



City of Jersey City - Department of Housing, Economic Development and Commerce



ROUTE 440 / ROUTES 1&9T

MULTI-USE URBAN BOULEVARD AND THROUGH TRUCK DIVERSION CONCEPT DEVELOPMENT STUDY

Public Information Center No. 1

March 9, 2010

New Jersey City University, Hepburn Hall

www.440study.com



Outline

- **Background**
- **Purpose and Need Statement**
- **Study Area Boundaries**
- **Categories of Alternatives**
- **Complete Streets**
- **Boulevard Objectives and Concepts**
- **Build-To Lines**
- **Interim Treatments**
- **Gateways and Central Intersection**



Current Conditions



Heavy Truck Traffic



Obstructed or Non-Existent Sidewalks



Lack of Safe Bicycle and Pedestrian Crossing Accommodations



Current Conditions



Depressed Curbs
and Limited
Control of
Adjacent Parking

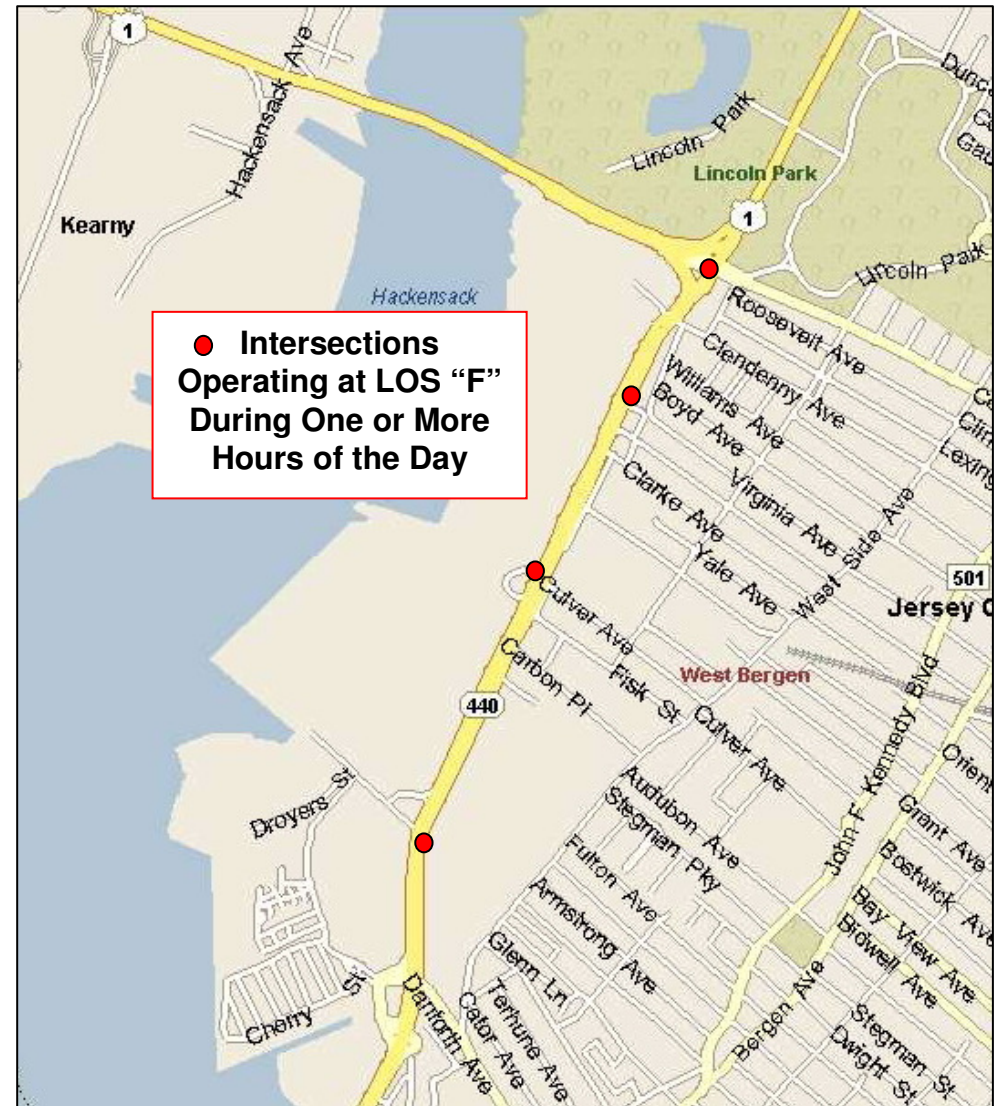
Overhead Utilities

Lack of
Bicycle Lanes
and
Pedestrian
Facilities



Current Conditions

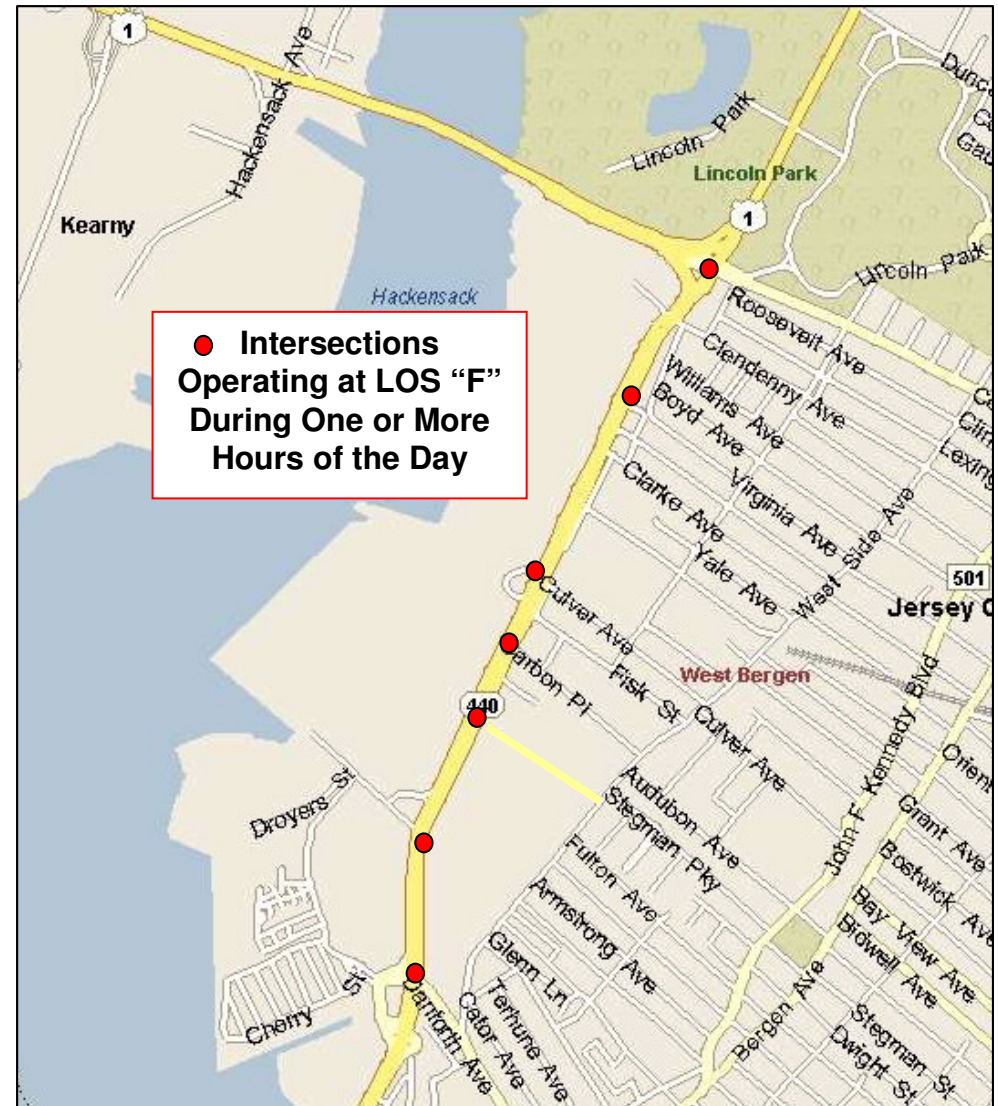
- **Communipaw Avenue**
- **Virginia Avenue/
Shopping Center
Driveway**
- **Culver Avenue**
- **Kellogg Street**





Future Conditions if No Corrective Action is Taken (2035)

- **Communipaw Avenue**
- **Virginia Avenue/
Shopping Center
Driveway**
- **Culver Avenue**
- **Kellogg Street**
- **Carbon Place**
- **Danforth Avenue**
- **Stegman Avenue
(Future Extension)**





Alternative Future -- Early Planning

Jersey City / Bayside Development Plan
Based on a Public Participation Visioning Process

A Collaboration resulting in a plan emphasizing Smart Growth Principles, Transit Oriented Development, and a Live / Work / Play Neighborhood

Sponsored by :
City of Jersey City
New Jersey City University
Jersey City Board of Education

A joint venture collaboration between:
NJIT School of Architecture – Infrastructure Planning
Rutgers University Voorhees Transportation Institute
New Jersey Transit
NJCU Geoscience Lab
&
A. Nelessen Associates – Visioning, Planning and Urban Design

Jersey City Bayside Development Project

A. Nelessen Associates
with NJIT Infrastructure and Rutgers Voorhees



Public Participation and Visioning Workshops

Vision Workshops

The Vision Translation Workshop was held after the VPS (Visual Preference Survey). Using this technique, the public was involved in the creation of the physical plan. The key to the workshop is the use of the most positively rated images in the various categories. The Translation Workshop takes the positive vision and policies established by the results of the VPS and questionnaire and asks the participant group to identify where the positive visual image would be located. Using a structured set of tasks, participants located the fundamental urban structural feature shown on the right. Community members and stakeholders have a good idea as to where different urban design features might be most appropriately located as applied to places they know. The product of the Vision Translation Workshop is to develop a community supported working plan.

Locate and specify street types

- Boulevard
- Urban Street

Locations of Parks, Civic and Institutional (special civic and religious) & Places

Activity Centers and Service Areas

Transit Extension and Parking Form and Location

Dangerous sidewalks and crosswalks
Dangerous or congested intersections

Locate and specify housing types and locations

Locate and specify heights

Locate and specify commercial types and locations

Synthesis of 14 Design Teams

After the workshops, the ideas and initial concepts were synthesized into design categories and a new task list for a design framework was formulated:

Design Framework Tasks:

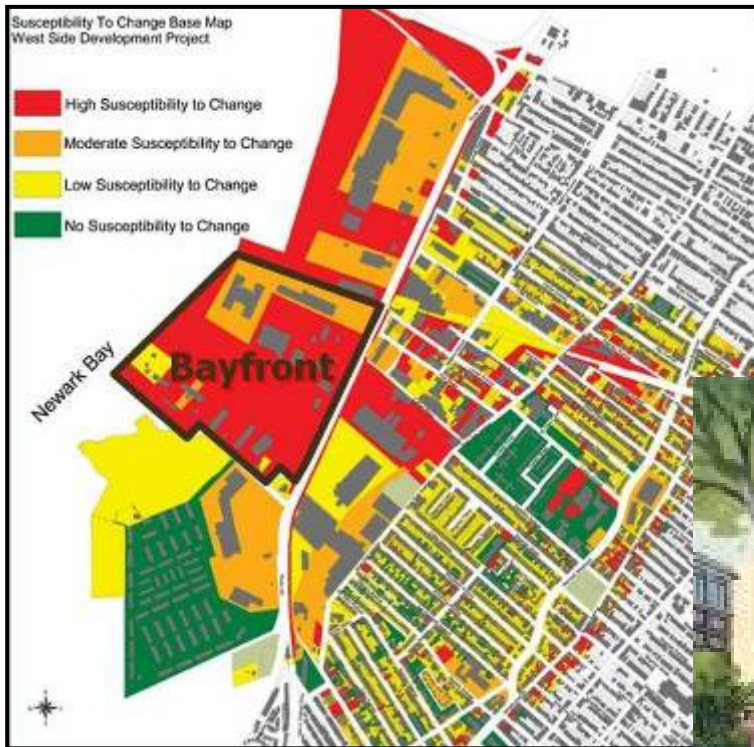
- Locate and specify street types
- Locate and specify activity centers, parks, plazas, civic and institutional uses
- Locate and specify transit, parking, sidewalk and intersection locations
- Locate and specify housing types and locations
- Locate and specify commercial types and locations

Jersey City Bayside Development Project

A. Melesse Associates
with NJT Infrastructure and Rutgers University

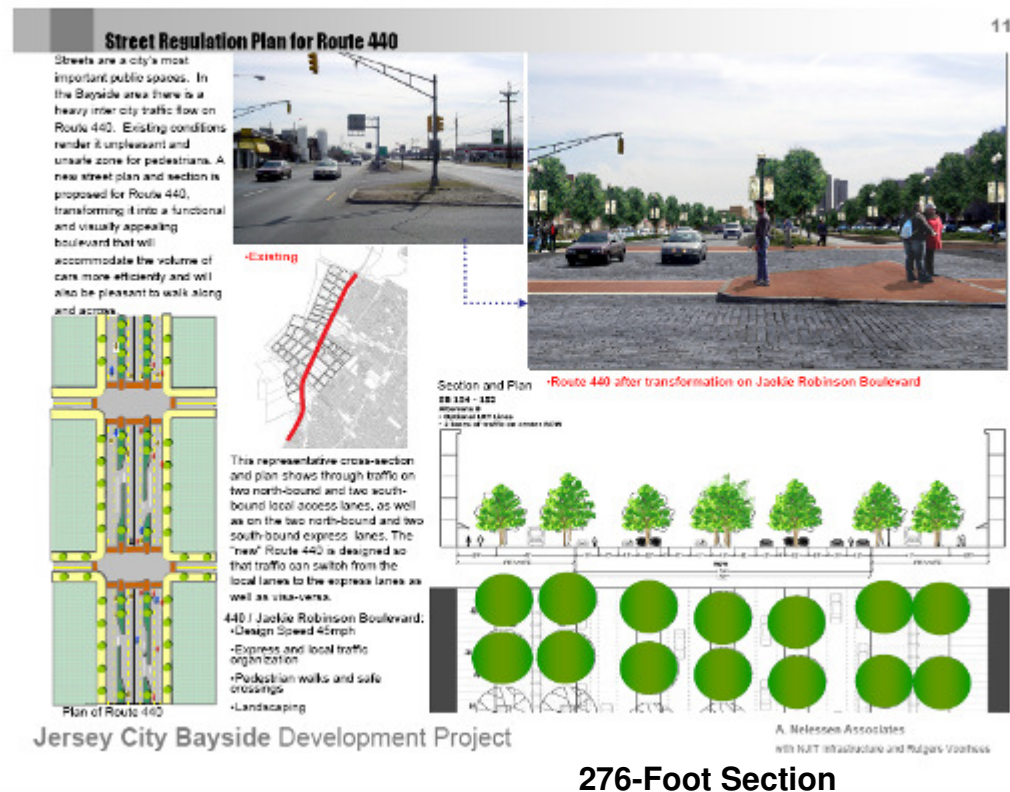


Vision Plan – *Encourage mixed use development and a walkable, bicycle-friendly community within a multimodal, transit-rich environment*





Multi-Use Urban Boulevard Envisioned





Recent Planning

Jersey City Master Plan Circulation Element

Prepared for:
**The City of
Jersey City**

Prepared by:
T&M Associates

Prepared with assistance from:
**Eastland Systems Group
Medina Consultants
TechniQuest Corporation**

April 2009

This plan was prepared with financial support from the North Jersey Transportation Planning Authority, the NJ Urban Enterprise Zone Authority and the City of Jersey City.



Anticipated Growth along the Western Waterfront

- $\pm 19,000$ residential units
- ± 2 million square feet commercial/retail
- $\pm 900,000$ square feet commercial warehouse
- Waterfront walkway, parks and Open Space
- HBLR Network and Service Expansion

2010...2020...2035...2050...



JACOBS



Vision for the future of the Western Waterfront



Renderings by A. Nelesen Associates



Current Planning Concept Development Study -- Major Tasks

- Task 1: Prepare Purpose and Need Statement
- Task 2: Data Collection
- Task 3: Forecast Future Conditions
- Task 4: Develop Transportation and Urban Design Principles and Guidelines
- Task 5: Identify Alternatives
- Task 6: Perform Environmental Screening and Preliminary Air Quality Conformity Analysis
- Task 7: Prepare Cost Estimates
- Task 8: Identify Potential Funding Mechanism
- Task 9: Evaluate Boulevard and Truck Diversion Alternatives
- Concurrent Tasks:
 - Public Outreach
 - Agency Coordination
 - Website Development
 - Project Meetings
 - Quality Control





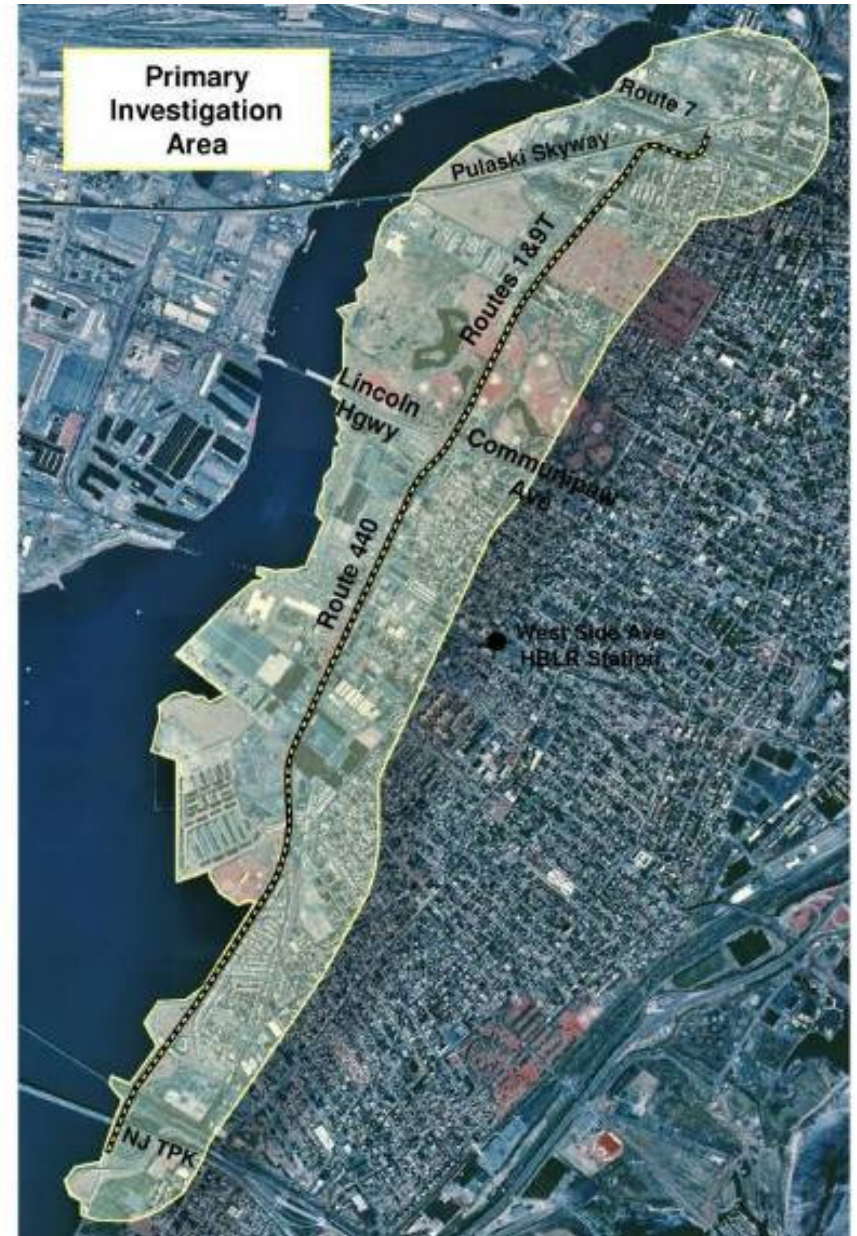
Purpose and Need Statement

The purpose of the Route 440/Routes 1&9T project is to:

- **improve existing and future safety, traffic operations, multi-modal mobility, and accessibility;**
- ***to support and interconnect growth areas and livable communities along both sides of the corridor;***
- ***and to support local and regional economic development.***



Primary Study Area



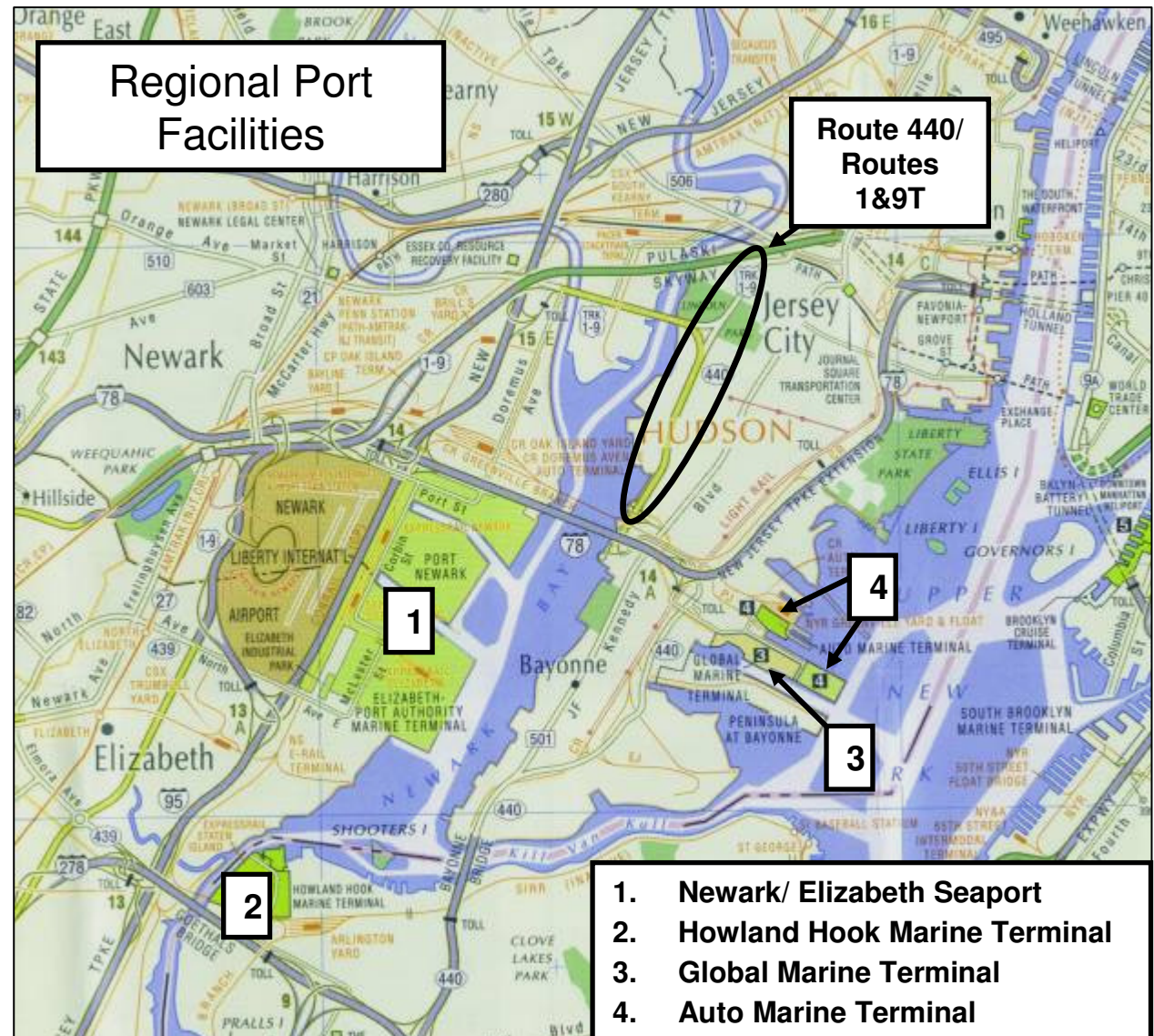


Secondary Study Area

**Regional
Development /
Redevelopment**

Port Growth

2010...2020...2035...2050...



Categories of Potential Alternatives

- Do Nothing (no build)
- Roadway Alignment
- Roadway Type
- Boulevard Design
- Central Intersection (Communipaw Avenue)
- Through Truck Diversion

Comprehensive list at www.440study.com



NJDOT Complete Streets Policy – Adopted Dec 3, 2009

“The NJDOT shall implement a Complete Streets policy through the planning, design, construction, maintenance and operation of new and retrofit transportation facilities, enabling safe access and mobility of pedestrians, bicyclists, transit users of all ages and abilities.”

Accommodate All Users – All the Time



Applying Complete Streets Principles to Route 440 / Routes 1&9T in Jersey City

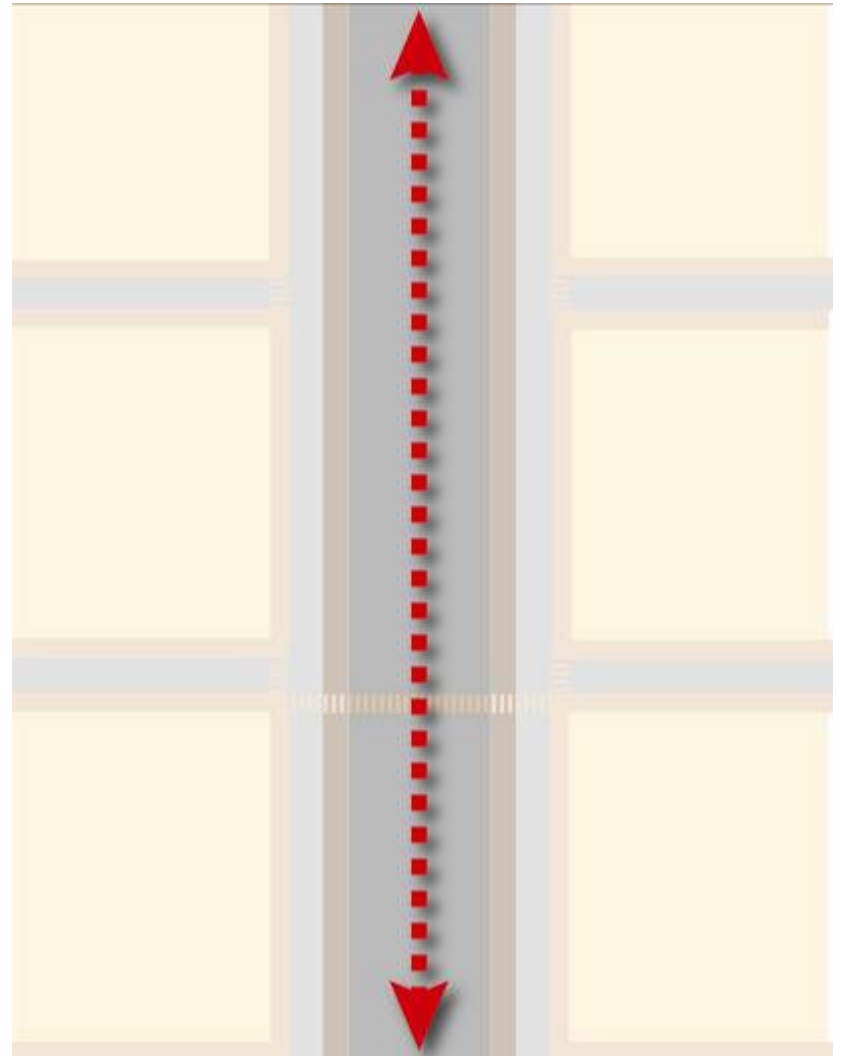




Boulevard Transportation Objectives

Through Traffic

- To accommodate traffic, including trucks if necessary, traveling *through* the area

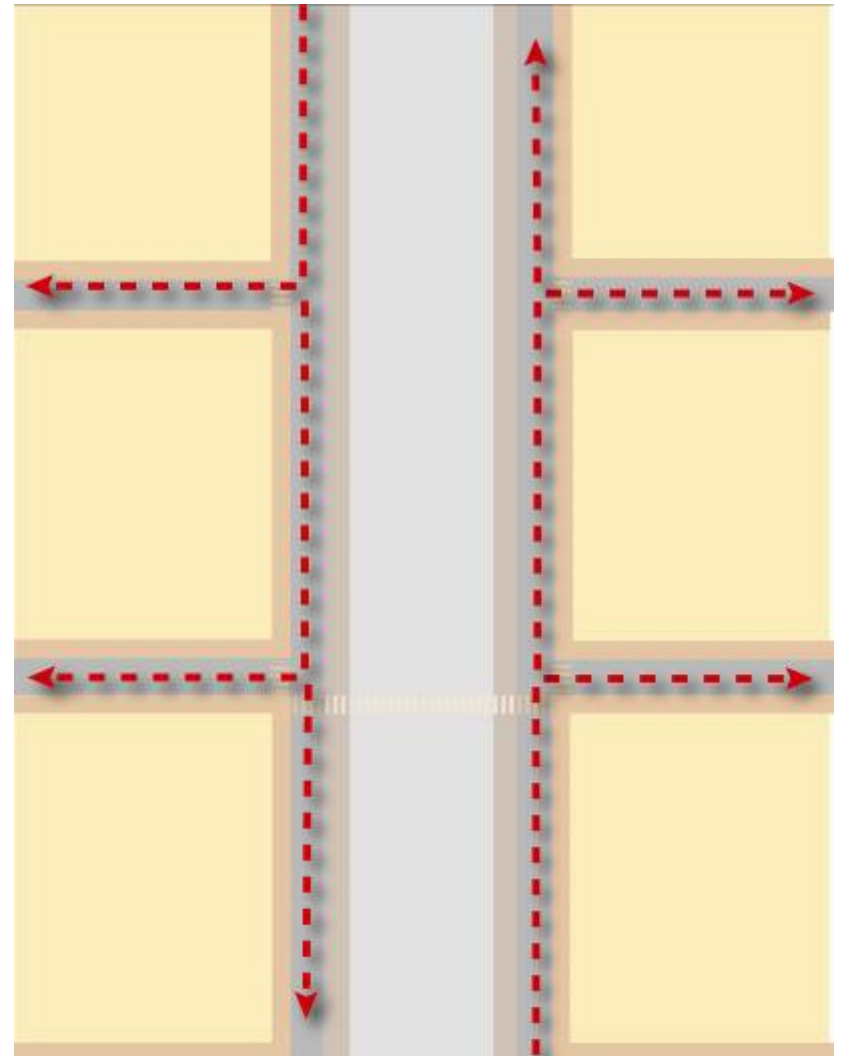




Boulevard Transportation Objectives

Local Traffic

- To provide *local* neighborhood access and circulation

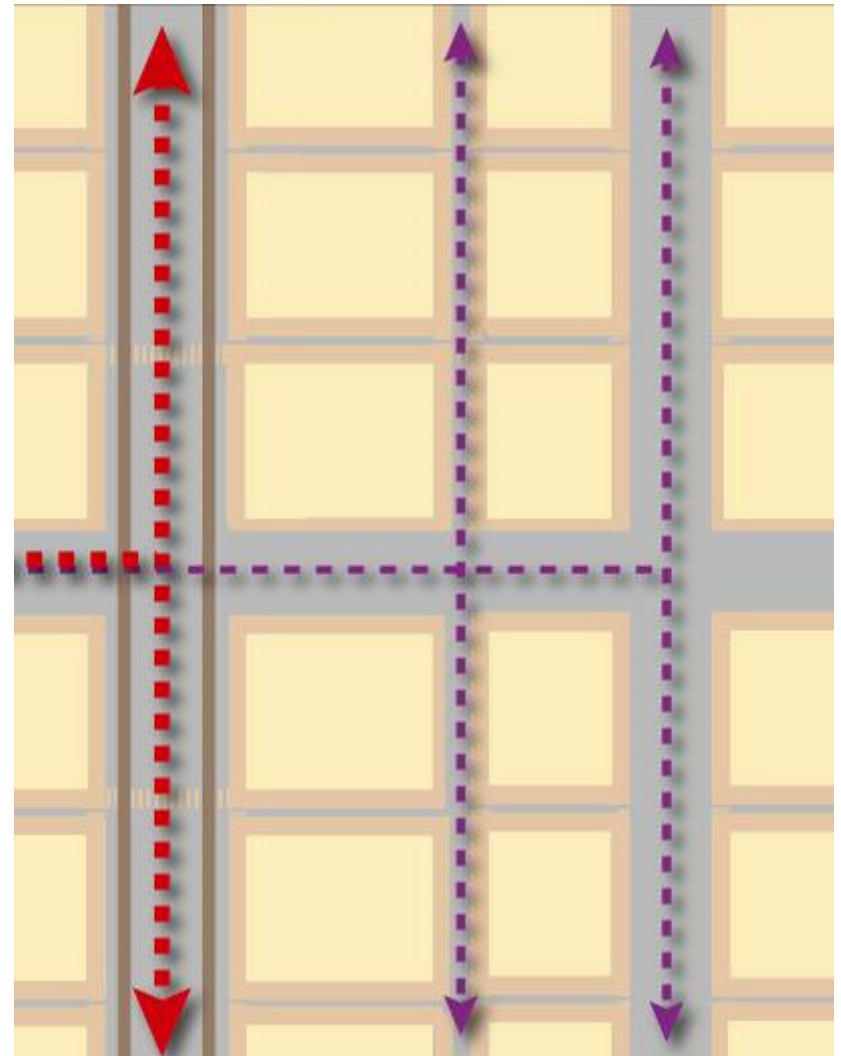




Boulevard Transportation Objectives

Parallel Local Streets

- To reduce the number of local vehicles traveling along the boulevard

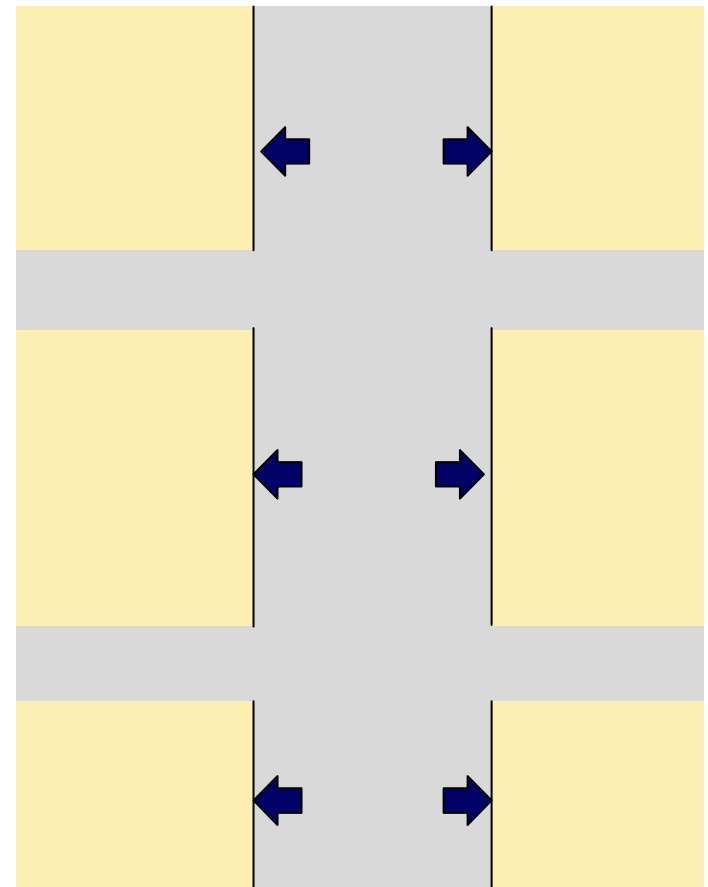




Boulevard Transportation Objectives

Support Adjoining Land Uses

- To support residential, commercial and educational uses that face the boulevard
- To mitigate the negative impacts of through trucks

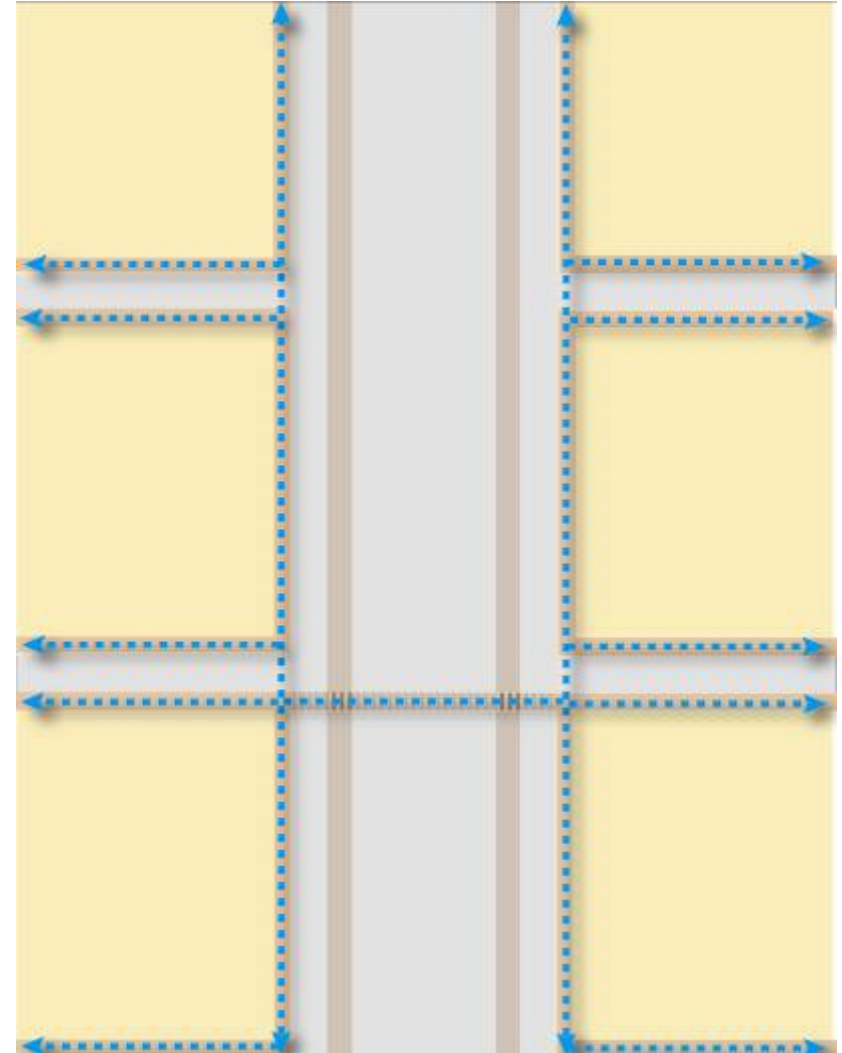




Boulevard Transportation Objectives

Pedestrians

- To provide pedestrians with safe and convenient access to local destinations
- To create a vibrant and attractive public realm

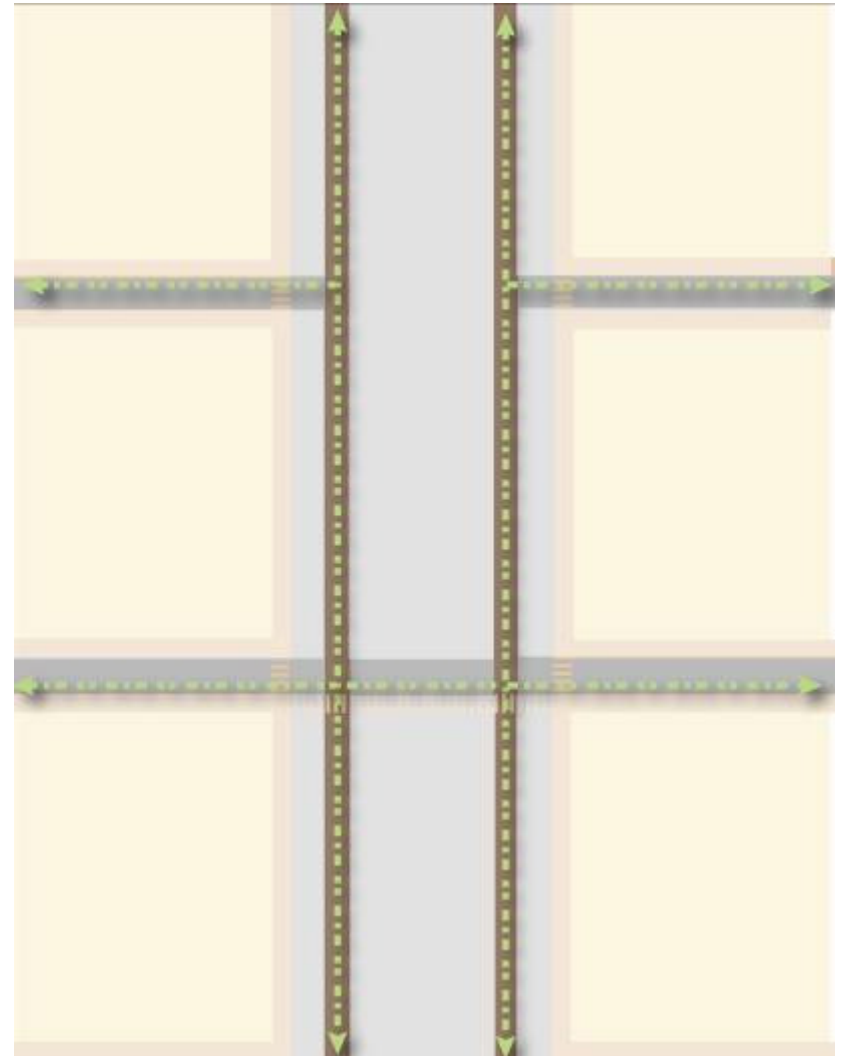




Boulevard Transportation Objectives

Bicycles

- To provide bicyclists with safe access to local destinations and through the area
- To create a recreational amenity

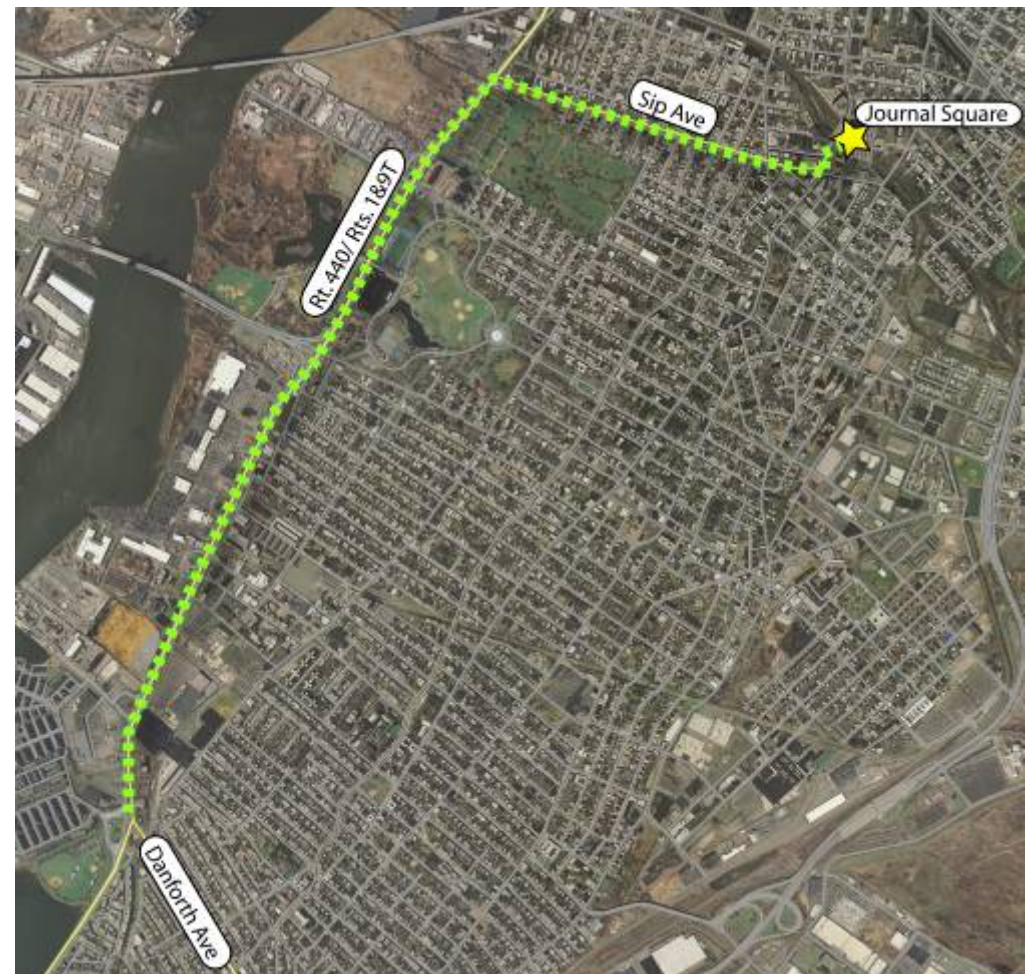




Boulevard Transportation Objectives

Bus Rapid Transit (BRT)

- To provide a high capacity, frequent, rapid transit service to Journal Square





Just What Is Bus Rapid Transit (BRT) Anyway?

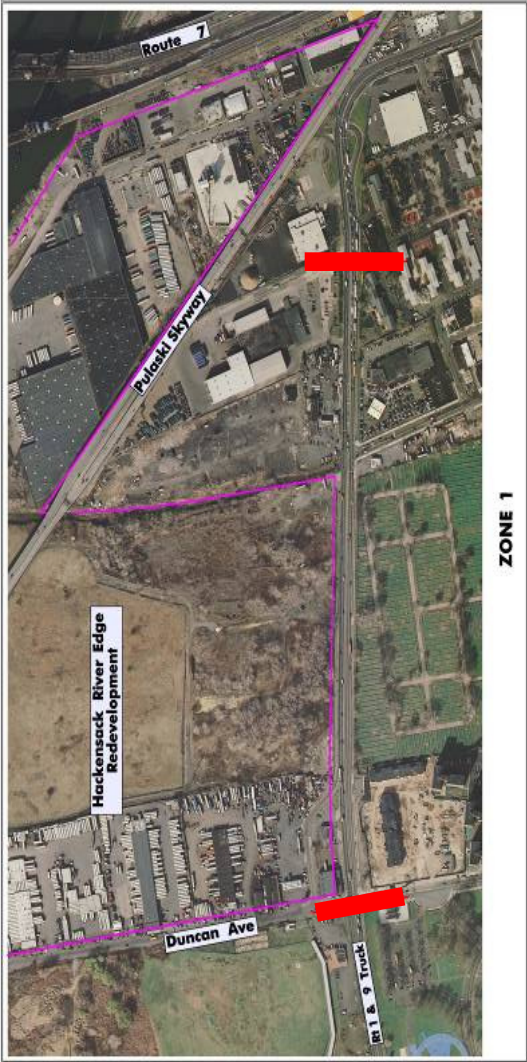
- *Frequent Service*
- *Fewer Stops*
- *Bus Priority Lanes*
- *Advance Ticketing for Faster Boarding*
- *Specialized Buses and Shelters*



TransJakarta BRT – Jakarta, Indonesia



Boulevard Zones





Boulevard Zones





Boulevard Zones





Boulevard Zones



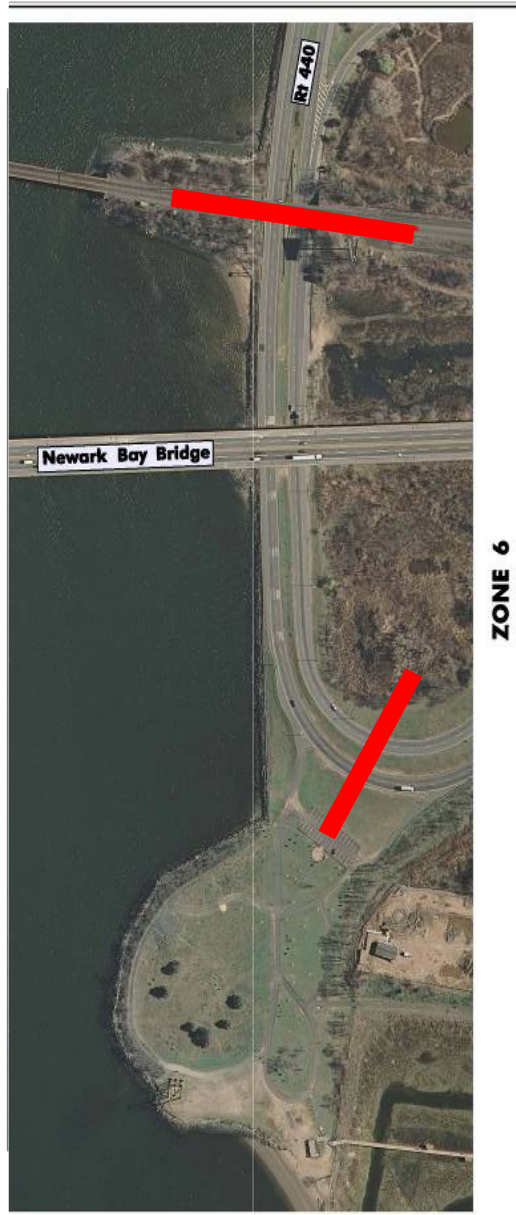


Boulevard Zones





Boulevard Zones





Central Section (Zone 4)

Approximately
Danforth Avenue to
Communipaw Avenue



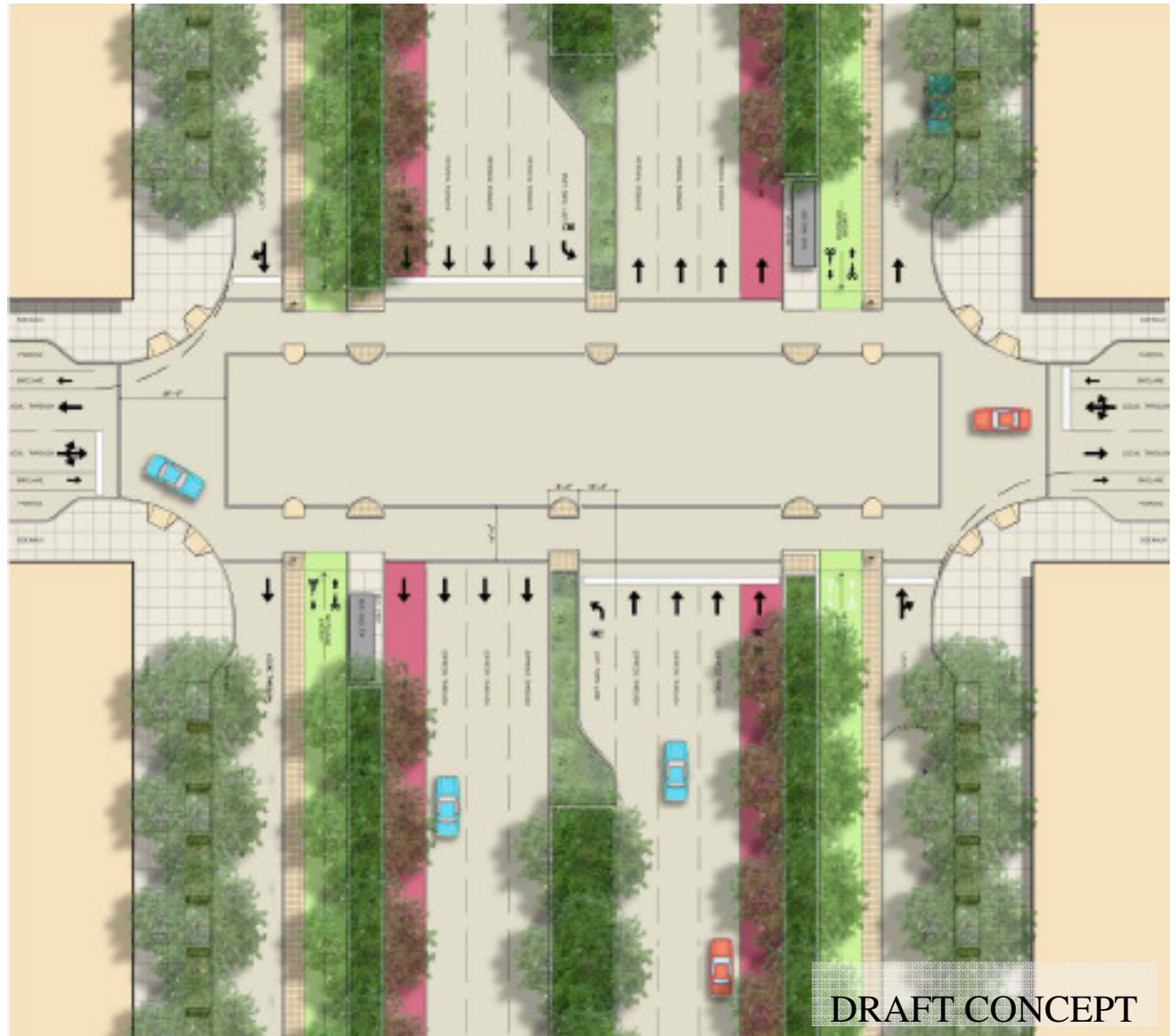
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Draft Boulevard Concept Design



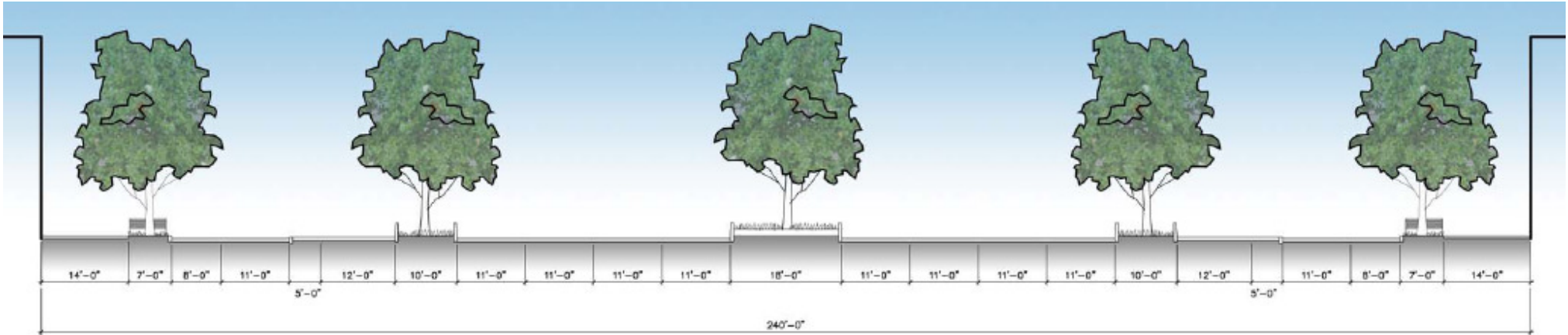
**Central Section
(Zone 4)**





Central Section (Zone 4)

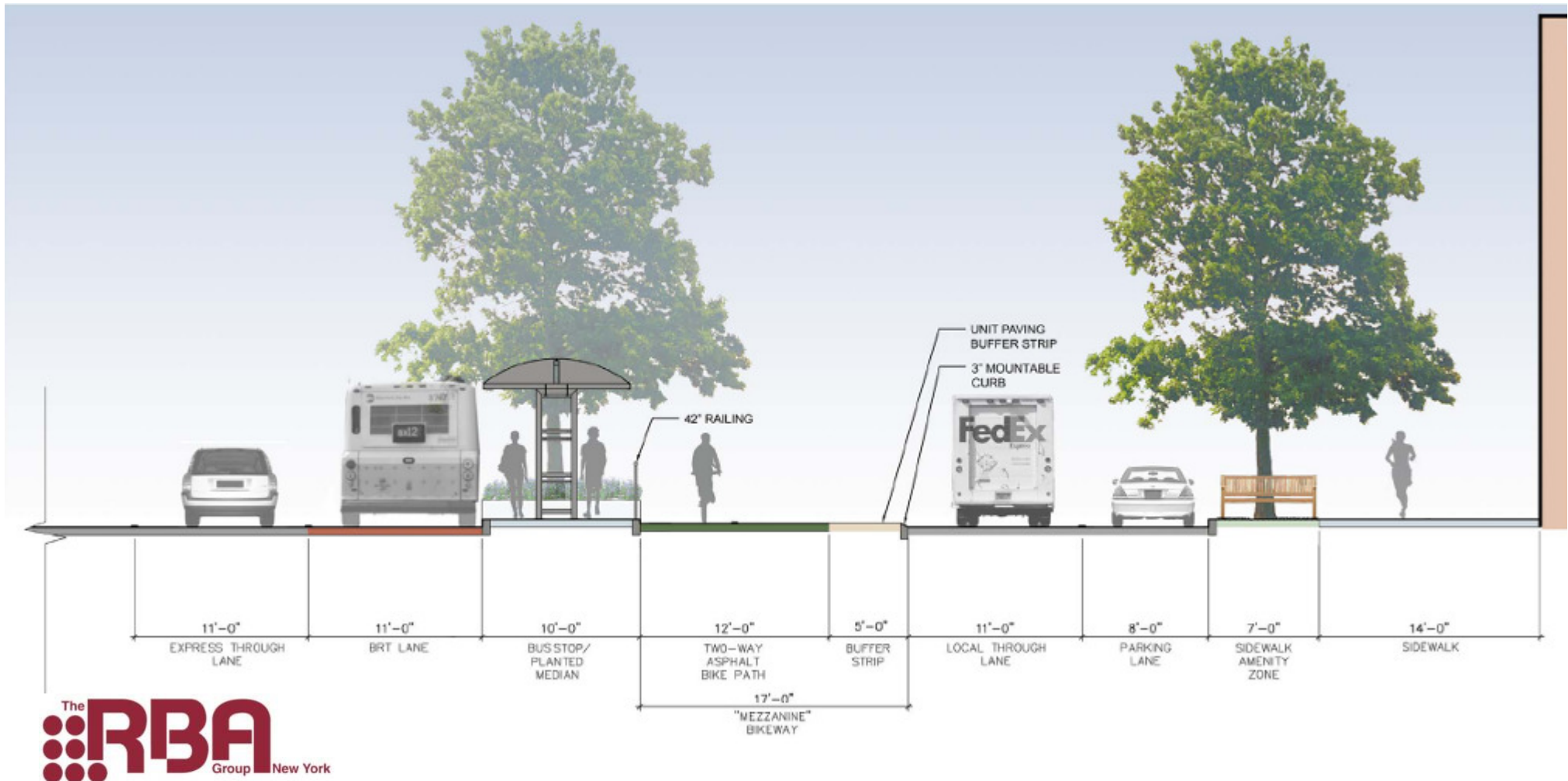
Proposed Urban Boulevard Cross – Section





Central Section (Zone 4)

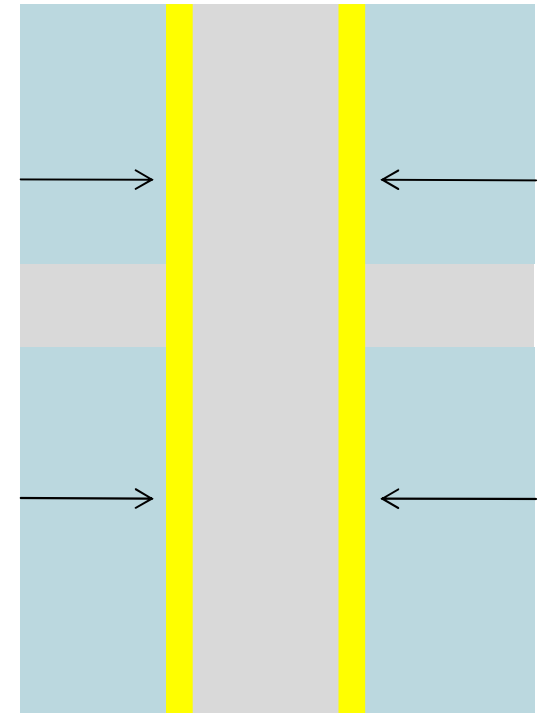
Proposed Urban Boulevard Cross – Section Enlargement





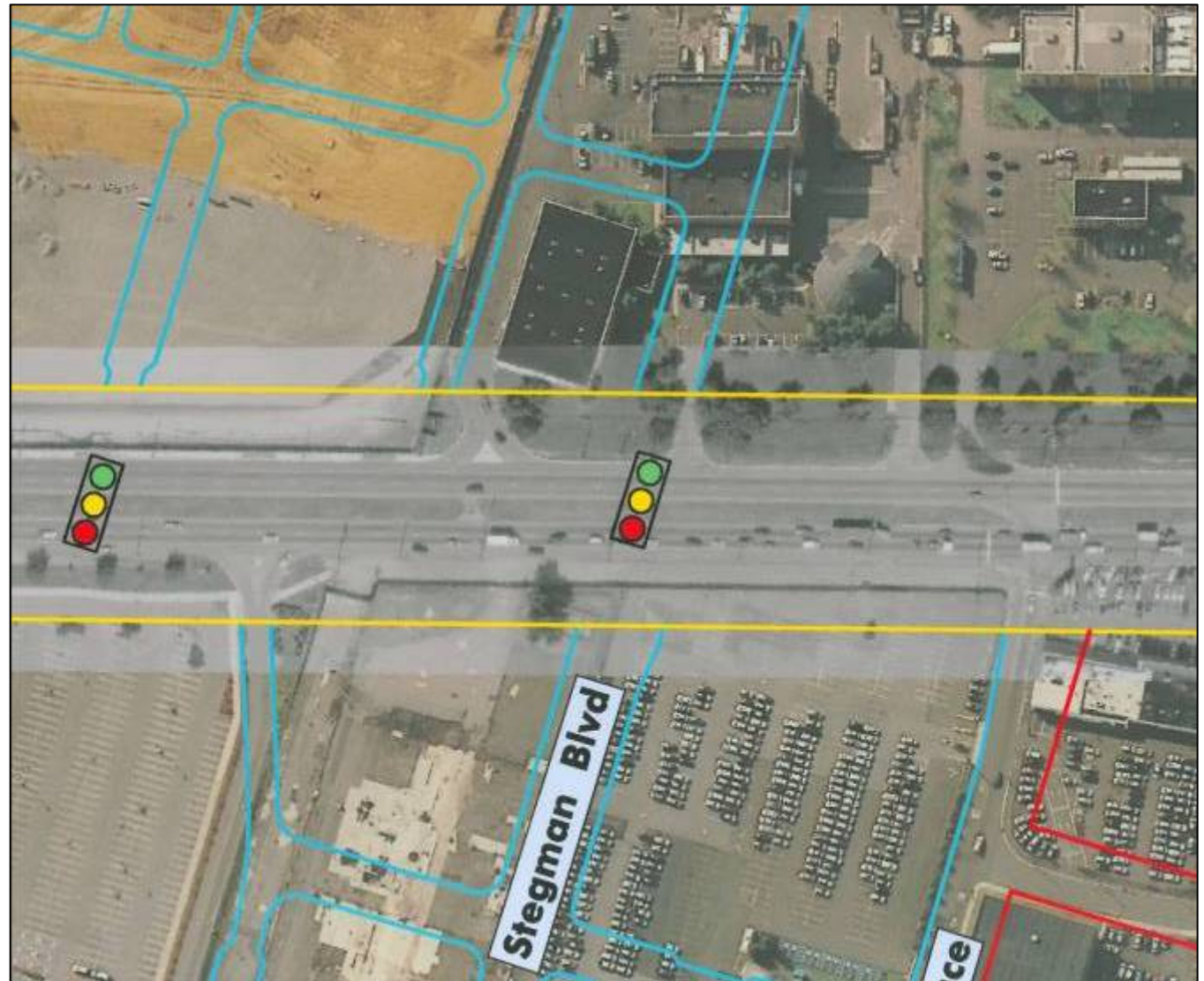
Build-To Lines

- Reserve land for the boulevard
- **Not** a Right-Of-Way line
- All new buildings and structures to be constructed **outside and to** the build-to lines
- Distance between the build-to lines varies by zone

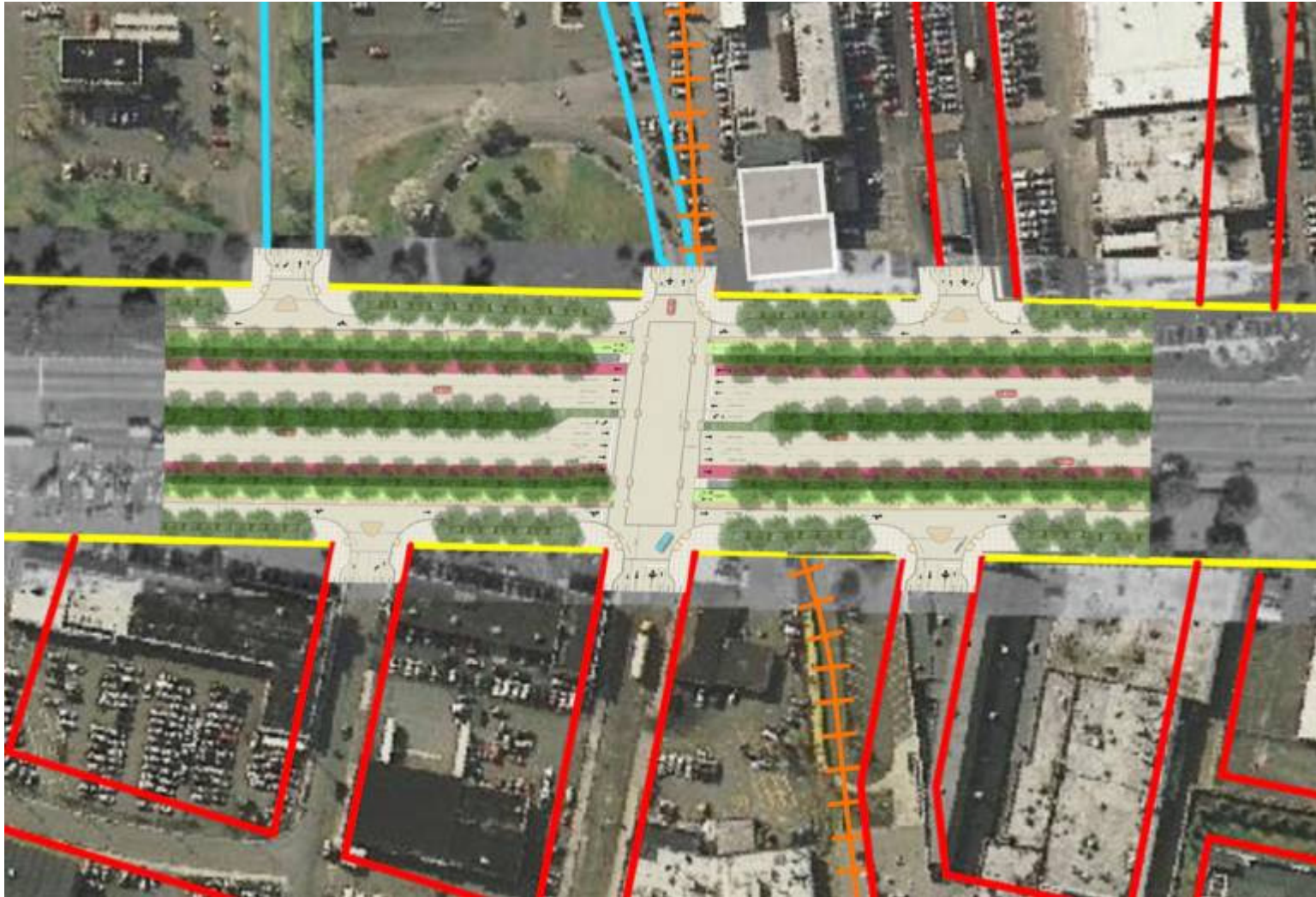


Build-To Lines

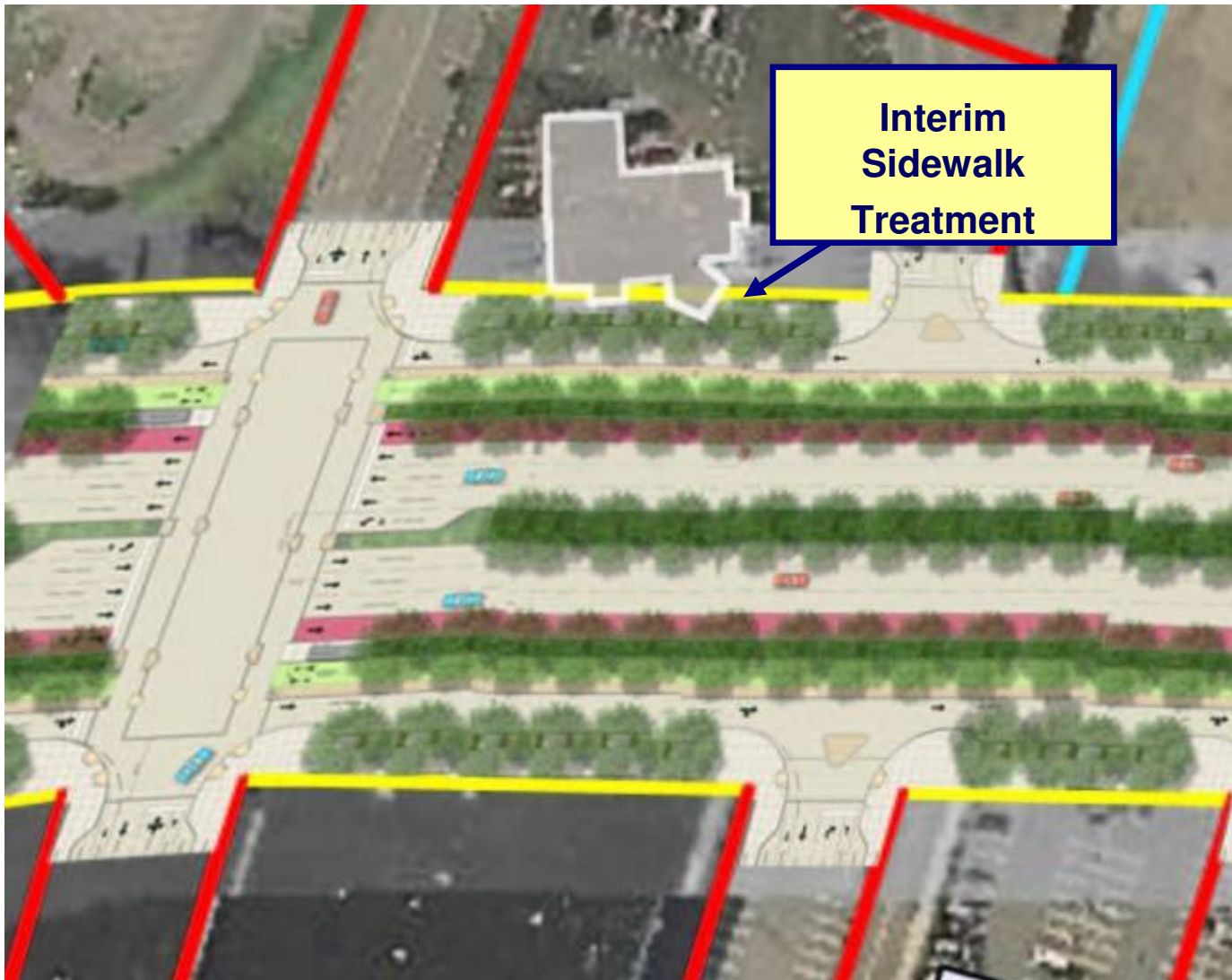
Sample of
Boulevard
Central Section
Build-To Lines



Interim Treatment



Interim Treatment





Gateway Treatments

- A Gateway is defined as:
A 'portal' or a 'transition zone' or a 'marker' that signifies you are leaving one area with a unique character/identity and entering another.
- The Route 440/Routes 1&9T Corridor includes four gateways:
 - Western – 1&9T/Communipaw West of 440
 - Southern – 440 South of CR 602 - Danforth
 - Northern – 440 North of 1-9T/Communipaw
 - Central – Intersection with Communipaw



Four Boulevard Gateway Areas



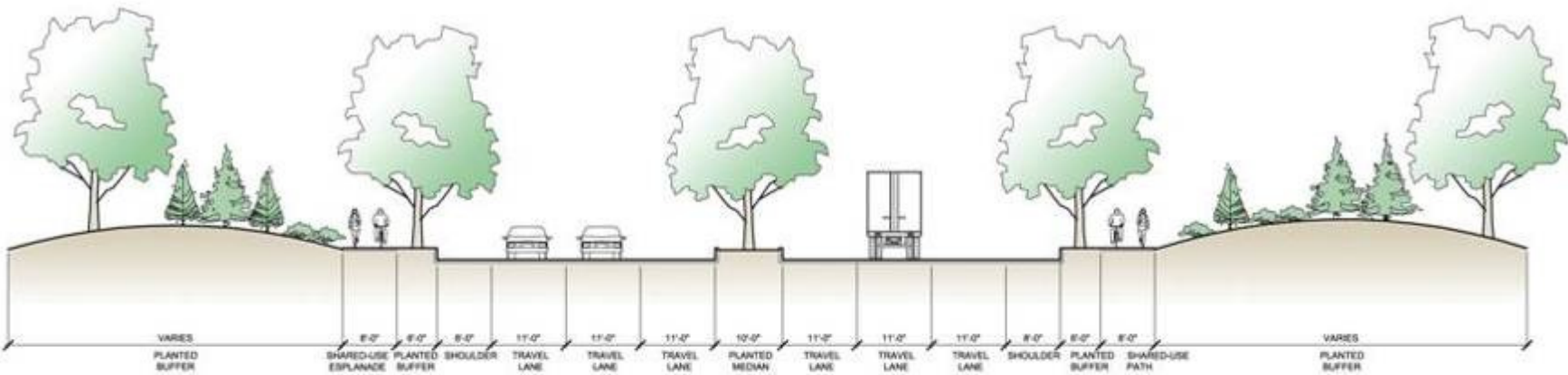


Western Gateway – Proposed Cross Section

Hudson County
Parks
Department

NJDOT Route
1/9T

Hudson County
Parks
Department





Western Gateway – Existing Conditions



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Western Gateway – Proposed Condition





Central Intersection Objectives (Communipaw Avenue)

- Complete Streets Intersection
 - Accommodate motor vehicles in the short, medium and long term
 - Accommodate pedestrians and bicycles
- Safety
- Significant Gateway
- Support new adjacent livable communities that will face the intersection
- Create a recreational amenity
- Minimize negative impacts to nearby properties



Central Intersection Concept Alternative



ZONE 3



Central Intersection Concept Alternative

**Thomas Circle,
Washington DC**





Central Intersection Concept Alternative

**DuPont Circle,
Washington DC**

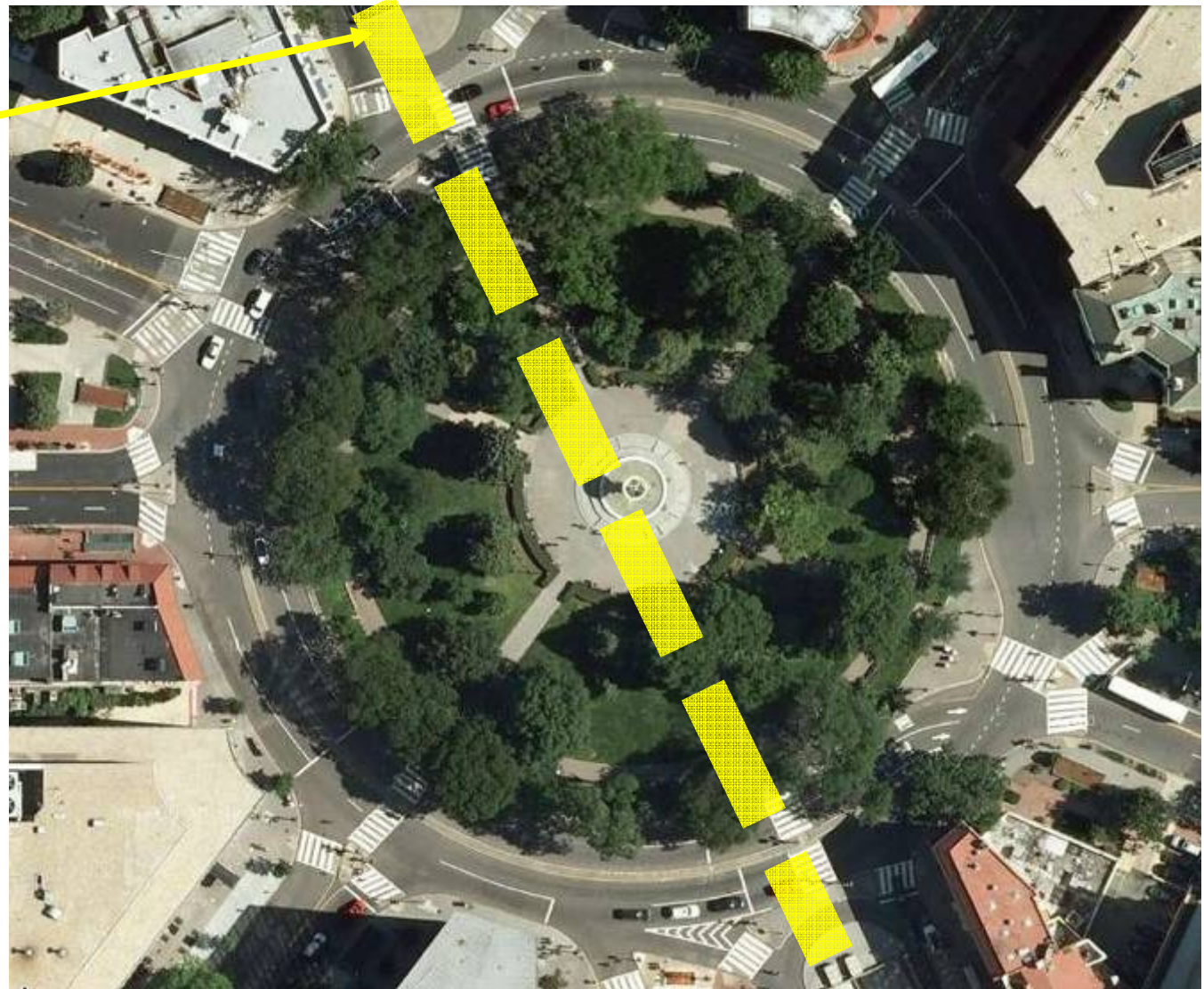




Central Intersection Concept Alternative

Tunnel for
traffic
diversion

DuPont Circle,
Washington DC



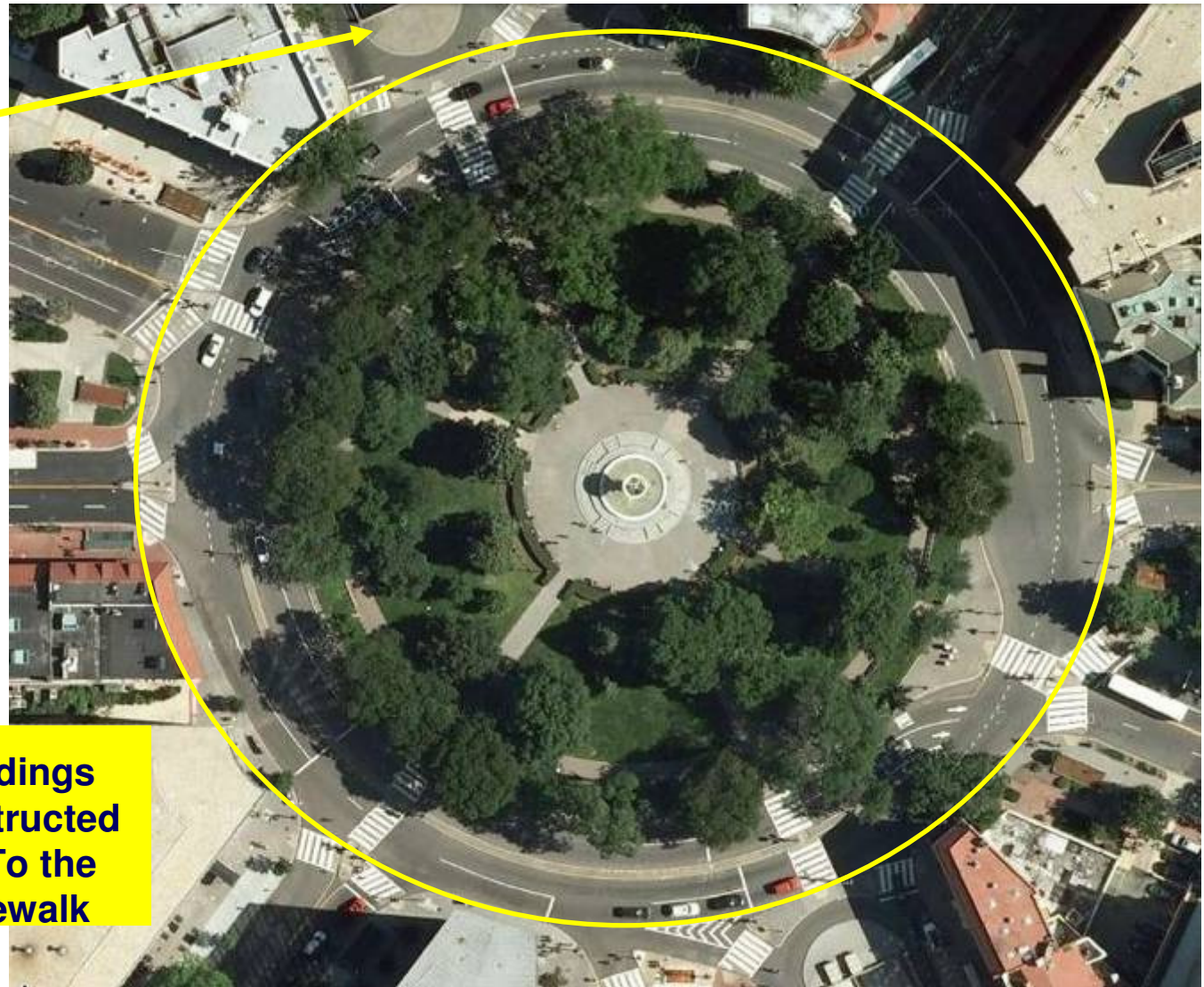


Central Intersection Concept Alternative

**Tunnel for
traffic
diversion**

**DuPont Circle,
Washington DC**

**Buildings
Constructed
Up To the
Sidewalk**





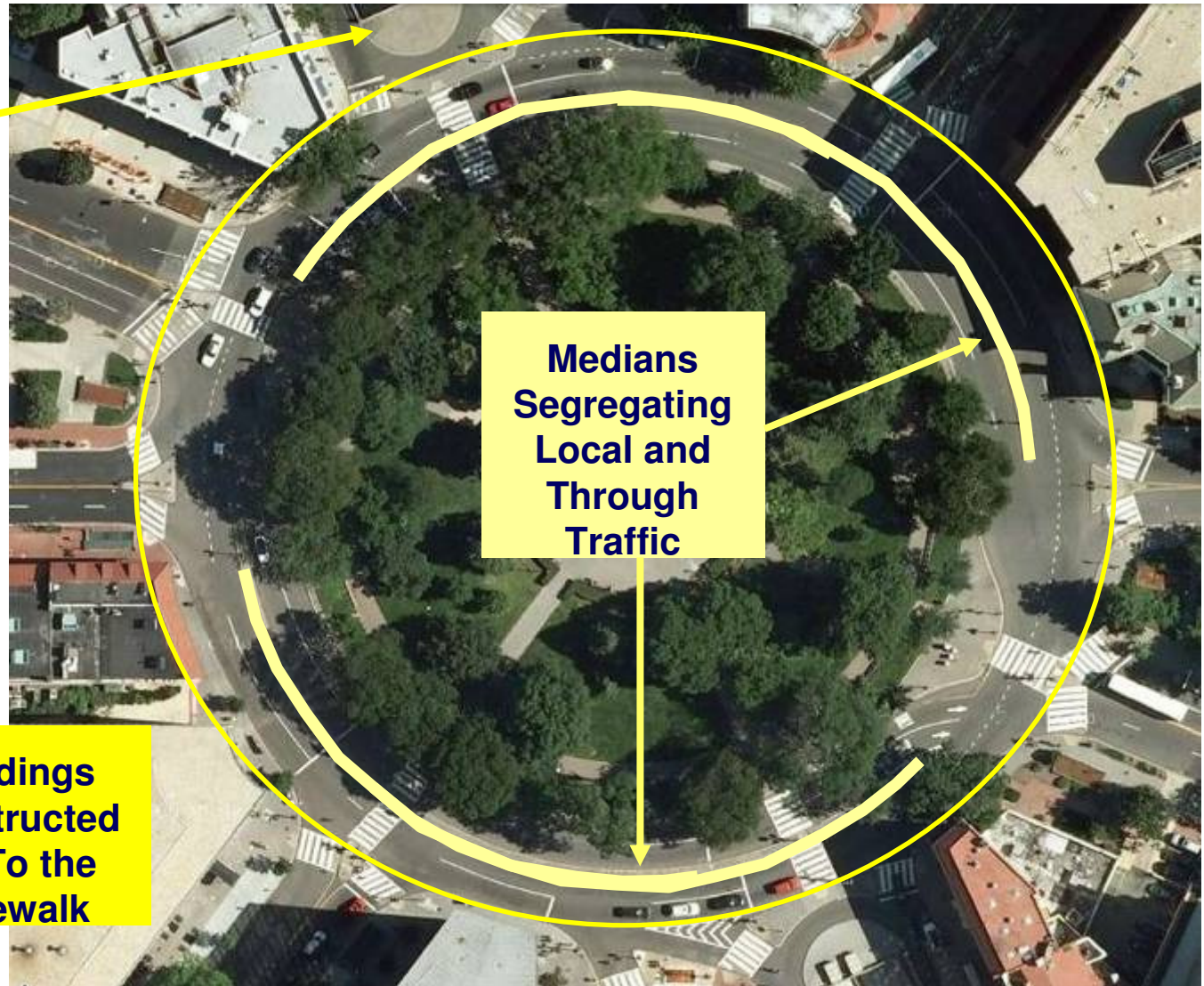
Central Intersection Concept Alternative

**Tunnel for
traffic
diversion**

**DuPont Circle,
Washington DC**

**Medians
Segregating
Local and
Through
Traffic**

**Buildings
Constructed
Up To the
Sidewalk**





Additional Information on Display

- Paramics Micro-Simulation Model
- Local Street Grid Concept Design
- Central Section Build-To Lines
- Maps of Potential Diversion Routes for Through Trucks
- Other Project Maps
- Fact Sheets



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Written Comments May Be Submitted via Public Comment Form

For further information, please
visit the project website:
www.440study.com