



ABSTRACT

The purpose of the Route 440/Routes 1&9T Multi-Use Urban Boulevard and Through Truck Diversion Concept Development Study 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. The study applies the full intent of the New Jersey Department of Transportation's Complete Streets Policy.

The primary Route 440 / Routes 1&9T study corridor is 3.6 miles long, runs from the border with the City of Bayonne in the south to NJ Route 7 in the north. The study also examines wider secondary and tertiary areas. The study comprehensively collects and examines data on existing constraints, anticipated local and regional development, current and anticipated future local and regional travel patterns for years 2020, 2035 and 2050, existing major sewer and water infrastructure, and all of the needs of all future transportation users of the primary study corridor.

The study identifies and evaluates numerous alternatives for the corridor and for diverting through trucks away from the corridor. The study identifies a boulevard and complete street concept as the Locally Preferred Alternative for reconstruction of the Route 440/Routes 1&9T corridor that will resolve current traffic congestion, and support the purpose and need statement and the goals of the Circulation Element of the Jersey City Master Plan, and facilitate transformation of a significant portion of the Western Waterfront of Jersey City from auto dominated uses to new urbanist neighborhoods. The study also identifies four potential through truck diversion alternatives for further study.

The study examines environmental justice impacts, economic feasibility and benefits, and begins to examine potential environmental impacts of the boulevard and complete street locally preferred alternative. A new local street network concept plan within the Western Waterfront was developed, as well as a set of urban design guidelines for the boulevard and complete street.

Extensive stakeholder outreach was implemented throughout the study process.



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