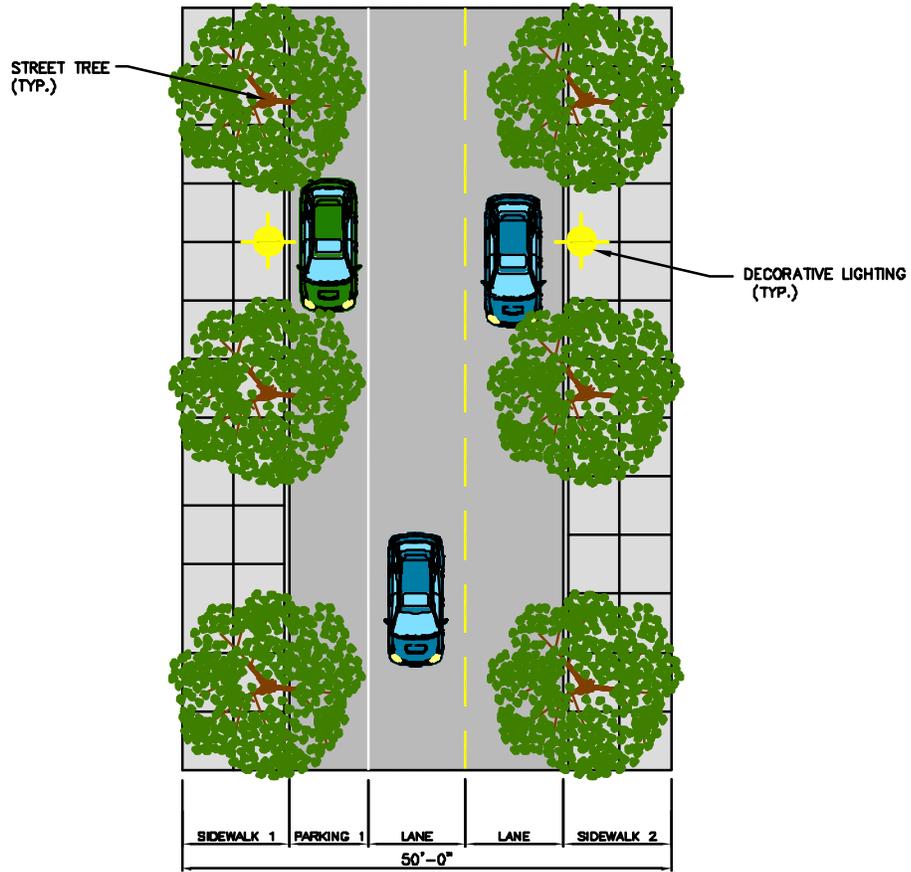


FIGURE 4.6-27
50' R.O.W.
ONE-WAY STREET
TWO SIDED PARKING



	SIDEWALK 1	PARKING 1	LANE	LANE	SIDEWALK 2
MAJOR COLLECTOR	11'-0"	8'-0"	10'-0"	10'-0"	11'-0"
MINOR COLLECTOR	SEE NEXT SHEET FOR ONE-WAY, ONE SIDED STREET PLAN & SECTION.				
LOCAL RESIDENTIAL	SEE NEXT SHEET FOR ONE-WAY, ONE SIDED STREET PLAN & SECTION.				

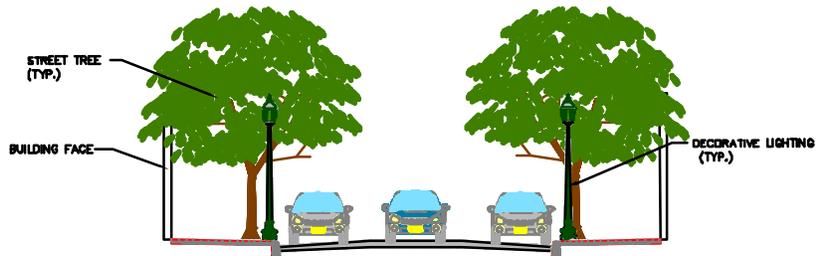
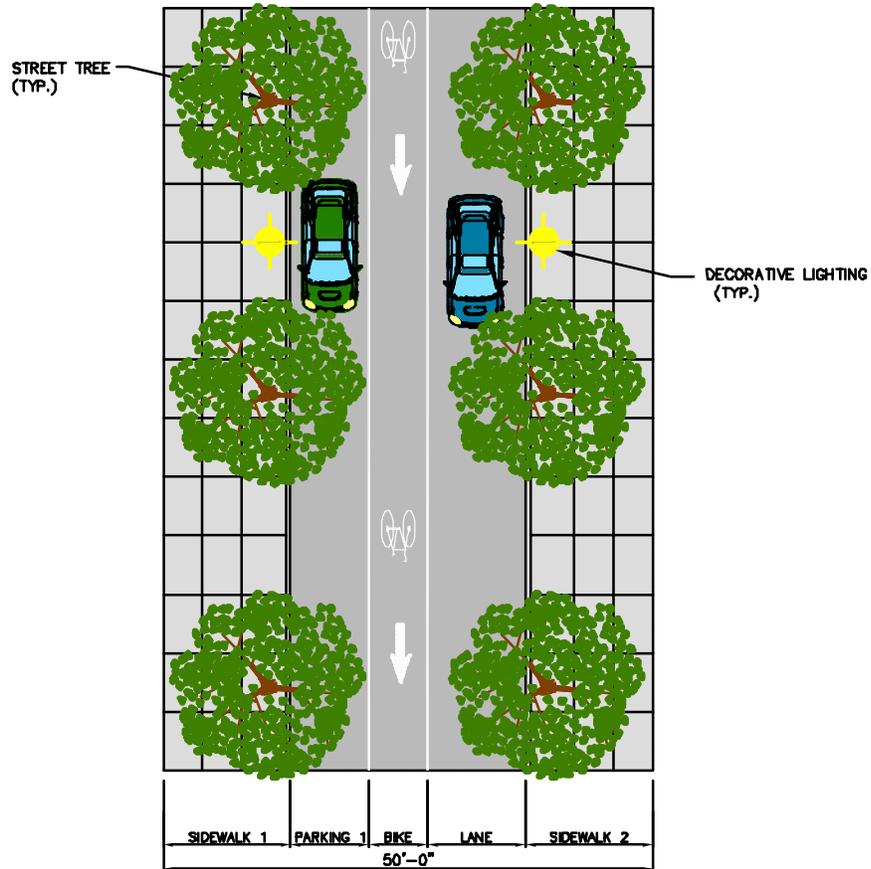


FIGURE 4.6-28
50' R.O.W.
ONE-WAY STREET
ONE SIDED PARKING



	SIDEWALK 1	PARKING 1	BIKE	LANE	SIDEWALK 2
MINOR COLLECTOR	13'-0"	8'-0"	6'-0"	10'-0"	13'-0"
LOCAL RESIDENTIAL	13'-0"	8'-0"	6'-0"	10'-0"	13'-0"

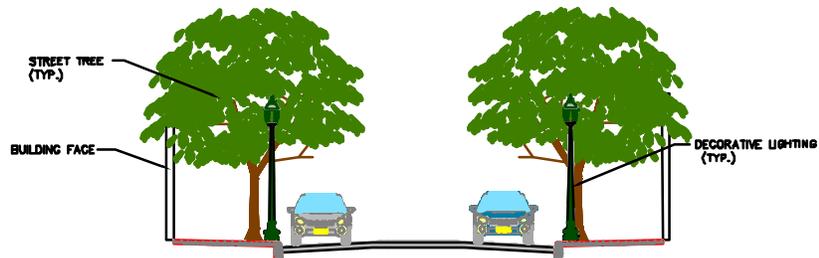


FIGURE 4.6-28a
50' R.O.W.
ONE-WAY STREET
ONE SIDED PARKING

4.6.1 Guiding Principles

The City identifies the importance of wide public sidewalks to create safe, efficient, and inviting public spaces. Therefore, multiple planning and engineering guides were reviewed relative to through lane width relative to speed and volume, and bike lane width. Additionally, the Technical Advisory Committee, and various City departments were consulted for feedback on desirable street layout and amenities. The following recommendations were considered:

- The American Planning Association's "Planning and Urban Design Standards" recommends 7 foot to 8 foot parking lanes, 4 foot to 6 foot bike lanes, and 10 foot to 14 foot travel lanes.
- NJDOT's 2001 "Pedestrian Compatible Planning and Design Guidelines; Bicycle Compatible Planning and Design Guidelines", recommends 11 feet to 14 feet for shared parking/bike lanes depending on the AADT, and recommends 4.5 feet for bike lanes.
- The 2nd Edition, Institute of Transportation Engineers (ITE), 2002 "Transportation and Land Development", recommends in Table 4-3, travel lane widths of 11 feet to 12 feet for Non-Residential Major Collectors with speed limits of 35 to 40 mph, travel lane widths of 12 feet for Residential Major Collectors with speed limits of 35 mph, and 10 feet widths for travel lanes on residential Minor Collectors with speed limits of less than or equal to 30 mph. As for bike lanes, ITE recommends that they are one-way, 6 feet to 8 feet in width, however 5 feet widths are acceptable for retrofit projects.
- Residential Site Improvement Standards, N.J.A.C. 5:21-4.5, Table 4.3, recommends a minimum parking lane width of 7 feet on residential access streets and minor collectors.

Therefore, based on the above and after consultation with the TAC and various departments, the following guiding principals were agreed upon relative to typical section layouts:

Sidewalk/Buffer Area: A minimum width of 10 feet on each side of the right-of-way should be provided for the combination of sidewalk and buffer area. The clear width of sidewalk should meet ADA requirements and where possible have a minimum unobstructed width of 5 feet. It is desirable to have wider sidewalks where applicable.

Parking Lanes: Parking should be accommodated on all local residential streets, where feasible. All parking lanes should be 8 feet in width, with an exception for Local Residential streets with less than 1,500 ADT.

Travel Lanes: A travel lane width of 11 feet should be provided for Major Collectors where possible. For cases where this is not possible due to inadequate right-of-way width, then the speed limit of the roadway should be considered. Since the speed limit in Jersey City is 25 mph for all streets, with the exception of sections of Garfield Avenue and Caven Point Road, a lane width of 10 feet may be acceptable in some cases. A travel lane width of 10 feet should be provided for Minor Collectors and Local Residential streets.

Bike Lanes: A minimum one-way striped bike lane of 5 feet, should be provided on each side of the street where feasible. Where inadequate right-of-way exists to

provide a separate bike lane, a shared bike lane with a minimum width of 14 feet should be provided that accommodates bikes and vehicles, where appropriate.

As stated, it was not practical to develop a typical section for every possible right-of-way width in Jersey City. Therefore, in deciding how to treat a right-of-way width not specifically listed, the closest right-of-way typical section should be used. Any additional width should be added to the sidewalk, if 5 foot bike lanes and adequate lane widths and parking widths are already provided as recommended above. If not, then the bike lanes, through lanes, and parking lanes should be brought up to recommended standards. For high volume roads, additional travel lanes should be provided in lieu of lanes wider than standards. Wider lanes tend to encourage higher speeds. Further discussions of traffic calming measures can be found in the Traffic Calming Plan of this report.

The Typical Roadway Sections can be found in Figures 4.6-1 through 4.6-28. It should be noted that, although not depicted on the sections, some streets will require special considerations for buses as indicated on the Functional Class mapping. These roads are Congress Street, Franklin Street, and Ravine Avenue.

4.6.2 Street Amenities

Street amenities create inviting, attractive, usable public spaces. Therefore, the plan includes typical sidewalk layouts that accommodate bike racks, benches, planters, street trees, trash receptacles, and lighting. Sample layouts for street amenities can be found on the typical sections.

4.7 Traffic Calming Plan

4.7.1 Introduction

According to the Institute of Transportation Engineers (ITE) “traffic calming is the combination of mainly physical measures to reduce the negative effects of motor vehicle use, alter driver behavior and improve condition for non-motorized street users.” (*I.M. Lockwood, “ITE Traffic Calming Definition,” ITE Journal, Vol. 67, July 1997, page 22-24.*) Traffic calming measures are used to reduce the speed and volume of vehicles to acceptable levels for the functional street classification, thereby making roadways safer, more pedestrian-friendly, and improving aesthetics.

Traffic calming has been used in Europe for many years and has been successfully used throughout the United States in more recent years. Traffic calming measures cannot solve all traffic problems and careful consideration should be taken to overall regional impact.

Traffic calming measures are not regulatory measures that require enforcement, but are intended to be self-enforcing measures. It should be noted that NJDOT would not consider traffic calming features along segments of roads with posted speed limits of 40 MPH or above. However, all roads in local streets in Jersey City have posted speed limits of 25 mph, with the exception of portions of Garfield Avenue and Caven Point Road.