Appendix

Exhibit A
AM Volume Capacity Ratio Through Year 2050

Although the NJRTM-E provided a useful tool to examine the Actions in conjunction with proposed development, the model should not be used out of context. The NJRTM-E is based on the year 2000 traffic and transit data and does not capture the capacity of the local street grid in detail. The year 2000 did not account for the Hudson-Bergen Light Rail Transit system. Therefore, the transit ridership projections of the NJRTM-E for the year 2030 do not show significant ridership for the HBLR. As a result, the modeling identified areas of congestion that would likely have been eliminated if the HBLR were imported into the model. This was taken into account in reviewing the adequacy of the Action Plan. Additionally, the NJRTM-E includes the demographics of the year 2030 and the infrastructure improvements that in the NJTPA Transportation Improvement Projects (TIP) through the year 2012 and the Project Development Work Program (PDWP) through the year 2010, including major projects such as Portway and the rehabilitation of the Route 139 Viaduct. The street grid improvements in this plan are not included in the NJRTM-E. Therefore, the effects of the proposed improvements in the Action Plan were considered when evaluating congested areas identified by the NJRTM-E.

PROPOSED PROJECTS			
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12	Future New Urbanist Street Grid	43	New Street to connect Woodward and Van Horne Streets
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15	Grand/Jersey Redevelopment Plan	46	NJCU West Campus
16	HBLR Extension	47	Old Colony Shopping Center Future Grid
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18	HBLR Wye Bypass	49	Pedestrian Passage along HBLR
19	Hoboken Terminal	50	Portway
20	Jersey Avenue Extension (south)	50A	Portway: New 1-9T Extension
21	Jersey Avenue HBLR Realignment	50B	Portway: Route 1-9T/St. Paul's Avenue Viaduct
22	Jersey Avenue Park Redevelopment Plan	50C	Portway: Wittpenn Bridge
23	Journal Square Redevelopment Plan*	50D	Portway: New Road under St. Pauls Avenue Viaduct
24	Kellogg Street Extension	51	Railroad ROW North of Journal Square
25	Lafayette Gardens Hope VI	52	Route 440/Route 1-9T Multiuse Urban Boulevard
26	Lafayette Walkway	53	Sip Avenue Connector
27	Lehigh Valley RR ROW Preservation	54	Sixth Street Embankment/East-West Connections
28	Liberty Harbor North	55	State Street Extension
29	Linden Avenue Realignment	56	Warren Street Extension
30	Maple Street - Bishop Street Connector	57	Water Street Redevelopment
31	Maple Street Extension		

* pending adoption by the City Council ** where feasible

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0 450 900 1,800 Feet

AM Highway Load, 2050

Volume/Capacity Ratio

- 0.00 - 0.85 (no congestion)
- 0.86 - 1.70 (1 hour congestion)
- 1.71 - 2.55 (2 hours congestion)
- 2.56 and greater (3+ hours congestion)
- Proposed Project
- Conceptual Project

Hudson–Bergen Light Rail

- Existing Lines
- Proposed Lines
- Existing LRT Station
- Proposed LRT Station

PATH

- PATH Lines
- Existing PATH Stop
- Proposed PATH Stop

Passenger Rail Lines

- Bergen County Line
- Bergen Tunnel / Arches
- Boonton Line
- Hoboken Terminal
- Main Line
- Montclair Line
- Morristown Line
- Newark City Subway
- Northeast Corridor Line
- Rail Lines
- Spurs and Sidings
- Ferry Routes
- Pedestrian Bridge
- Interstate Route
- U.S. Route
- State Route
- Toll Route
- County Route
- Ramp
- Private Road
- Proposed Road
- Right of Way
- Open Water
- Municipal Boundary
- State of New York

NOTE: Please contact the Jersey City Division of Planning for specific information on mapped areas.

Prepared by: STK, April 20, 2009
Source: NJDEP - Municipal Boundary, Open Water; NYC Department of City Planning - New York City; NJDOT - 2008 Roads; NJTPA - Traffic Data;
File Path: H:\JCTY\00110\GIS\Projects\Final\jcty110_TrafficData_2050VC_AM_FINAL.mxd

Jersey City Circulation Element 2050
Exhibit A: Year 2050 AM Volume/Capacity Ratio
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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Appendix

Exhibit B
PM Volume Capacity Ratio Through Year 2050

Inset Map
Lyndhurst Township
Secaucus Town
North Bergen Township
Union City
Weehawken Township
Hoboken City
Kearny Town
Newark City
Bayonne City
Manhattan
Brooklyn
Lautenberg Station
Hoboken Terminal
See Inset Map
Hudson Bergen Light Rail
Passaic & Harmus Branch
Meadows Branch Number 2
Hudson Bergen Line
Northeast Corridor Line
Morris & Essex Line
Montclair Line
Morristown Line
Boonton Line
Pascack Valley Line
Bergen County Line
Port Jersey Boulevard
Audrey Zapp Drive
Caven Point Rd
Liberty State Park to World Financial Center
Liberty Park Water Taxi
Paulus Hook to World Financial Center
Exchange Place to World Financial Center
Jersey City (Harborside) to World Financial Center
Hoboken 14th Street to World Financial Center
Newport to World Financial Center
Weehawken to World Financial Center
Hoboken to Manhattan (Pier 11)
Weehawken to Manhattan (Pier 11)
Port Liberty to Manhattan (Pier 11)
Manhattan (Pier 4) to Ellis Island
Manhattan (Pier 4) to Liberty Island
Ellis Island to Liberty Island
Liberty State Park to Ellis Island
Liberty State Park to Liberty Island
Port Jersey Railway
Conrail Shared Assets Operations
Newark Subway
Hudson Bergen Light Rail
Passaic & Harmus Branch
Meadows Branch Number 2
Meadows Branch Number 1
US 1 TRUCK SECONDARY
US 1 SECONDARY
US 1 TRUCK
US 1 EXPRESS SECONDARY
US 1 EXPRESS
NJ TURNPIKE SECONDARY
NJ 139 SECONDARY
NJ 495 SECONDARY
NJ 3 SECONDARY
NJ 440 SECONDARY
NJ 440 TURNPIKE EXPRESS
NJ 440 TURNPIKE SECONDARY
NJ 440 SECONDARY
NJ 21 SECONDARY
NJ 21
NJ 7 SECONDARY
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NJ

Appendix

Exhibit C
Average Daily Traffic (ADT) Volumes

Although the NJRTM-E provided a useful tool to examine the Actions in conjunction with proposed development, the model should not be used out of context. The NJRTM-E is based on the year 2000 traffic and transit data and does not capture the capacity of the local street grid in detail. The year 2000 did not account for the Hudson-Bergen Light Rail Transit system. Therefore, the transit ridership projections of the NJRTM-E for the year 2030 do not show significant ridership for the HBLR. As a result, the modeling identified areas of congestion that would likely have been eliminated if the HBLR were imported into the model. This was taken into account in reviewing the adequacy of the Action Plan. Additionally, the NJRTM-E includes the demographics of the year 2030 and the infrastructure improvements that in the NJTPA Transportation Improvement Projects (TIP) through the year 2012 and the Project Development Work Program (PDWP) through the year 2010, including major projects such as Portway and the rehabilitation of the Route 139 Viaduct. The street grid improvements in this plan are not included in the NJRTM-E. Therefore, the effects of the proposed improvements in the Action Plan were considered when evaluating congested areas identified by the NJRTM-E.

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JCTY2050 ADT Volumes
- 0 - 3000
- 3001 - 3500
- 3501 - 10,000
- 10,001 - 15,000
- 15,001 and greater
- Proposed Project
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