

1. INTRODUCTION

1.1 Overview

Situated in the heart of the world's premier urban center, the City of Jersey City is a crossroads of local, regional, national, and international travel. The impacts of Jersey City's location are reflected everyday in its vibrant neighborhoods, diverse population, and its rapidly-changing cityscape.

This has always been the case in Jersey City. From its earliest days, the City has been an important center of maritime activity and trade due to its prime waterfront location on the Hackensack River and Newark Bay to the west, and the Hudson River and Upper New York Bay to the east. Later, during America's age of immigration, Jersey City became the Nation's door to the world as it welcomed new Americans at Ellis Island.

Every point in Jersey City's history has been accompanied by a remarkable amount of investment in its infrastructure. This is particularly evident in its extensive freight and passenger rail, ferry, roadway, pedestrian, and bicycle transportation networks.

Investment in Jersey City continues today. With its 15 square miles, estimated population of 260,712 residents, and highly-developed, multi-modal transportation system, Jersey City is arguably New Jersey's fastest-growing municipality and has one of the highest modal splits in the United States.

Jersey City is a dense, urban environment with an economically, racially, and linguistically diverse population. It is a city of neighborhoods, each with its own flair, character, and features¹, and a major employment center with approximately fourteen million square feet of prime office space. Moreover, it is a critical transportation hub for trans-Hudson traffic, and, with over seventy redevelopment areas, Jersey City is a city under transformation that is poised to become a world-class destination.

In consideration of the above, the City of Jersey City has prepared this Circulation Element in accordance with NJSA 40:55D-1 *et seq.* It is the purpose of this Circulation Element to provide for the City's current transportation needs and to prepare the City's transportation system for the road that lies ahead and realize the City's vision for 2050.



Photo Source: Jersey City Division of City Planning

¹ Jersey City's community features are mapped in Figure 1.1-1



NUMBER	SCHOOL NAME	NUMBER	SCHOOL NAME
1	Academy of St. Aloysius	47	Public School #20
2	Al Ghazaly School	48	Public School #22
3	All Saints School	49	Public School #23
4	Boys and Girls Club of Hudson County	50	Public School #24
5	Church of the Resurrection School	51	Public School #25 Copernicus School
6	Community Sisters of St. Dominic School	52	Public School #27 Alfred E. Zampella
7	Coptic Orthodox Church of St. Mark School	53	Public School #28
8	Dickinson High School	54	Public School #29
9	Hudson Catholic High School	55	Public School #30 Alexander D. Sullivan
10	Hudson County Community College	56	Public School #31 Anthony J. Illante
11	Hudson County Community College	57	Public School #32 McNair Academy
12	Hudson County Occupational Center	58	Public School #33
13	Hudson County Yo-Tech	59	Public School #34
14	Italian Education and Cultural Center	60	Public School #35
15	J.F. Murray School	61	Public School #36 Harry Moore School
16	Jersey City Board of Education	62	Public School #37 Rafael De J. Cordero
17	Jersey City Child Development School	63	Public School #38 Dr. Charles P. DeLuccio
18	Jersey City Community Charter School	64	Public School #40 Ezra L. Nolan
19	Jersey City Mosque-Jamaat Ibad El-Rahman	65	Public School #41 Fred W. Martin
20	Lincoln High School	66	Public School Annex
21	Mt. Pleasant A.M.E. Church School	67	Resurrection Apostolic Church of Christ School
22	New Hope Baptist Church School	68	Resurrection School of St. Bridget
23	New Jersey City University	69	Sacred Heart School
24	New Jersey Schools Construction	70	Saints Peter & Paul School
25	NJ Department of Higher Education	71	Schenberg Charter School
26	NJ EFA	72	Soaring Heights Charter School
27	NJ Schools Development Authority	73	St. Peter's Preparatory School
28	NJ Schools Development Authority	74	St. Aedan School
29	Our Lady of Crestochow School	75	St. Aloysius Elementary & High Schools
30	Our Lady of Holy Rosary School	76	St. Ann's Polish Church & School
31	Our Lady of Mercy School	77	St. Anne Elementary School
32	Our Lady of Mt. Carmel School	78	St. Anthony High School
33	Our Lady of Sorrows School	79	St. Dominic Academy
34	Our Lady of Victories School	80	St. John's School
35	Public School #01	81	St. Joseph's School
36	Public School #03 Frank R. Conwell	82	St. Joseph's School for the Blind
37	Public School #05	83	St. Joseph's School for the Blind
38	Public School #06 Jotham W. Wakeman	84	St. Mary High School
39	Public School #08	85	St. Nicholas School
40	Public School #09	86	St. Paul's School
41	Public School #11 Martin L. King Jr.	87	St. Paul of the Cross School
42	Public School #12 Julia A. Barnes	88	St. Peter's College
43	Public School #14	89	State of NJ Department of Education
44	Public School #15 Whitney M. Young	90	Tet Christian Academy
45	Public School #16 Cornelia F. Bradford	91	The Cornerstone School
46	Public School #17 Joseph H. Breninger	92	YCS May Academy

- Civic Points**
- Affordable and Public Housing
 - Senior Housing
 - County Government
 - City Hall
 - Court House
 - Fire House
 - Police Station
 - Post Office
 - Hospital
 - Health Center
 - Library
 - Club House, Community Center, Hall
 - House of Worship
 - Humane Society
 - Museum
 - Nursing Home
 - Dormitory
 - Shelter
 - Sewer Plant
 - Marine Terminal
 - Heliport
 - Schools and Colleges
 - State Park and Protected Open Space
 - Municipal Park
 - County Park
 - Federal Park
 - Historic District
 - Rail Terminals
 - Completed Walkway
 - Currently Under Construction
 - Interim Walkway
- Other Pedestrian Routes**
- Trail Path **
- 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 Slidings
 - Interstate Route
 - U.S. Route
 - State Route
 - Toll Route
 - County Route
 - Local Roads
 - Private Road
 - Proposed Road
 - Right of Way
 - Pedestrian Bridge
 - Ferry Routes
 - Open Water
 - Municipal Boundary
 - New York City
- Hudson River Waterfront Walkway**
- Completed Walkway
 - Currently Under Construction
 - Interim Walkway

11 Tindall Road
 Middletown, NJ 07748-2792
 Phone: 732-671-6400
 Fax: 732-671-7365

0 500 1,000 2,000
 Feet

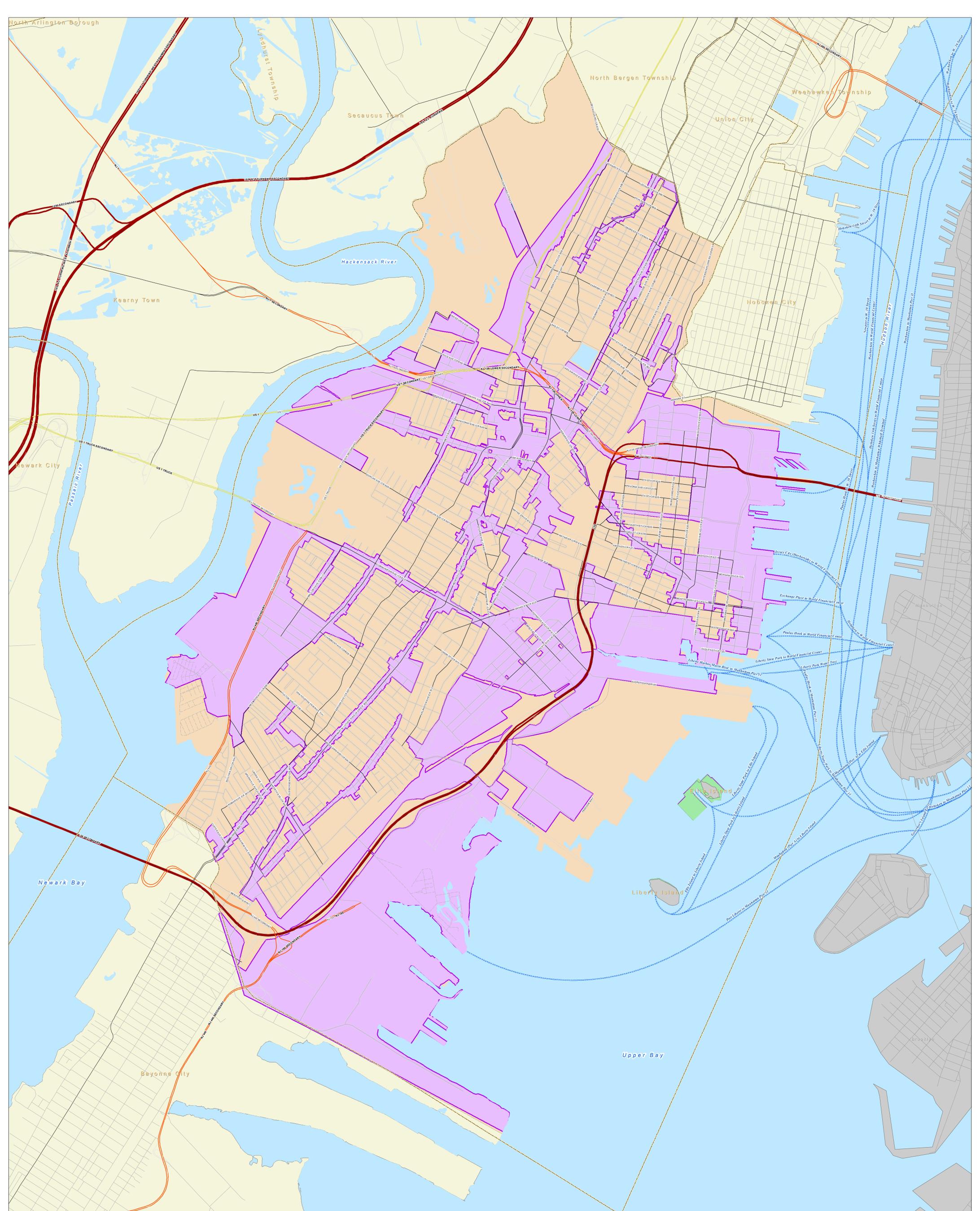
Prepared by: STK, April 20, 2009
 Source: NJDEP - Municipal Boundary, Open Water, NYC Department of City Planning -
 Borough Boundary, Roads, NJDOT - 2007 Roads, Jersey City Planning Dept. - Parks
 and Open Space, Hudson County GIS - Walkways and Pedestrian Routes
 File Path: H:\UCTY\00110\GIS\Projects\Final\jty110_CommunityPointsFINAL.mxd

** 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.



Jersey City Circulation Element 2050
Figure 1.1-1: Community Features
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.



1.2 Background

Subsequent to the adoption of the City's current Master Plan in 2000, Jersey City experienced the development of the Hudson-Bergen Light Rail (HBLR) system, completion of several notable transportation studies, and increased congestion resulting from a high rate of development within the City and surrounding communities.

As a result of these events, the City has prepared this new, action-oriented Circulation Element. It is the purpose of this Circulation Element to guide the development of the City's transportation network through 2050, and to aid the City in achieving its vision of becoming a world-class destination with a multi-modal transportation network that both accommodates the automobile and supports alternatives to reduce automobile use.

1.3. Technical Advisory Committee

A Technical Advisory Committee (TAC) helped to guide the development of this Circulation Element. The TAC was comprised of transportation, planning, and other professionals from State agencies, City departments, and regional organizations. Specifically, members of the TAC were sourced from the following organizations: Hudson County Division of Engineering, Hudson County Division of Planning, Hudson County Improvement Authority, Hudson Transportation Management Association, Jersey City Division of Engineering, Jersey City Economic Development Corporation, Jersey City Mayor's Office, Jersey City Redevelopment Agency, New Jersey Department of Transportation, New Jersey Meadowlands Commission, New Jersey Transit, New Jersey Turnpike Authority, North Jersey Transportation Planning Authority, Port Authority of New York and New Jersey.

The purpose of the TAC was to assist in the collection of data and to review all consultant deliverables. The TAC also assisted with the development of goals, strategies, objectives, and actions. The Committee met regularly throughout the preparation of this Circulation Element.

1.4 Public Outreach

In recognition of the fact that understanding and support is essential to the success of this Circulation Element, it was a guiding principle of its development that all public and private stakeholders should be actively involved in its preparation. As such, a rigorous public outreach component was included in the development of this Circulation Element.

Among others, specific elements of the public outreach component included a Focus Group, public meetings, and a public survey. Section 1.4 provides complete information on the Circulation Element's public outreach component.

1.4.1 Focus Group

In addition to the TAC, a Focus Group of representatives from neighborhood groups, major employers, the business and development communities, recreational and educational facilities, the City's hospitals, bus and ferry operators and emergency service providers was formed to help plan for the first public meeting, which was the Visioning Session.

1.4.2 Professionals

The Circulation Element's public outreach component was further supported and advanced by the professional planners of the Jersey City Division of City Planning and the Jersey City Department of Housing, Economic Development and Commerce which led the project, and the Consultant team, which included T&M Associates as

the lead consultant, and its sub-consultants, Eastland Systems Group, and Medina Consultants.

Eastland Systems Group was charged with facilitating public participation. This was done through the execution of the 2050 Jersey City Mobility Survey in English and Spanish, coordination and advertisement of public meetings, and the management of a project-specific website.

1.4.3 Public Meetings

Input from the general public was solicited at a series of three public meetings. These meetings were held on May 20, 2008, January 29, 2009, and March 23, 2009.

1.4.3.1 First Public Meeting (May 20, 2008)

The goal of the first public meeting was to shape a vision for Jersey City's future circulation system. At this meeting, the public was invited to share its concerns and ideas about the City's current transportation system and needs.

Major points of discussion included east-west access within the City, expansion of the Hudson-Bergen Light Rail (HBLR) and other mass transit services, pedestrian and bicycle needs, distance to transit stops, accessibility of transit, and reliability of transit.

Also discussed were transit payment options (i.e., universal transit cards), requests for removal of certain truck routes, auto intercept parking at waterfront areas, incentives for commuters, the extension of Jersey Avenue, and the frequency and hours of HBLR service.

The information received during this meeting was primarily used to develop a vision statement and set of goals, strategies, and objectives for the Circulation Element.

1.4.3.2 Second Public Meeting (January 29, 2009)

The second public meeting was oriented toward presenting and obtaining feedback on the vision statement and the set of goals, objectives, and strategies that were developed subsequent to the first public meeting. A general project status update was also provided.

Key points of discussion at the second public meeting were the adequacy of transit, efficiency of transit, the need for more intermodal connections, and the need for traffic calming. These comments were incorporated into the draft Circulation Element. Following Public Meeting 2, a public comment period was held, during which written comments could be submitted through February 5, 2009.

1.4.3.3 Third Public Meeting (March 23, 2009)

The purpose of the third public meeting was to present this Circulation Element to the general public in draft format. Public comments were solicited and used to prepare a final draft version of the Circulation Element for submission to Jersey City Planning Board.

Major points of concern included accommodations for bicycles on roadways, the short-comings of the bus system, the need for an HBLR station at Pacific Avenue, and safety concerns. Following Public Meeting 3, a public comment period was held, during which written comments could be submitted through

March 30, 2009. These comments were considered as the final draft of this Circulation Element.

1.4.4 Jersey City Mobility 2050 Website

As an additional form of public outreach, a project-specific website was created. This website was located at: <http://www.jerseycitymobility2050.com>, and included complete project information, such as the Circulation Element's purpose, background, and goals; as well as details of the Circulation Element's public input components.

In addition to the above, the website allowed users to download flyers; the vision statement; the goals, strategies, and objectives; TAC meeting minutes; research summaries; and presentations from the aforementioned public meetings in Microsoft PowerPoint format.

1.4.5 2050 Jersey City Mobility Survey

As part of the Circulation Element's background research, a survey was conducted to obtain information on the travel habits and perceptions of residents and people working in Jersey City. The survey was conducted in English and Spanish, and focused on three market segments, specifically: those who work in Jersey City, but live elsewhere; those who live in Jersey City, but work elsewhere; and, those who work and live in Jersey City.

Section 4.3 of this Circulation Element provides complete information about this targeted-outreach survey.

1.4.6 Planning Board Hearing

Final public outreach was provided in the form of a public hearing of the Jersey City Planning Board on April 14, 2009. This hearing included a presentation of this Circulation Element, and afforded the general public an opportunity to make additional comments before Board action was taken.

1.5 Methodology

The goal of the Circulation Element was to create an action-oriented plan for Jersey City's local and regional transportation network. The Circulation Element considers recommendations of various studies of Jersey City and the region, and incorporates City land use plans and policy. The Circulation Element was developed from the feedback of the public, Technical Advisory Committee (TAC), and Jersey City professional planning staff. The Circulation Element encompasses all modes of transportation in Jersey City, and focuses on regional transportation improvements.