2. EXISTING CONDITIONS

As part of the background work in developing this Circulation Element, a detailed assessment of the history of circulation in Jersey City and an inventory of the baseline conditions of the City's transportation system were prepared.

2.1 History of Circulation in Jersey City

Photo Source: Jersey City Division of City Planning

Strategically located on the Hudson River and with easy access to Upper New York Bay, the City of Jersey City was an important center for shipping and maritime activity during the peak of the industrial revolution of the early nineteenth century. This status was reinforced when the Morris Canal was completed at Jersey City in 1836, giving the City shared direct linkage with the Delaware River at Phillipsburg and with important inland points, such as Newark and Paterson.

Jersey City continued to serve as a transit point between Upper New York Bay and inland points to the west, but as the industrial revolution progressed, new technologies enabled the development of newer, more efficient forms of transport than canals. Consequently, railroads followed and terminals were constructed along the Hudson River waterfront and other points in the City. One example is the historic Central Railroad of New Jersey Terminal, which originally opened in 1864 and is located in what is now Liberty State Park.

With terminals located on the Hudson River, it was not long before ideas about a rail linkage to New York City began to evolve. This led to the construction of what is now known as the Port Authority Trans-Hudson (PATH) train, which commenced operations in 1907 after many arduous years of tunneling under the Hudson River.

At the same time as the PATH train's tunnel was being constructed, new developments in the field of electricity were being made. Electricity was being transformed from a scientific curiosity to an essential component of modern life as America's cities were electrified during the late nineteenth and early twentieth centuries. This period of urban electrification was evident in Jersey City with the development of an electric trolley system in the early twentieth century.

The advent of the mass-produced automobile and a period of growing prosperity led to the rise of the automobile as the dominant form of transport. Consequently, Jersey City witnessed a period of extensive highway construction from the 1920s through the 1960s with the construction of such notable projects as the Holland Tunnel, Pulaski Skyway, and Hudson County Extension of the New Jersey Turnpike. Each of these remains a vital component in Jersey City's transportation system.

In recent years, new investment in Jersey City and growing concerns for the environment have led to the creation of new transportation options, such as light rail and pedestrian walkways, and the recommendations that are identified in this Circulation Element.

2.2 Transportation System Overview

The City of Jersey City has an extensive transportation network that provides quick and convenient connections with New York City, Newark, and all areas of the greater region. This transportation system is broad-based in nature and consists of passenger and freight rail lines, bus routes, ferry services, truck routes, ports, and proximity to an international airport.

Figure 2.2-1 maps the Multi-Modal system in Jersey City, and Figure 2.2-2 maps just the passenger rail system; both maps indicate existing and proposed conditions as indicated in the legends on the respective maps.

2.2.1 Hudson-Bergen Light Rail Service

The Hudson-Bergen Light Rail (HBLR) is a privately-operated light rail service that is owned by NJ TRANSIT. The HBLR consists of three lines that connect with other modes of transportation and link important destinations, such as Exchange Place, Harborside Financial Center, Liberty State Park, and Pavonia-Newport in Jersey City, with the adjacent communities of Bayonne, Hoboken, Union City, and North Bergen, as well as nearby Weehawken.

Photo Source: Ted Ritter / NJTPA

As of March 2009, HBLR operates daily from 5:00AM to 1:00AM with ten-minute headways at peak weekday travel periods. Headways at all other times are fifteen minutes, except between the hours of 9:00PM and 1:00AM when trains run every twenty minutes. Discounts of fifty percent off of the regular-fare one-way tickets are available to senior citizens, children between the ages of five and eleven, and the disabled. Bicycles may be transported free of charge during off-peak hours.

With approximately 12.3 million passenger trips in 2008, HBLR is widely recognized as a tremendous success. Consequently, there have been proposals to expand services.

2.2.1.1 Westside Avenue – Tonnelle Avenue

This line extends from the park-and-ride lot located at Westside Avenue and Claremont Avenue to the park-and-ride lot that is located at Tonnelle Avenue and 51st Street in North Bergen. It serves a total of eleven stations in Jersey City, including Westside Avenue, which has a park-and-ride lot and bus connections; Martin Luther King Drive, which has bus connections; Garfield Avenue; Liberty State Park, which has a park-and-ride lot and bus connections; Jersey Avenue, which has bus connections; Marin Boulevard, which has ferry connections; Essex Street, which has ferry connections; Exchange Place, which has bus, PATH, and ferry connections; Harborside Financial Center, which has ferry connections; Harsimus Cove; and Pavonia-Newport, which has bus, ferry, and PATH connections.

In addition to the above, the line also serves the 9th Street-Congress Street station. While this station is physically located in Hoboken, an elevator from the platform to the top of the Palisades Cliffs provides access to the Heights neighborhood in Jersey City. This station has bus connections.

It is also noted that transfers to other HBLR lines are available at all stations, except for Westside Avenue, Martin Luther King Drive, and Garfield Avenue.

ID	Name
A	HBLR Extension
B	HBLR Extension to Secaucus Junction (Lautenberg Station)
C	HBLR Wye Bypass
D	Jersey Avenue HBLR Realignment
E	New Connection Between Pavonia-Newport HBLR and PATH Newport Station
F	New Danforth Interlocking
G	New Southbound Side Platform at Pavonia-Newport Station
H	Pedestrian Connector to HBLR
J	Pedestrian Passage along HBLR
K	Railroad ROW North of Journal Square

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0 400 800 1,600 Feet

* The existing bike route is a signed route only. In the proposed condition, striped bike lanes will be provided on all City streets where feasible.

** Trail Path indicates trails from the 2008 Hudson County Reexamination Report. Trail Path includes the Old Morris Canal, and portions of the East Coast Greenway, Hudson River Waterfront Walkway, and Hackensack RiverWalk.

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; PS&S - Hudson River Walkway; RBA - East Coast Greenway; NJ TRANIST - Bus Routes and Stops (Jan 2009), Rail Lines
File Path: H:\JCTY\00110\GIS\Projects\Final\jcty110_MultiModalLongFINAL.mxd

Jersey City Circulation Element 2050
Figure 2.2-1: Multi-Modal Map
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-authorized.

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2.2.1.2 22nd Street – Hoboken Terminal

This line extends northerly from the park-and-ride lot located at 22nd Street and Avenue E in Bayonne to Hoboken Terminal. Within the City of Jersey City, it serves a total of ten stations, including Danforth Avenue; Richard Street; Liberty State Park, which has a park-and-ride lot and bus connections; Jersey Avenue, which has bus connections; Marin Boulevard, which has ferry connections; Essex Street, which has ferry connections; Exchange Place, which has bus, PATH, and ferry connections; Harborside Financial Center, which has ferry connections; Harsimus Cove; and Pavonia-Newport, which has bus, ferry, and PATH connections.

In addition to the above, it is noted that connections to other HBLR lines are available at all stations, except for 22nd Street, 34th Street, and 45th Street in Bayonne, as well as Danforth Avenue and Richard Street in Jersey City.

2.2.1.3 Tonnelle Avenue – Hoboken Terminal

This line connects the park-and-ride lot located at Tonnelle Avenue and 51st Street in North Bergen with Hoboken Terminal.

Although physically located in Hoboken, the line serves the 9th Street-Congress Street station. This station provides direct access to the Heights neighborhood in Jersey City via an elevator from the platform to the top of the Palisades Cliffs. This station has bus connections.

In addition, it is possible to transfer to HBLR lines that serve Jersey City from all stations on the Tonnelle Avenue-Hoboken Terminal line, as well as access PATH and other regional transit services at Hoboken Terminal.

2.2.2 PATH

The Port Authority Trans-Hudson (PATH) is a publicly-owned rail service that links Jersey City with New York City, Hoboken, Harrison, and Newark. It is operated by the Port Authority Trans-Hudson Corporation, which is a subsidiary of the Port Authority of New York and New Jersey. The PATH provides easy connections to the New York City Subway, New Jersey Transit and Amtrak rail services at Newark's Pennsylvania Station, and New Jersey Transit commuter rail at Hoboken Terminal.

Photo Source: Ted Ritter / NJTPA

There are a total of four lines in the PATH system: Newark–World Trade Center; Hoboken–World Trade Center; Hoboken–33rd Street; and Journal Square Transportation Center–33rd Street. These lines operate Monday through Friday from 6:00AM to 11:00PM. During weekends, holidays, and off-peak hours from 11:00PM to 6:00AM, two lines operate, namely Newark–World Trade Center and Journal Square Transportation Center–33rd Street via Hoboken.

Services are frequent during peak travel times. For instance, the Newark–World Trade Center line has headways of three to five minutes during peak weekday travel periods. Similarly, the Journal Square Transportation Center–33rd Street line has

headways of four to five minutes during peak travel periods, and peak headways are six minutes for the Hoboken–World Trade Center and Hoboken–33rd Street lines. Off-peak, weekend, and holiday trains have maximum headways of thirty minutes.

Discounts are available on multiple-trip tickets, as well as daily, weekly, and monthly passes. Discounted fares are available for senior citizens, and children under five years old ride for free. The PATH's primary fare card is known as *SmartLink*; however, the Metropolitan Transportation Authority's MetroCard is cross-honored.

In 2007, there was a total of 71.6 million passenger trips on the PATH rail system, of which approximately 21.4 million (29.9 percent) had Jersey City as an origin or destination. Each of the four PATH Stations in Jersey City is discussed below.

2.2.2.1 Journal Square Transportation Center

The Journal Square Transportation Center is served by the Newark–World Trade Center and Journal Square Transportation Center–33rd Street lines. The station is located on Kennedy Boulevard, between Pavonia and Sip Avenues. Multiple bus connections to local and regional destinations, as well as parking, are provided onsite.

Annual ridership at this station in 2007 was approximately 8.0 million.

Photo Source: Jersey City Division of City Planning

2.2.2.2 Grove Street

The Grove Street PATH Station is served by the Newark–World Trade Center and Journal Square Transportation Center–33rd Street lines. The station is located on Newark Avenue, between Grove Street and Luis Munoz Marin Boulevard. Local bus connections are provided on-site.

Annual ridership at this station in 2007 was approximately 3.6 million.

2.2.2.3 Exchange Place

The Exchange Place PATH Station is served by the Newark–World Trade Center and Hoboken–World Trade Center lines. The station is located at the terminus of Montgomery Street, along the waterfront of the Hudson River. Connections to the HBLR and local bus and ferry routes are provided within the general vicinity.

Annual ridership at this station in 2007 was approximately 4.8 million.

ID	NAME
A	HBLR Connector
B	HBLR Extension
C	HBLR Extension to Secaucus Junction (Lautenberg Station)
D	HBLR Wye Bypass
E	Jersey Avenue HBLR Realignment
F	New Connection Between Pavonia-Newport HBLR and PATH Newport Station
G	New Danforth Interlocking
H	New Southbound Side Platform at Pavonia- Newport Station
J	Pedestrian Connector to HBLR
K	Pedestrian Passage along HBLR
L	Railroad ROW North of Journal Square
M	Sixth Street Embankment/East-West Connections

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0 500 1,000 2,000 Feet

Hudson–Bergen Light Rail
- Existing Lines
- Proposed Lines

Light Rail Stops
- Existing LRT Station
- Proposed LRT Station

PATH
- PATH Lines

PATH Stops
- Existing PATH Stop
- Proposed PATH Stop

Rail Lines
- Bergen County Line
- Bergen Tunnel / Arches
- Boonton Line
- Hoboken Terminal
- Main Line
- Montclair Line
- Morristown Line
- Newark City Subway
- Northeast Corridor Line
- Proposed Rail Projects

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

Prepared by: STK, April 20, 2009
Source: NJDEP - Municipal Boundary, Open Water; NYC Department of City Planning - Borough Boundary, Roads; NJDOT - 2007 Roads, Rail Lines
File Path: H:\JCTY\00110\GIS\Projects\Final\jcty110_PassengerRailFINAL.mxd

Jersey City Circulation Element 2050
Figure 2.2-2: Passenger Rail Lines
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-authorized.

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2.2.2.4 Pavonia/Newport Station

The Pavonia/Newport PATH Station is served by the Journal Square Transportation Center – 33rd Street and Hoboken – World Trade Center lines. The station is located at the northeastern corner of Pavonia Avenue and Washington Boulevard, near the Newport Centre Mall. Connections to the HBLR, and local bus and ferry routes, are provided within the general vicinity.

Annual ridership at this station in 2007 was approximately 5.0 million.

2.2.3 Bus Service

Jersey City's bus services are a major transportation lifeline of the City. The bus network links Jersey City's diverse neighborhoods, and provides access to many areas of the City and region. The City's current bus system is of great concern to the City residents, visitors, and Stakeholders, as many neighborhoods currently are not receiving efficient nor reliable service. NJ TRANSIT, NJTPA, and Jersey City are conducting a bus study, and the Circulation Element recommends that the findings of the bus study be implemented. Bus services are largely provided by NJ TRANSIT and supplemented by private carriers. The City's bus services are detailed in this section and mapped on Figure 2.2-3.

2.2.3.1 NJ TRANSIT Bus Service

New Jersey Transit operates a total of twenty-two general purpose bus routes serving all areas of Jersey City. In 2008, there was a combined total of 21,795,142 passenger trips.

These routes are mapped in Figure 2.2-3, and summarized in the following table:

Route No.	End Destination	2008 Passenger Trips
1	Newark	4,249,645
2	Secaucus	645,314
6	Jersey City (Merritt Street – Journal Square)	117,983
22	Union City	632,661
43	Newark	42,465
64	Lakewood and Weehawken	423,378
67	Toms River	359,980
68	Old Bridge	209,087
80	Jersey City (Gates Avenue – Exchange Place)	2,003,913
81	Bayonne	847,952
82	Union City	78,189
83	Hackensack	896,078
84	North Bergen	1,574,584
85	Secaucus and Hoboken	558,974
86	North Bergen	460,404
87	Hoboken	3,312,516
88	North Bergen	743,829
123	New York City	685,983
125	New York City	342,061
126	New York City	3,226,637
305	Liberty State Park Shuttle	59,944
319	Wildwood	323,565

Source: NJ TRANSIT

Additional information about NJ TRANSIT's bus services is provided below, in *Bus Terminals*.

2.2.3.2 Private Carriers

In addition to the services of NJ TRANSIT, privately operated bus lines to local destinations in Jersey City include Coach USA, Montgomery & Westside, and Bergen Avenue Bus. Coach USA and Bergen Avenue Bus also connect Jersey City with New York City and Bayonne. Jersey City's private bus routes are mapped in Figure 2.2-3.

2.2.3.3 Paratransit Services

The Americans with Disabilities Act (ADA) requires that all transit services provide access to disabled persons. Consequently, Jersey City's buses are equipped with elevator lifts, kneeling functions, or other such accommodations. Passengers with disabilities are eligible for reduced fares upon presentation of a NJ TRANSIT Reduced Fare ID Card or Medicare Card.

Additionally, Jersey City is served by paratransit services. NJ TRANSIT's WHEELS bus (Route No. 981) provides increased access for disabled patrons on a local route serving the Grove Street PATH Station, Jersey City Medical Center, Liberty State Park HBLR Station, and Port Liberté. NJ TRANSIT also provides a separate on-demand paratransit service within Jersey City.

2.2.3.4 Bus Terminals

There are a number of major, regional bus terminals in Jersey City, namely the facilities at the Journal Square Transportation Center, Grove Street, and Exchange Place. A brief description of each follows.

2.2.3.4.1 Journal Square Transportation Center

In addition to the previously-discussed PATH services, the Journal Square Transportation Center facilitates intermodal transfers by providing direct connections to eleven NJ TRANSIT bus routes. Destinations include Jersey City (multiple routes), as well as Newark (Route No. 1), New York City (Route No. 125), Secaucus (Route No. 2), Lakewood (Route No. 64), Toms River (Route No. 67), Hackensack (Route No. 83), North Bergen (Route Nos. 84 and 88), Hoboken (Route No. 87), Atlantic City (Route No. 319), Wildwood (Route No. 319), and Weehawken (Route No. 64).

Additional local and regional destinations are also available through private bus operators. For instance, Coach USA provides transit to New York City's Port Authority Bus Terminal, and Montgomery & Westside and Bergen Avenue buses provide local connections.

With its off-street bus lanes and loading areas, the Journal Square Transportation Center is particularly well-suited to accommodate its high-volume of bus traffic.

2.2.3.4.2 Grove Street

The Grove Street PATH Station provides connections to a total of seven NJ TRANSIT bus routes. Destinations include Newark (Route

Bus Stops

NJ TRANSIT to New York

Routes to New York (Port Authority Bus Terminal)

- 123: Jersey City-Union City-New York
- 125: Journal Square-New York
- 126: Hoboken-Jersey City-New York

NJ TRANSIT Local

Local Routes

- 1: Newark
- 2: Secaucus-Journal Square
- 6: Ocean Avenue-Journal Square
- 22: Hillside (Hoboken-North Bergen)
- 43: Newark-Jersey City
- 64: Lakewood-Jersey City-Weehawken
- 67: Toms River-Lakewood-Newark
- 68: East Brunswick, Jersey City, Weehawken, Browntown
- 80: Newark Avenue
- 81: Greenville-Bayonne
- 82: Union City-Jersey City
- 83: Jersey City-Hackensack
- 84: Bergenline/ Park Avenues
- 85: Hoboken-Harmon Meadow-Mill Creek
- 86: Union City-Newport Center
- 87: King Drive
- 88: North Boulevard-Journal Square
- 305: Liberty State Park Shuttle
- 319: Atlantic City-New York "Express"
- 981: Port Liberte-Grove Street

Other Carriers

- Coach USA 10/99S: Bayonne-Jersey City-NY
- Coach USA 4: Merrit St-Grove St-Newport Centre
- Bergen Avenue Bus
- Montgomery & West Side: Danforth Ave-Exchange Place
- Montgomery & West Side: Danforth Ave-Newport Mall
- Montgomery & West Side: Society Hill-Journal Square
- Montgomery & West Side 440 Shopper: Hudson Mall-Journal Square
- Montgomery & West Side 440 Shopper: Lafayette Ave-Journal Square

Hudson–Bergen Light Rail

- Existing Lines
- Proposed Lines

Light Rail Stops

- Existing LRT Station
- Proposed LRT Station

PATH

- PATH Lines

PATH Stops

- Existing PATH Stop
- Proposed PATH Stop
- Rail Lines
- Spurs and Sidings
- Ferry Routes
- 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
- New York City

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0 500 1,000 2,000 Feet

Prepared by: STK, April 20, 2009
Source: NJDEP - Municipal Boundary, Open Water; NYC Department of City Planning - Borough Boundary, Roads; NJDOT - 2007 Roads; Jersey City Planning Dept.- Parks and Open Space; NJ TRANSIT - Bus Routes and Stops (Jan 2009)
File Path: H:\JCTY\00110\GIS\Projects\Final\jcty110_BusRoutesFINAL.mxd

Jersey City Circulation Element 2050
Figure 2.2-3: Existing Bus Routes
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-authorized.

No. 43), Lakewood (Route No. 64), Weehawken (Route No. 64), Old Bridge (Route No. 68), East Brunswick (Route No. 68), Jersey City (Route No. 80 and at intermediate points on other routes), Union City (Route No. 82), North Bergen (Route No. 86), Weehawken (Route No. 68), and Bayonne (Route No. 81).

In addition, Montgomery & Westside buses also provide local connections from the Grove Street PATH Station.

2.2.3.4.3 Exchange Place

The Exchange Place PATH Station is served by a total of eight NJ TRANSIT bus routes. Destinations include Newark (Route No. 1), Jersey City (Route No. 80 and at intermediate points on other routes), Bayonne (Route No. 81), Union City (Route No. 82), North Bergen (Route No. 86), Lakewood (Route No. 64), Weehawken (Route No. 64), Old Bridge (Route No. 68), East Brunswick (Route No. 68), Weehawken (Route No. 68), and Newark (Route No. 43).

In addition, Montgomery & Westside buses also provide local connections from the Exchange Place PATH Station.

2.2.4 Commuter Ferry Service

Weekday commuter ferry service to and from Jersey City is largely provided by NY Waterway, which is a privately-owned company that operates a total of six routes between Jersey City and Manhattan. These routes include Port Liberté – Pier 11/Wall Street, Liberty Harbor/Marin Boulevard–Pier 11/Wall Street, Paulus Hook–Midtown/ West 39th Street, Paulus Hook–World Financial Center, Paulus Hook–Pier 11/Wall Street, and Newport–Midtown/West 39th Street. In addition to the services of NY Waterway, the Liberty Landing Marina operates the Liberty Park Water Taxi from its marina to the World Financial Center. Complete details of each route are provided below.

Photo Source: Leon Yost

2.2.4.1 Newport – Midtown/West 39th Street

The Newport–Midtown/West 39th Street ferry route links Newport with the terminal located at 12th Avenue and 39th Street in Midtown Manhattan. Travel time to Midtown Manhattan is ten minutes.

The service operates weekdays from 6:50AM to 9:50AM and 4:09PM to 7:39PM, with headways of thirty minutes.

Discounts are available for children and seniors, as well as on regular and student monthly passes, and ten-trip tickets. Bicycles can be transported for a surcharge.

2.2.4.2 Paulus Hook – Pier 11/Wall Street

The Paulus Hook–Pier 11/Wall Street ferry route links the ferry terminal located along the Hudson River waterfront between Grand Street and York Street with Pier 11, which is located at the terminus of Wall Street in Manhattan. The Paulus Hook Terminal provides easy access to the HBLR, as well as PATH and bus services from nearby Exchange Place. Travel time to Pier 11/Wall Street is seven minutes.

The service operates weekdays from 6:05AM to 8:25PM. The average headway is approximately 13 minutes. Morning departures are generally scheduled every twelve minutes, midday departures every twenty minutes, and evening departures every eight minutes until 6:20PM, after which time the maximum headway is twenty minutes.

Discounts are available for children and seniors, as well as on regular and student monthly passes, and ten-trip tickets. Bicycles can be transported for a surcharge.

2.2.4.3 Paulus Hook – World Financial Center

The Paulus Hook–World Financial Center ferry route links the Paulus Hook Terminal with the World Financial Center in Lower Manhattan. Travel time to the World Financial Center is seven minutes.

The service operates weekdays from 6:00AM to 9:15PM with headways throughout the scheduled operating period of fifteen minutes.

Discounts are available for children and seniors, as well as on regular and student monthly passes, and ten-trip tickets. Bicycles can be transported for a surcharge.

2.2.4.4 Paulus Hook – Midtown/West 39th Street

The Paulus Hook–Midtown/West 39th Street ferry route links the Paulus Hook Terminal with the terminal located at 12th Avenue and 39th Street in Midtown Manhattan. Travel time to Midtown Manhattan is fifteen minutes.

The service operates weekdays from 6:45AM to 9:45AM and 4:15PM to 7:15PM with headways of thirty minutes.

Discounts are available for children and seniors, as well as on regular and student monthly passes, and ten-trip tickets. Bicycles can be transported for a surcharge.

2.2.4.5 Liberty Harbor/Marin Boulevard – Pier 11/Wall Street

The Liberty Harbor/Marin Boulevard–Pier 11/Wall Street ferry route links the ferry terminal located at the terminus of Marin Boulevard in Liberty Harbor with Pier 11, which is located at the terminus of Wall Street in Manhattan. Travel time is twelve minutes, with an intermediate stop at the Paulus Hook Terminal.

The service operates weekdays from 6:00AM to 9:48AM and 4:12PM to 9:50PM, with headways of twelve minutes for most of the day. Morning departures stop at Paulus Hook, while afternoon and evening departures travel to Pier 11/Wall Street directly. When services are non-operational, NY Waterway provides a free shuttle bus from Liberty Harbor to its Paulus Hook Terminal.

Discounts are available for children and seniors, as well as on regular and student monthly passes, and ten-trip tickets. Bicycles can be transported for a surcharge.

2.2.4.6 Port Liberté – Pier 11/Wall Street

The Port Liberté–Pier 11/Wall Street ferry route links the ferry terminal located near the terminus of Chapel Avenue in Port Liberté with Pier 11, which is located at the terminus of Wall Street in Manhattan. Travel time is twenty minutes.

The service operates weekdays from 6:00AM to 10:00AM and 3:05PM to 9:20PM, with headways of forty minutes for most of the day. When services are non-operational, NY Waterway provides a free shuttle bus from Port Liberté to its Paulus Hook Terminal.

Discounts are available for children and seniors, as well as on regular and student monthly passes, and ten-trip tickets. Bicycles can be transported for a surcharge.

2.2.4.7 Liberty Park Water Taxi

The Liberty Park Water Taxi provides service from the Liberty Landing Marina to the World Financial Center, with an intermediate stop at its terminal located at the terminus of Warren Street in Downtown Jersey City. Travel time is fifteen minutes.

Photo Source: Leon Yost

The service operates weekdays from 6:00AM to 11:00AM and 12:00PM to 8:30PM, with headways of thirty minutes for most of the day.

Discounts are available for children and seniors.

2.2.5 Recreational Ferry Service

Recreational ferry service from Liberty State Park to Ellis Island and the Statue of Liberty on Liberty Island is available throughout the year. Ferries depart from the rear of the historic Central Railroad of New Jersey Terminal and Museum, and operate on a loop, stopping first at Ellis Island, and then at Liberty Island, before returning to Liberty State Park.

As of March 2009, this recreational ferry service was privately-operated by Statue Cruises, LLC. Discounts are available for senior citizens and children.

Ferries depart Liberty State Park daily from 9:30AM to 3:30PM. Services generally operate every seventy minutes Monday through Friday, and every forty-five minutes on weekends and holidays.

2.2.6 Auto Intercept Parking

Photo Source: Jersey City Division of City Planning

Auto intercept parking refers to the provision of parking spaces with access to public transportation that are located in strategic positions outside of downtown cores. They are aimed at reducing the number of single-occupancy vehicles travelling in downtown areas. Auto intercept parking areas are commonly called park-and-ride lots.

In Jersey City, park-and-ride lots are provided at select HBLR stations, namely the station that is located at Westside Avenue and Claremont Avenue, and the station at Liberty State Park. Because they are located along HBLR lines with direct service to Jersey City, the park-and-ride lots located at 22nd Street and Avenue E in Bayonne, and at Tonnele Avenue and 51st Street in North Bergen, are of direct benefit to the City.

2.2.7 Freight Rail

Photo Source: Jersey City Division of City Planning

Jersey City is a major hub for freight rail. The City is the location of the Greenville Yard, Greenville Auto Terminal, and Croxton Yard, which are directly linked with the Norfolk Southern, and CSX Transportation Class 1[2] railways and have a reach throughout North America. Additionally, the City is served by the short-line Port Jersey Railroad and the Port Authority of New York and New Jersey's rail float service, both of which facilitate integration between the Port of New York/New Jersey and the continental rail network. The City's freight rail network is described below and mapped on Figures 2.2-4.

2.2.7.1 Greenville Yard

The Greenville Yard is located off of Colony Road in southern Jersey City. The yard is twenty-seven acres in area, and has direct waterfront access. It provides connections to the Norfolk Southern and CSX Transportation railways for direct and connecting North American destinations. The yard is adjacent to the Greenville Auto Terminal, and within close proximity to Port Jersey Marine Complex, to which it is linked by the short-line Port Jersey Railroad. Greenville Yard is also served by rail float service of the Port Authority of New York and New Jersey.

[2] Class 1 railroads are defined by the Surface Transportation Board of the United States Department of Transportation as those having an annual carrier operating revenue of $250,000,000 or more.

While Greenville Yard is operated by the Port Authority of New York and New Jersey, it is owned by Conrail, a jointly-owned subsidiary of CSX Transportation and Norfolk Southern.

2.2.7.2 Greenville Auto Terminal

The Greenville Auto Terminal is located adjacent to the Greenville Yard and the Auto Marine Terminal at the Port Jersey Marine Complex. It provides an intermodal connection for vehicles shipped by sea to surface rail transport by linking the Auto Marine Terminal with Greenville Yard.

2.2.7.3 Croxton Yard

Croxton Yard (also known as North Jersey Intermodal Terminal) is located at 125 County Road, near the border with Secaucus. The yard is owned by Norfolk Southern Railways, and provides linkages to the North American rail system. It is specifically designed for double-stack rail service, on which shipping containers are stacked on flat-bed rail cars.

2.2.7.4 Port Jersey Railroad

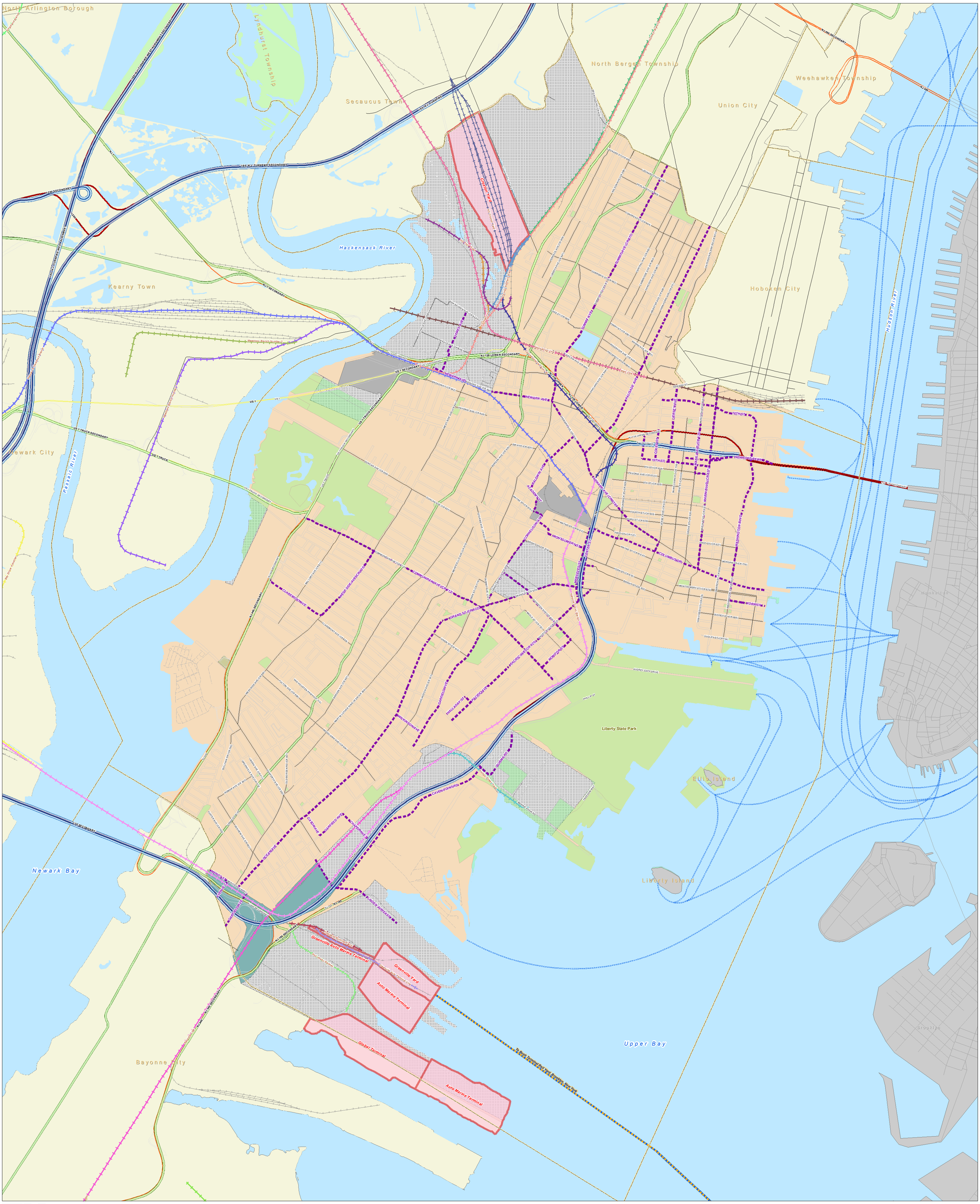
The Port Jersey Railroad is a privately-operated short-line railroad with offices at 203 Port Jersey Boulevard in Jersey City. With its track directly adjacent to the Global Marine Terminal (see Section 2.2.9.2), the Port Jersey Railroad provides connections to the North American Class 1 rail network via the CSX Transportation, and Norfolk Southern railways from Greenville Yard. The focus of the Railroad is providing local transportation from the Global Marine Terminal to the terminals of long-haul carriers.

2.2.7.5 New York New Jersey Rail

New York New Jersey Rail is a switching and terminal railroad that links Jersey City's Greenville Yard with the Bush Terminal Yard in Brooklyn. It is unique among the area's railroads insofar as it is the only rail barge service across Upper New York Bay. New York New Jersey Rail provides the only freight crossing of Upper New York Bay and the Hudson River, south of Selkirk, in central New York.

New York New Jersey Rail operates a total of two barges, each with three tracks. Crossing Upper New York Bay and unloading takes approximately one hour. At its loading facility in Greenville Yard, it connects with the CSX Transportation and Norfolk Southern railways.

The Port Authority of New York and New Jersey purchased New York New Jersey Rail in September 2008. As of March 2009, the Port Authority was in the process of developing a business plan to rehabilitate the facilities and expand the services of this service.



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Truck Routes
- National Network
- NJ Access Network
- Jersey City Truck Routes

Rail Freight Lines
- Avenue "A" Run Track
- Bay Shore Industrial
- Bayonne Line
- Bayway Industrial 1 Track
- Chemical Coast Secondary
- Conrail National Docks Branch
- Conrail Northern Branch
- Constable Hook Industrial
- Elizabeth Industrial
- Greenville Auto Terminal Line
- Kingsland Branch
- Lehigh Line
- Main Line
- Meadows Branch Number 1
- Meadows Branch Number 2
- NS Croxton Yard
- NS High Line
- NS Third Track
- NYS&W
- National Docks Branch
- Newark & Elizabeth
- Newark Industrial Track
- Northern Branch
- Northern Running Track
- Orange Branch
- Passaic & Harsimus Branch
- Phillips Street Track
- Port Jersey RR & Terminal
- Port Jersey Railway
- Sound Shore Industrial
- Staten Island RR
- Tropicana Running Track
- West Newark Industrial
- Spurs and Sidings
- Car Float
- Rail Terminals

Industrial Zoning
- I: Industrial
- PI: Port Industrial
- WPD: Waterfront Planned Industrial
- Redevelopment Plan Area (Industrial)
- Park and Open Space

- Interstate Route
- U.S. Route
- State Route
- Toll Route
- County Route
- Ramp
- Private Road
- Proposed Road
- Right of Way
- NYC Streets
- Open Water
- Municipal Boundary
- New York City

Prepared by: STK, April 20, 2009
Source: NJDEP - Municipal Boundary, Open Water; NYC Department of City Planning - Borough Boundary, Roads; NJDOT - 2007 Roads, Truck Routes, Freight Lines
File Path: H:\JCTY\00110\GIS\Projects\Final\jcty110_FreightTruckLinesFINAL.mxd

Jersey City Circulation Element 2050
Figure 2.2-4: Truck Routes and Freight Lines
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-authorized.

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2.2.8 Truck Routes

New Jersey Law permits municipalities to adopt ordinances that prohibit trucks with a combined vehicle and load weight in excess of four tons from traveling on local roadways, and designate certain local[3] roads as truck routes where such trucks are permitted to travel and operate. Truck routes serve to minimize unnecessary commercial truck traffic on local streets, and facilitate the smooth flow of traffic into and out of a municipality.

The City of Jersey City has designated the entire length or a segment of a total of forty-seven streets as truck routes. The following is an inventory of Jersey City streets, or segments thereof, with truck route designations:

- Academy Street (from Mill Road to Baldwin Avenue)
- Avenue C (entire length)
- Baldwin Avenue (from Academy Street to Newark Avenue)
- Bright Street (from Bates Street to Merseles Street)
- Burma Road (entire length)
- Carteret Avenue (from Halladay Street to Pacific Avenue)
- Cator Avenue (from Garfield Avenue to Ocean Avenue)
- Caven Point Road (entire length)
- Center Street (entire length)
- Chapel Avenue (from Caven Point Road to Garfield Avenue)
- Claremont Avenue (from Westside Avenue to Route 440)
- Coles Street (from 14th Street to 10th Street)
- Columbus Drive (entire length)
- Communipaw Avenue (entire length[4])
- Cornelison Avenue (entire length)
- 18th Street (entire length)
- Florence Street (from Montgomery Street to Cornelison Avenue)
- Garfield Avenue (from municipal boundary with Bayonne to Merritt Street; from Cator Avenue to Chapel Avenue; and, from Bayview Avenue to Communipaw Avenue)
- Grand Street (from Center Street to Bramhall Avenue)
- Manila Avenue (from municipal boundary with Hoboken to 14th Street)
- Halladay Street (from Carteret Avenue to Caven Point Road)
- James Avenue (entire length)
- Jersey Avenue (from Columbus Drive to Newark Avenue; from municipal boundary with Hoboken to 10th Street)
- Johnston Avenue (from Monitor Street to Cornelison Avenue[5])
- Linden Avenue East (entire length)
- Manila Avenue (from Boyle Plaza to 9th Street)
- Marin Boulevard (from Columbus Drive to the municipal boundary with Hoboken)
- Merritt Street (entire length)[6]

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[3] NJSA 40:67-16.3 prohibits municipalities from designating State and county roadways as truck routes; NJSA 40:67-16.3 also prohibits municipalities from excluding trucks from State and county roadways.

[4] In 2007, an ordinance was proposed to repeal the current truck route-designation of Communipaw Avenue from Pacific Avenue to its eastern terminus. No final action was taken, however, it is a recommended action of this Circulation Element to repeal the designation as indicated. Complete information is provided in Action G4-15b.

[5] In 2007, an ordinance was proposed to repeal the current truck route-designation of Johnston Avenue from Pacific Avenue to Monitor Street. No final action was taken, however, it is a recommended action of this Circulation Element to repeal the designation as indicated. Complete information is provided in Action G4-15B.

- Merseles Street (from Columbus Drive to Pacific Avenue)
- Mill Road (from Wayne Street to Academy Street)
- Monitor Street (from Communipaw Avenue to Johnston Avenue[7])
- Monmouth Street (from 13th Street to 10th Street)
- Montgomery Street (from NJ Turnpike to Florence Street)
- Newark Avenue (from Jersey Avenue to US Route 1/9)
- Newport Parkway (entire length)
- 9th Street (from Manila Avenue to Marin Boulevard)
- Ocean Avenue (entire length)
- Pacific Avenue (entire length)
- Palisade Avenue (entire length)
- Summit Avenue (from Cornelison Avenue to Grand Street; from Newark Avenue to Secaucus Road)
- 10th Street (from Marin Boulevard to Monmouth Street)
- Washington Boulevard (entire length)
- Washington Street (from Grand Street to 2nd Street)
- Wayne Street (from Cornelison Avenue to Mill Road)
- Westside Avenue (from Claremont Avenue to Communipaw Avenue)
- Wilkinson Avenue (from Garfield Avenue to Ocean Avenue)
- York Street (from Washington Street to eastern terminus)

Collectively, these designations form Jersey City's truck route system. As can be seen in Figure 2.2-4, they provide efficient routing for commercial truck traffic to the State and National highway networks, and thereby limit and reduce unnecessary commercial truck traffic on Jersey City's local streets.

2.2.9 Port Facilities

With its access to Upper New York Bay, Jersey City is at the heart of the Port of New York/New Jersey, which is the largest port on the East Coast of North America. The Port of New York/New Jersey is comprised of several complexes throughout the region. Jersey City and Bayonne host the Port Jersey Marine Complex, which has a competitive advantage among other complexes in that it is the closest complex to the entrance of New York Bay, thereby saving vessels approximately four hours of travel time as compared to Port Newark/Elizabeth. There are two major facilities located within the Port Jersey Marine Complex, namely the Global Marine Terminal and the Auto Marine Terminal. These facilities are discussed below.

2.2.9.1 Auto Marine Terminal

The Auto Marine Terminal is dually-located within the cities of Jersey City and Bayonne. It is a 130-acre port terminal that is used exclusively for vehicle import and export, and includes two ship berths with a combined total of 1,800 linear feet. The terminal is intermodal in nature and served by direct connections to CSX Transportation and Norfolk Southern through the adjacent Greenville Auto Terminal. The Auto Marine Terminal is owned and operated by the Port Authority of New York and New Jersey.

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6 It is recommended in Action G4-15B of this Circulation Element that Merritt Street, west of Avenue C, be de-designated as a truck route.

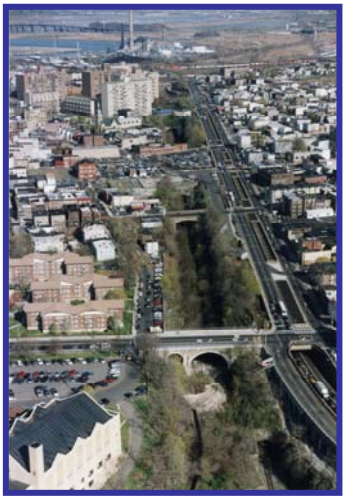
7 In 2007, an ordinance was proposed to repeal the current truck route-designation of Monitor Street. No final action was taken, however, it is recommended in Action G4-15B of this Circulation Element to repeal the designation as indicated.

2.2.9.2 Global Marine Terminal

The Global Marine Terminal is dually-located within Jersey City and Bayonne, directly adjacent to the Auto Marine Terminal. It is a 100-acre container terminal with 1,800 linear feet of ship berth space, and a total of six container cranes. The terminal is oriented to heavy truck traffic, and is located just 1.3 miles from Interchange 14A of the New Jersey Turnpike. Global Terminal and Container Services, LLC owns and operates the Global Marine Terminal.

2.3 Roadway System

Photo Source: Leon Yost



Jersey City's roadway system includes several major roadways of regional importance. These include such notable roadways as State Route No. 440, Interstate No. 78 (I-78)/NJ Turnpike Hudson County Extension, US Route 1/9 (Pulaski Skyway), JFK Boulevard (Hudson County Route No. 501), State Route No. 7, State Route No. 169, State Route No. 440, US Route 1/9 Truck, and State Route No. 139, among others. Collectively, these roadways connect Jersey City with New York City via the Holland Tunnel to the east, as well as destinations to the north, south, and west.

Jersey City is a major hub in the regional roadway system. Being such an important node in the roadway system, the City experiences a high degree of through-traffic and congestion, which often overflows to its local street network.

2.3.1 Traffic Counts

Because of the high degree of through-traffic and resulting congestion in Jersey City, traffic counts at key locations were performed during the development of this Circulation Element. These traffic counts were performed by TechniQuest Corporation, who was a sub-consultant of T&M Associates on the Circulation Element. The results of this work were considered in the formulation of the Circulation Element. The Appendix provides complete results of these traffic counts.

2.4 Bicycle and Multi-Purpose Trail System

Jersey City's multi-purpose trail system enriches the lives of residents and visitors through the promotion of good health and social interaction. It consists of a series of walkways, greenways, and trails that provide the public with eco-friendly transportation alternatives and recreational opportunities. The City's multi-purpose trail system and walkways are mapped on Figure 2.4-1, including existing and proposed conditions, and are described below:

2.4.1 Hudson River Waterfront Walkway

The Hudson River Waterfront Walkway is a planned riverfront walkway that encompasses Hudson County's entire Hudson River waterfront. Once completed, it will not only traverse Jersey City, but also the municipalities of Hoboken, Weehawken, West New York, Gutenberg, and North Bergen to the north; and the City of Bayonne to the south. The goals of this walkway are to provide recreational opportunities, generate economic development, and promote the good health and welfare of City and County residents.

Photo Source: Leon Yost

The Hudson River Waterfront Walkway in Jersey City is in various stages of completion. Of the 18.0 linear miles that have already been planned,[8] which includes interim walkways for Jersey City, a total of approximately 8.7 were completed or under construction as of 2004. Notable destinations that are reached by the walkway include Liberty State Park, Harborside Financial Center, and Exchange Place, among others.

2.4.2 East Coast Greenway Route

Jersey City is a key destination on the East Coast Greenway Route, which is a 2,600 mile path that is currently under development and planned to stretch the entire eastern seaboard; from Calais, Maine to Key West, Florida. The project is being coordinated by the East Coast Greenway Alliance of Wakefield, Rhode Island. On the local level, the East Coast Greenway Route will connect neighborhoods, parks, and various historic and cultural resources. When completed, the East Coast Greenway Route will be a multi-modal, non-motorized transportation corridor for bicyclists, pedestrians, and others. A total of approximately 9.5 linear miles are proposed within the City.

Individual segments of the East Coast Greenway Route are planned or under different stages of completion. In total, Jersey City has approximately 6.0 miles, or 63.2 percent, of its planned segment being completed or currently under development[9].

The long-term vision for the East Coast Greenway Route in Jersey City is an off-road alignment that uses the top of the Sixth Street Embankment and the Bergen Arches rail cut. West of the Bergen Arches, the alignment requires further study but should connect to St. Paul's Avenue and the new Wittpenn Bridge, as well as to Laurel Hill Park and the Lautenberg Station in Secaucus.

In the short-term, the East Coast Greenway Route in Jersey City between the Hudson and Hackensack Rivers uses on-road segments of Montgomery Street, Kennedy Boulevard, Lincoln Park Road, and Communipaw Avenue. Also, the East Coast Greenway Route uses portions of the Hudson River Waterfront Walkway, which provides access to ferry service between Jersey City and New York City. An

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8 Total includes areas with alternative alignments where waterfront areas are inaccessible due to active industrial and other uses.

9 Greenway segments that are under development include those that are either planned, in design, or under construction.

alternate alignment of the East Coast Greenway Route uses the Hudson River Waterfront Walkway north of Hoboken Terminal to the George Washington Bridge.

Before implementation of the long-term vision for the East Coast Greenway Route, an interim-term alignment is an on-road route that uses Sixth Street and Newark Avenue to Palisades Avenue, then parallels the Bergen Arches rail cut on Hoboken Avenue, Underwood Avenue, and St. Paul's Avenue. The segment parallel to the Bergen Arches may be used as a local connector when the off-road facility through the Bergen Arches is constructed.

2.4.3 Liberty – Water Gap Trail

Jersey City is a terminus of the Liberty–Water Gap Trail, which bisects northern New Jersey from Liberty State Park to the site of the Delaware Water Gap in Warren County. The trail is intended exclusively for non-motorized, multi-use recreational activity, and its goal is to foster an appreciation for the region's cultural history and natural landscapes.

While most of the trail is comprised of existing trails in Essex, Morris, Sussex, and Warren counties, the portions that are located within Jersey City are only proposed.

Currently, the trail is proposed to start in the southern section of Liberty State Park, near Morris Pesin Drive, and follow the Hudson River waterfront and the Morris Canal Basin before entering the Downtown. The route is then generally proposed to travel northward into the Journal Square neighborhood via Jersey Avenue, York Street, Grove Street, Mercer Street, Monmouth Street, and Newark Avenue, before heading in a southerly direction through the Marion neighborhood via Lotte Street, Summit Avenue, Academy Street, Bergen Avenue, and Belmont Avenue into Lincoln Park. From Lincoln Park, the proposed trail exits Jersey City as it crosses the Hackensack River. Once completed, the trail will encompass approximately 7.9 linear miles within the City of Jersey City.

2.4.4 Hackensack RiverWalk

The Hackensack RiverWalk is a planned waterfront walkway stretching along the Hackensack River, from Newark Bay in Bayonne to Bellman's Creek in North Bergen. Its goal is to provide a continuous pedestrian trail to connect parks, retail, office, commercial, and residential areas of Hudson County.

The planned right-of-way encompasses the entire length of Jersey City's Hackensack River waterfront, extensions into Lincoln Park, limited areas deviating from a riverfront course near Kellogg Street in Greenville, and the PSE&G power plant near the municipal border with Secaucus.

The Hackensack RiverWalk is an on-going project, and is in various stages of completion. Of the 5.6 linear miles planned for Jersey City, a total of approximately 2.3 miles were completed as of 2004.

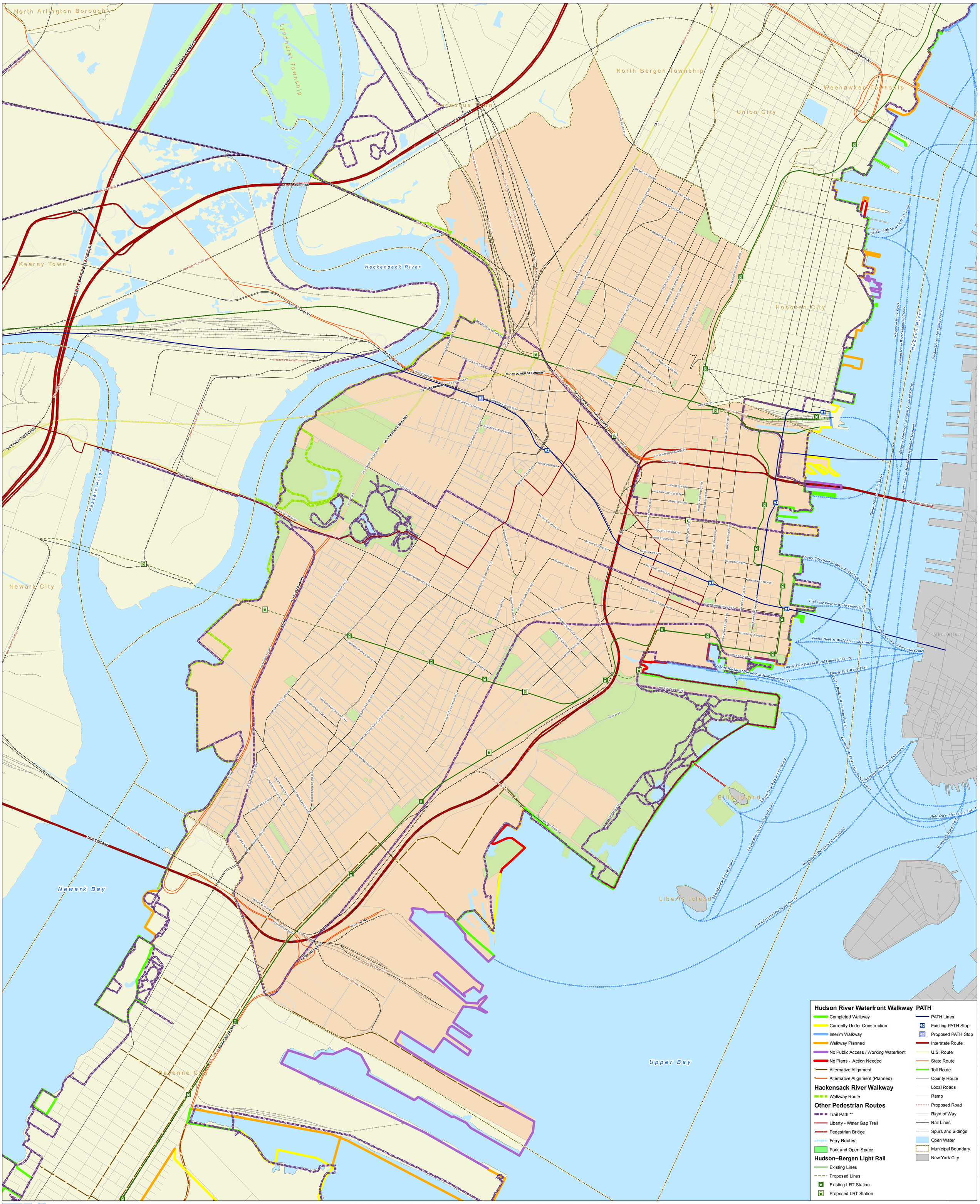
Photo Source: Jersey City Division of City Planning

2.4.5 Bicycle Routes and Paths

In addition to the bicycle facilities provided on the above-described multi-purpose walkways, Jersey City has an extensive number of signed bicycle routes that connect parks and other major destinations throughout the City. There are also extensive bicycle paths within Lincoln Park and Liberty State Park.

Collectively, these bike facilities form a network that not only provides a valuable means for recreational activity and social interaction, but also provides an eco-friendly transportation option that connects the City's diverse neighborhoods and links it with surrounding communities. The City's network of bicycle facilities are mapped in Figure 2.4-2, which includes existing and proposed bike routes.

Photo Source: Daniel Poster



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** Trail Path indicates trails from the 2008 Hudson County Reexamination Report. Trail Path includes the Old Morris Canal, and portions of the East Coast Greenway, Hudson River Waterfront Walkway, and Hackensack RiverWalk.

Prepared by: STK, April 20, 2009
Source: NJDEP - Municipal Boundary, Open Water; NYC Department of City Planning - Borough Boundary, Roads; NJDOT - 2007 Roads; Jersey City Planning Dept.: Parks and Open Space
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CITY OF JERSEY CITY — LET JERSEY PROSPER — CORPORATE SEAL

Jersey City Circulation Element 2050
Figure 2.4-1: Walkways and Trails
City of Jersey City
Hudson County, New Jersey

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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-authorized.

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* The existing bike route is a signed route only. In the proposed condition, striped bike lanes will be provided on all City streets where feasible.

Prepared by: STK, April 20, 2009
Source: NJDEP - Municipal Boundary, Open Water; NYC Department of City Planning - Borough Boundary, Roads; NJDOT - 2007 Roads; Jersey City Planning Dept.: Bike Route, Parks and Open Space
File Path: H:\JCTY\00110\GIS\Projects\Final\jcty110_BikeRouteFINAL.mxd

CITY OF JERSEY CITY
1804 JERSEY
CORPORATE SEAL

Jersey City Circulation Element 2050
Figure 2.4-2: Bike Route and Greenway
City of Jersey City
Hudson County, New Jersey

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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-authorized.