



GRAND STREET CONCEPT DEVELOPMENT

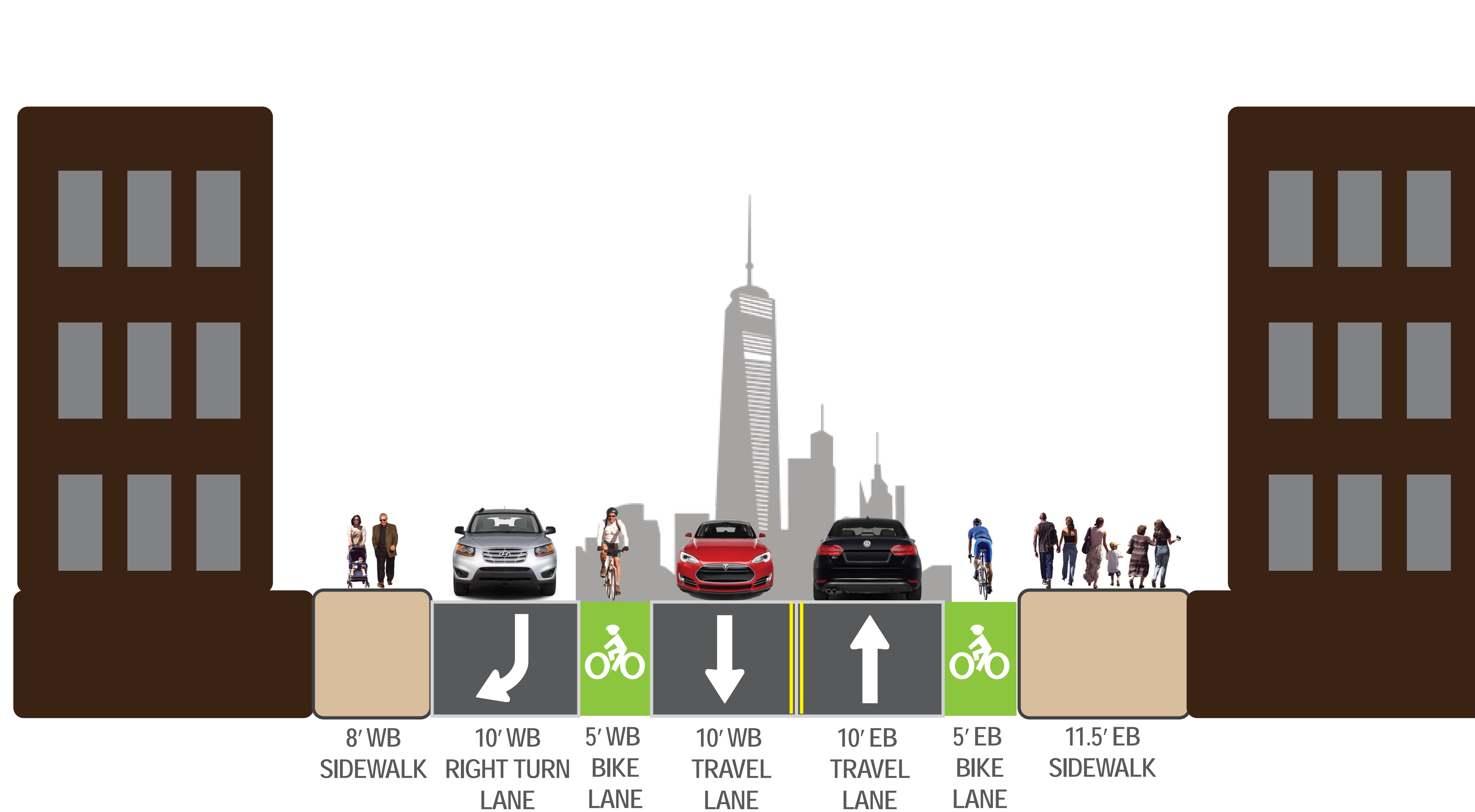
ALTERNATIVE 1
Directional Bike Lanes



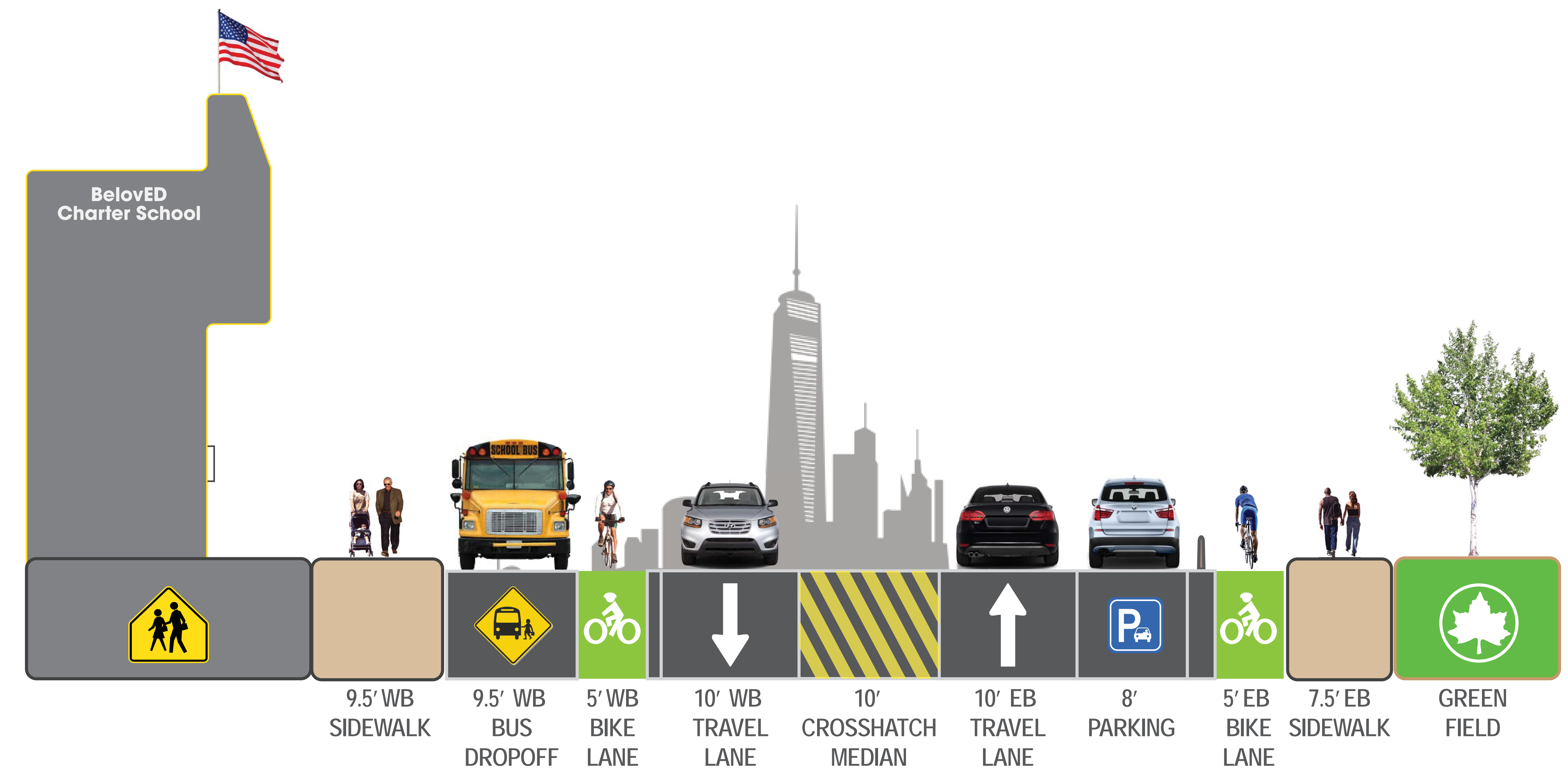
Department of Administration
Division of Engineering,
Traffic and Transportation
City of Jersey City



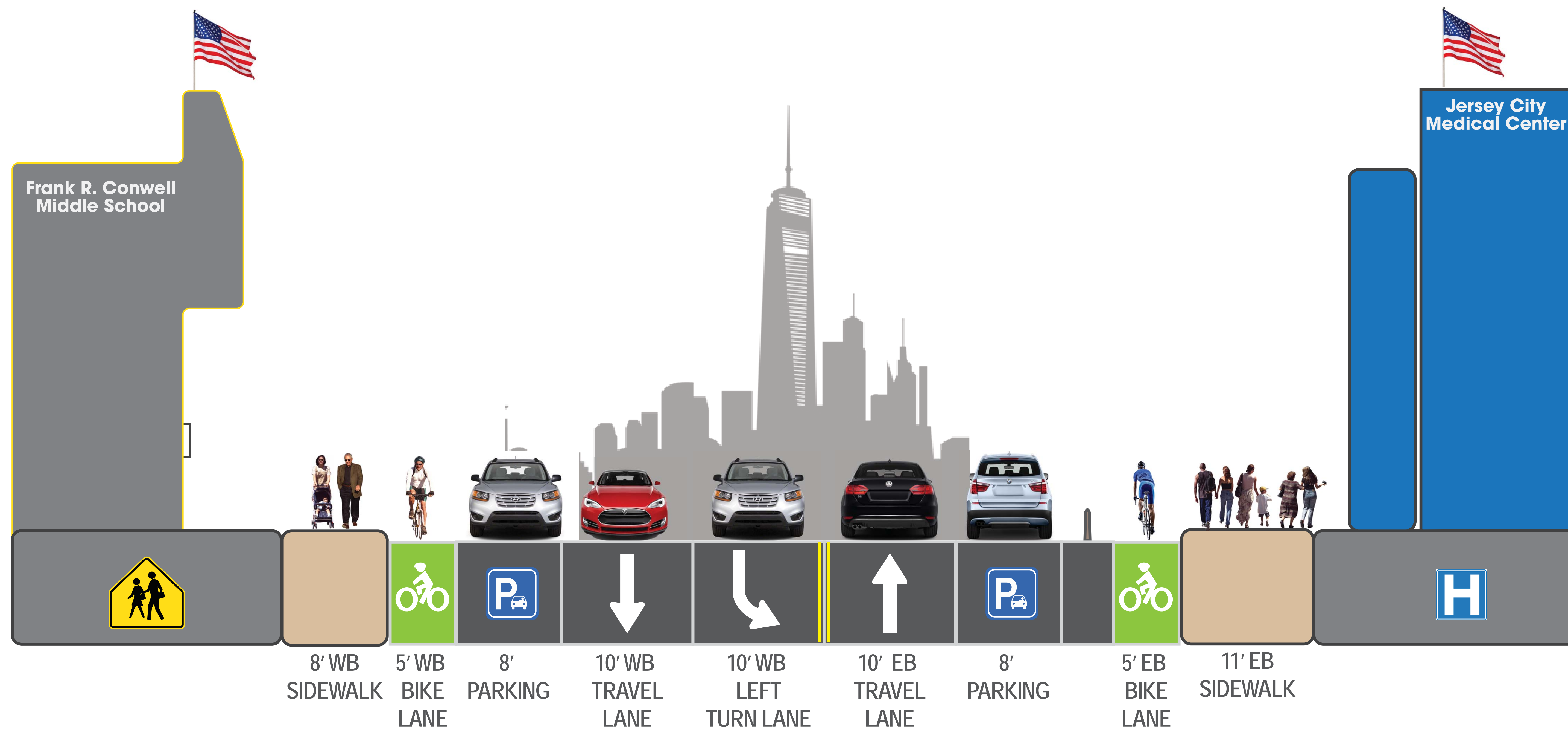
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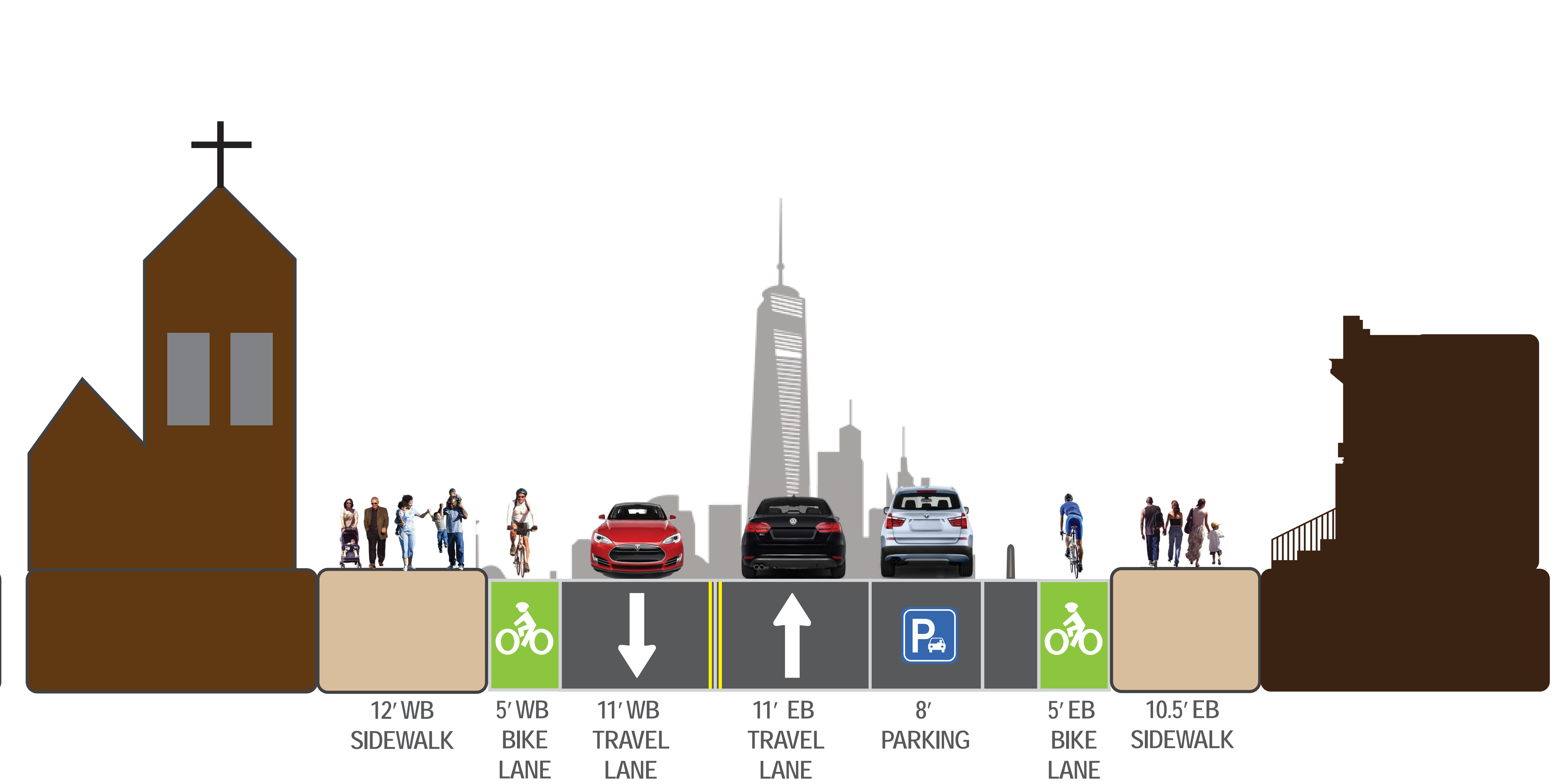
AT COMMUNIPAW STREET
(FACING EAST)



AT PRIOR STREET
(FACING EAST)



AT MONMOUTH STREET
(FACING EAST)



AT VAN VORST STREET
(FACING EAST)

ALTERNATIVE 1

Directional Bike Lanes, Cross-Sections



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Evaluation Measure		No Build	Alternative 1 Buffered Directional Bike Lanes
Travel Lanes		Two Lanes in Each Direction between Communipaw and Grove	One Lane in Each Direction with Center Turn Lane
Average Peak Travel Time	AM	EB: 15 min WB: 7 min	EB: 23 min WB: 10 min
	PM	EB: 13 min WB: 18 min	EB: 18 min WB: 16 min
Parking		350 Spaces (No Change)	284 Spaces 66 Fewer Spaces
Safety		No Change	25% Fewer Vehicle Crashes Projected 66% Fewer Pedestrian Crashes Projected
Bicycle Facilities		No Bicycle Facilities	Buffered Directional Bike Lanes
Pedestrian Facilities		No Change to Existing	62 Curb Extensions with Shorter Crosswalks Lead Pedestrian Intervals New Signalized Pedestrian Crossing at Hospital
Transit Facilities		32 Bus Stops 0 Shelters	19 Bus Stops 19 Shelters

EXISTING SPACES = 117
PROPOSED SPACES = 0



EXISTING SPACES = 62
PROPOSED SPACES = 42



GRAND STREET CONCEPT DEVELOPMENT

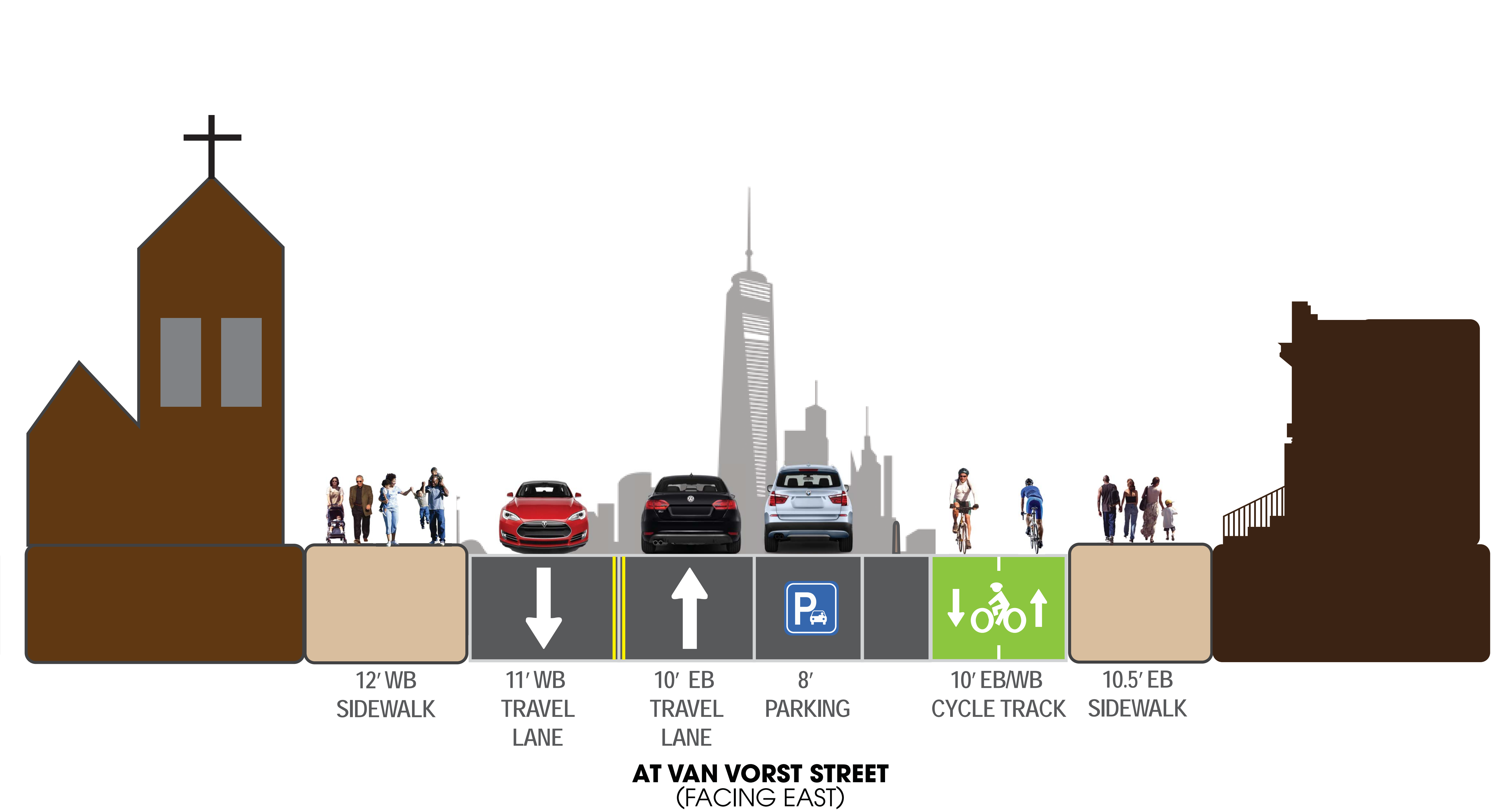
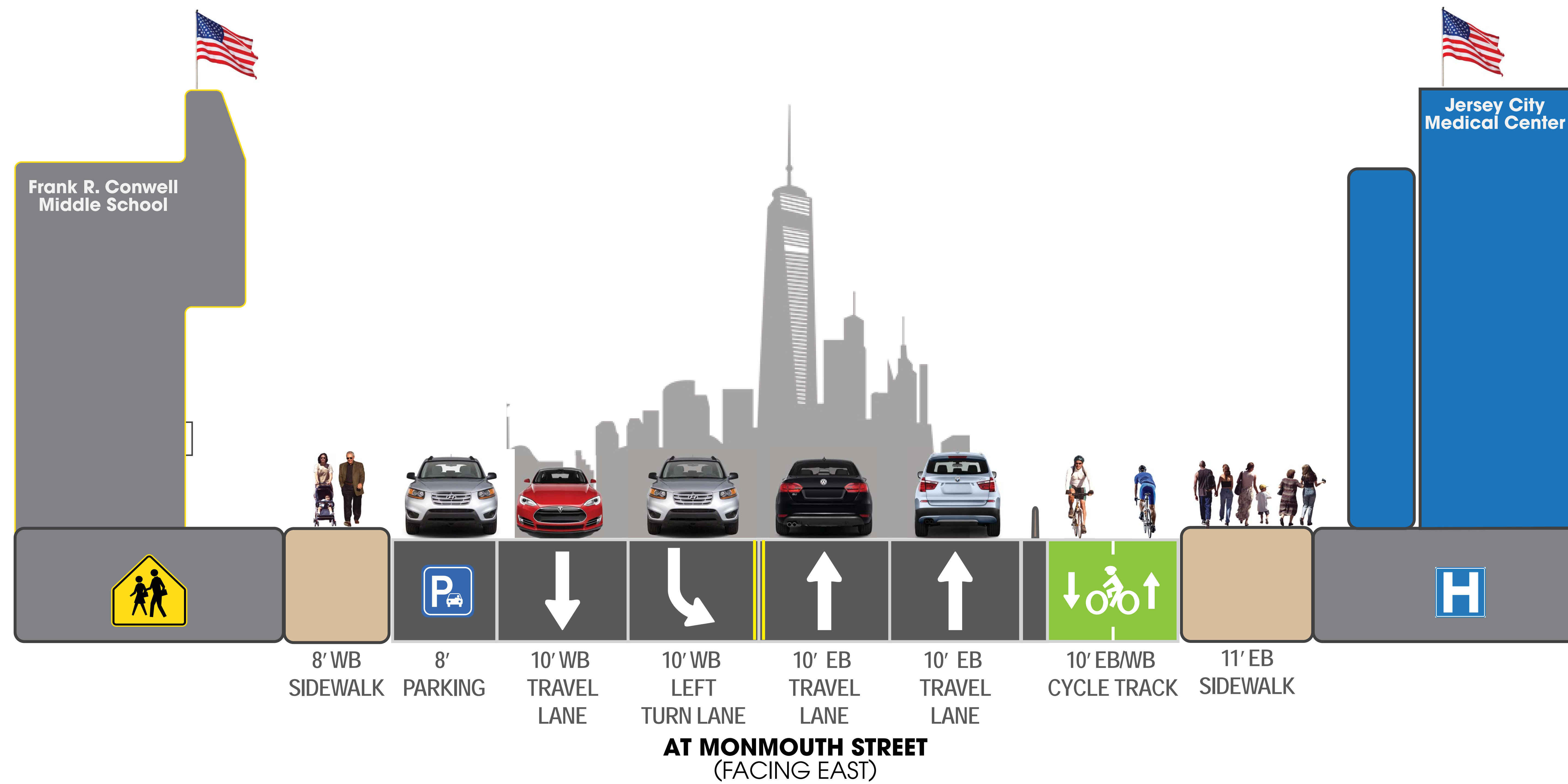
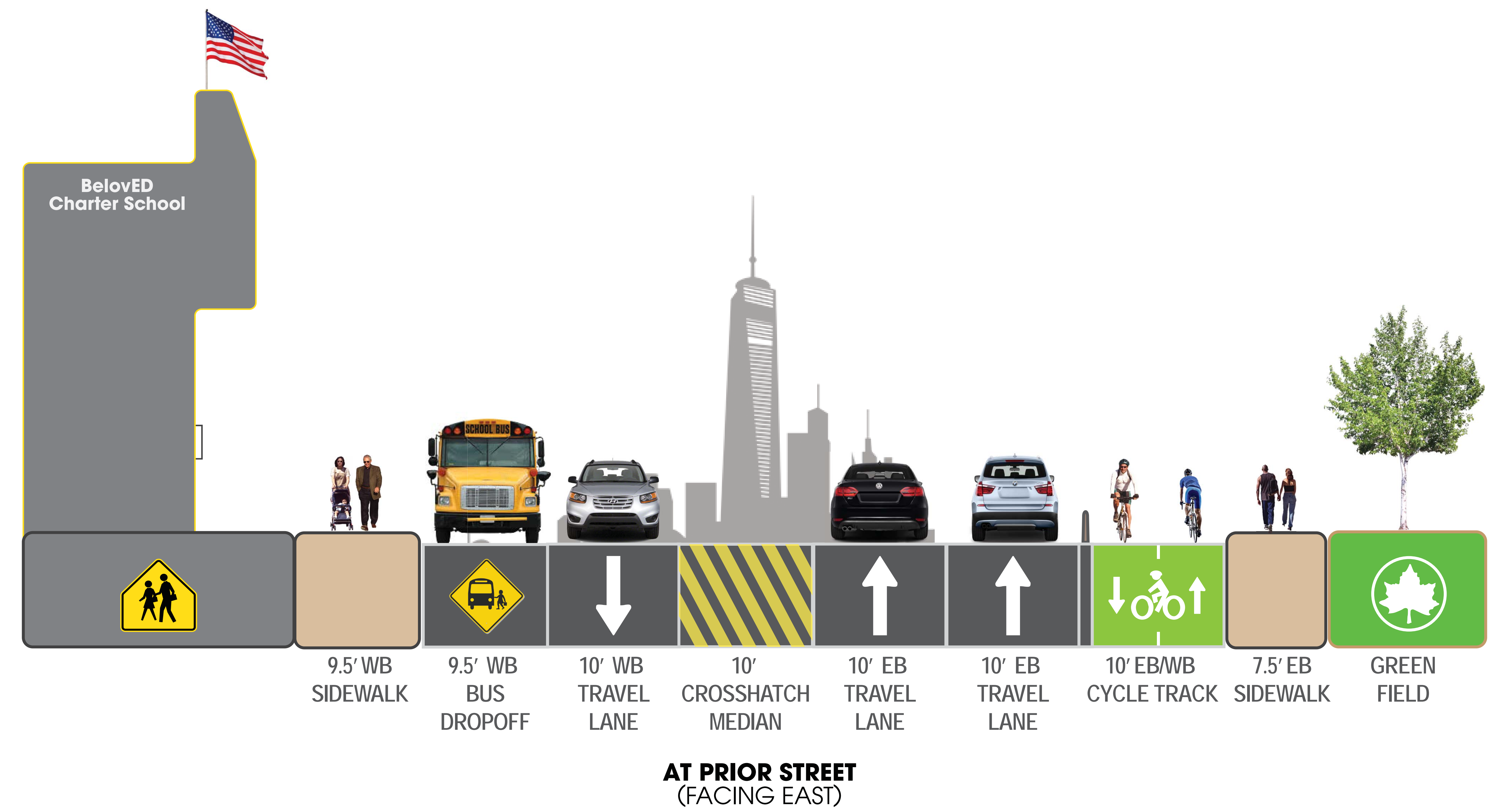
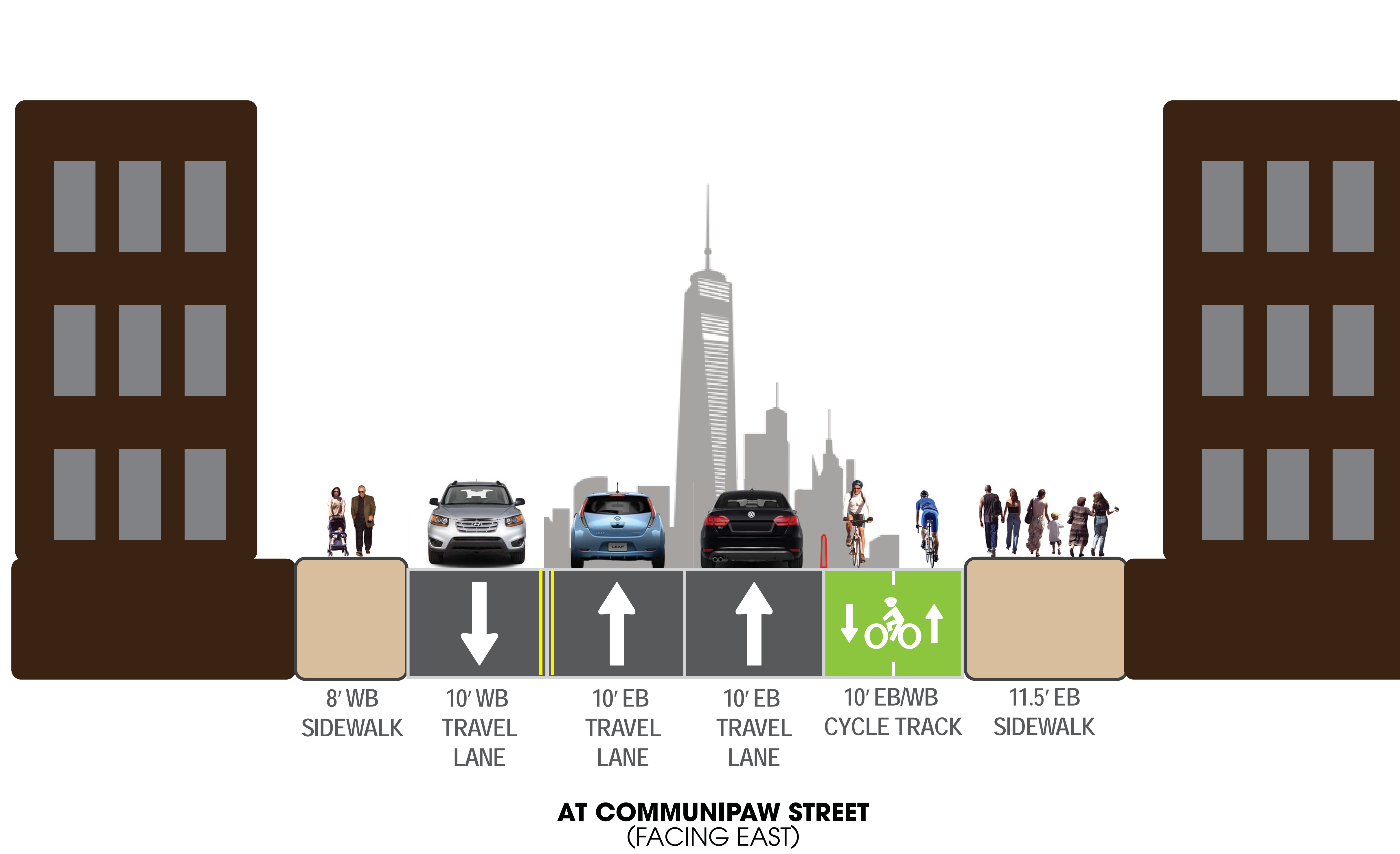
ALTERNATIVE 2
Cycle Track



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City of Jersey City



Scale: 1"=50'



Evaluation Measure		No Build	Alternative 1 Buffered Directional Bike Lanes	Alternative 2 Two-Way Cycle Track
Travel Lanes		Two Lanes in Each Direction between Communipaw and Grove	One Lane in Each Direction with Center Turn Lane	One Lane WB, Two Lanes EB
Average Peak Travel Time	AM	EB: 15 min WB: 7 min	EB: 23 min WB: 10 min	EB: 11 min WB: 30 min
	PM	EB: 13 min WB: 18 min	EB: 18 min WB: 16 min	EB: 10 min WB: 49 min
Parking		350 Spaces (No Change)	284 Spaces 66 Fewer Spaces	179 Spaces 171 Fewer Spaces
Safety		No Change	25% Fewer Vehicle Crashes Projected 66% Fewer Pedestrian Crashes Projected	15% Fewer Vehicle Crashes Projected 62% Fewer Pedestrian Crashes Projected
Bicycle Facilities		No Bicycle Facilities	Buffered Directional Bike Lanes	Two-Way Cycle Track for Whole Corridor
Pedestrian Facilities		No Change to Existing	62 Curb Extensions with Shorter Crosswalks Lead Pedestrian Intervals New Signalized Pedestrian Crossing at Hospital	
Transit Facilities		32 Bus Stops 0 Shelters	19 Bus Stops 19 Shelters	

No Build vs.
Alternative 1 vs. Alternative 2

EXISTING SPACES = 117
PROPOSED SPACES = 94



EXISTING SPACES = 62
PROPOSED SPACES = 75



GRAND STREET CONCEPT DEVELOPMENT

ALTERNATIVE 3
Maximize Parking

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City of Jersey City

Stantec
Scale: 1"=50'

[illegible]

EXISTING SPACES = 136
PROPOSED SPACES = 160

MATCH LINE C

Grand St

Van Vorst St

Warren St

Washington St

Green St

Bergen St

GRAND STREET CONCEPT DEVELOPMENT

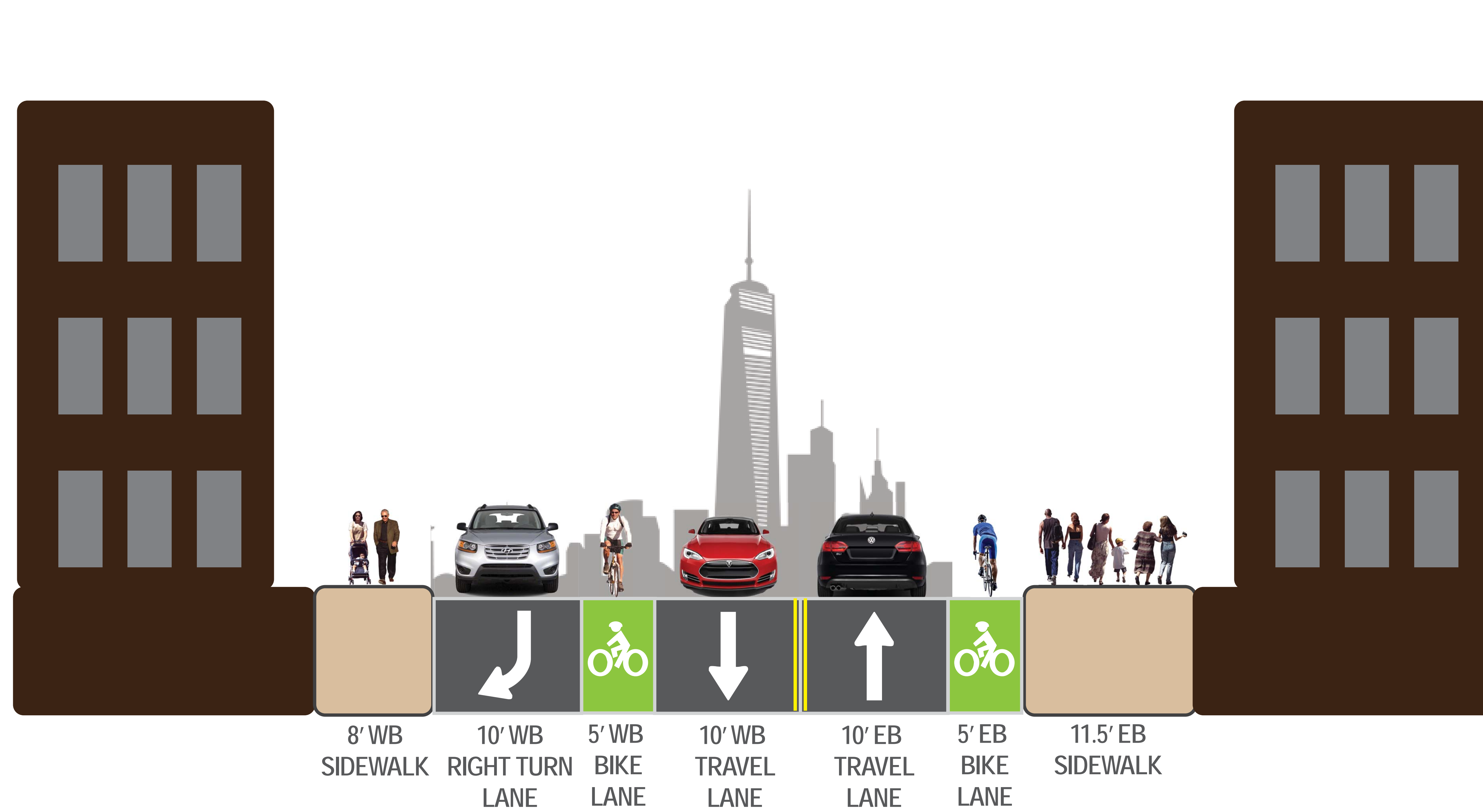
ALTERNATIVE 3
Maximize Parking

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Traffic and Transportation
City of Jersey City

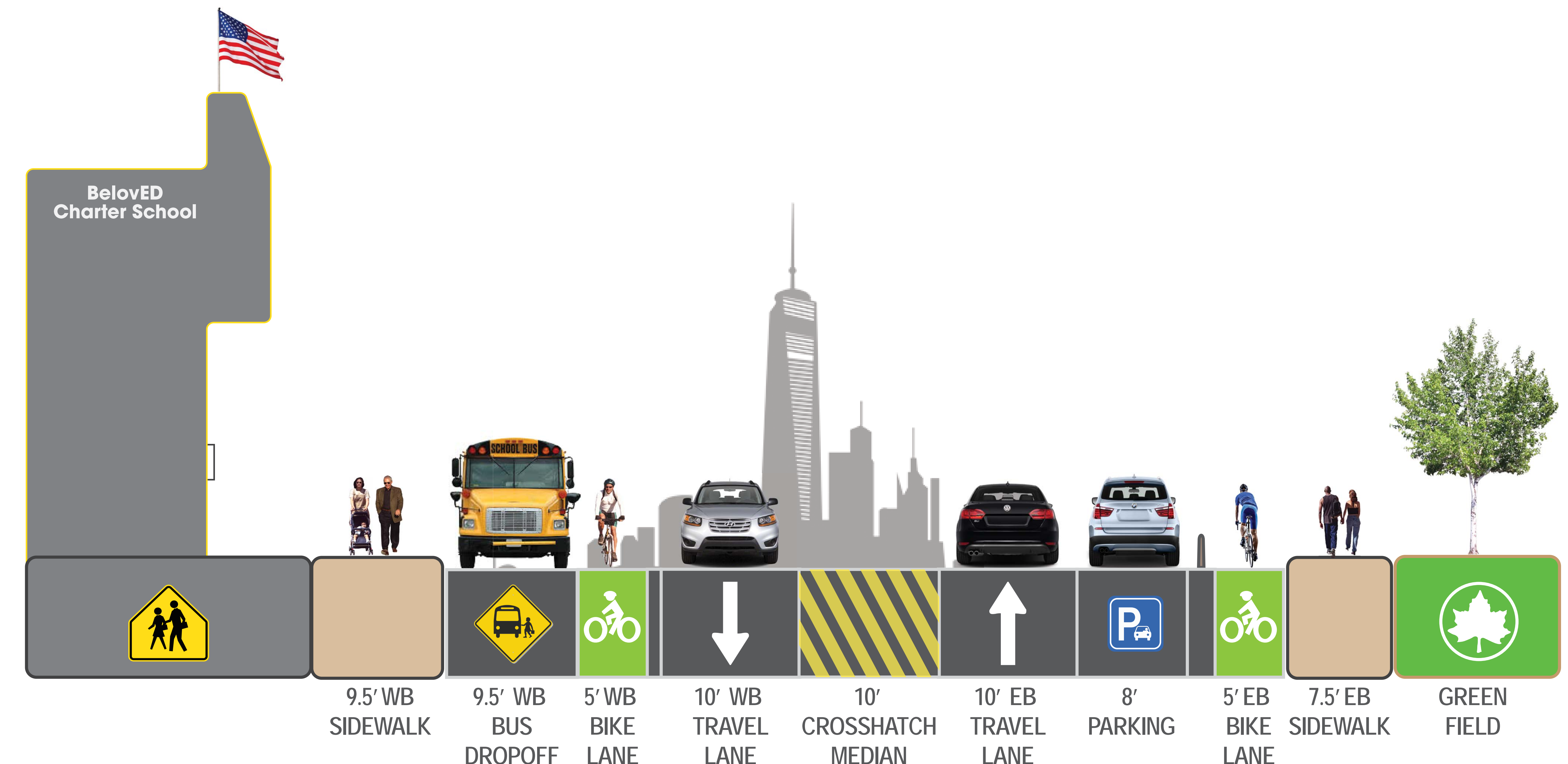
Stantec

Scale: 1"=50'

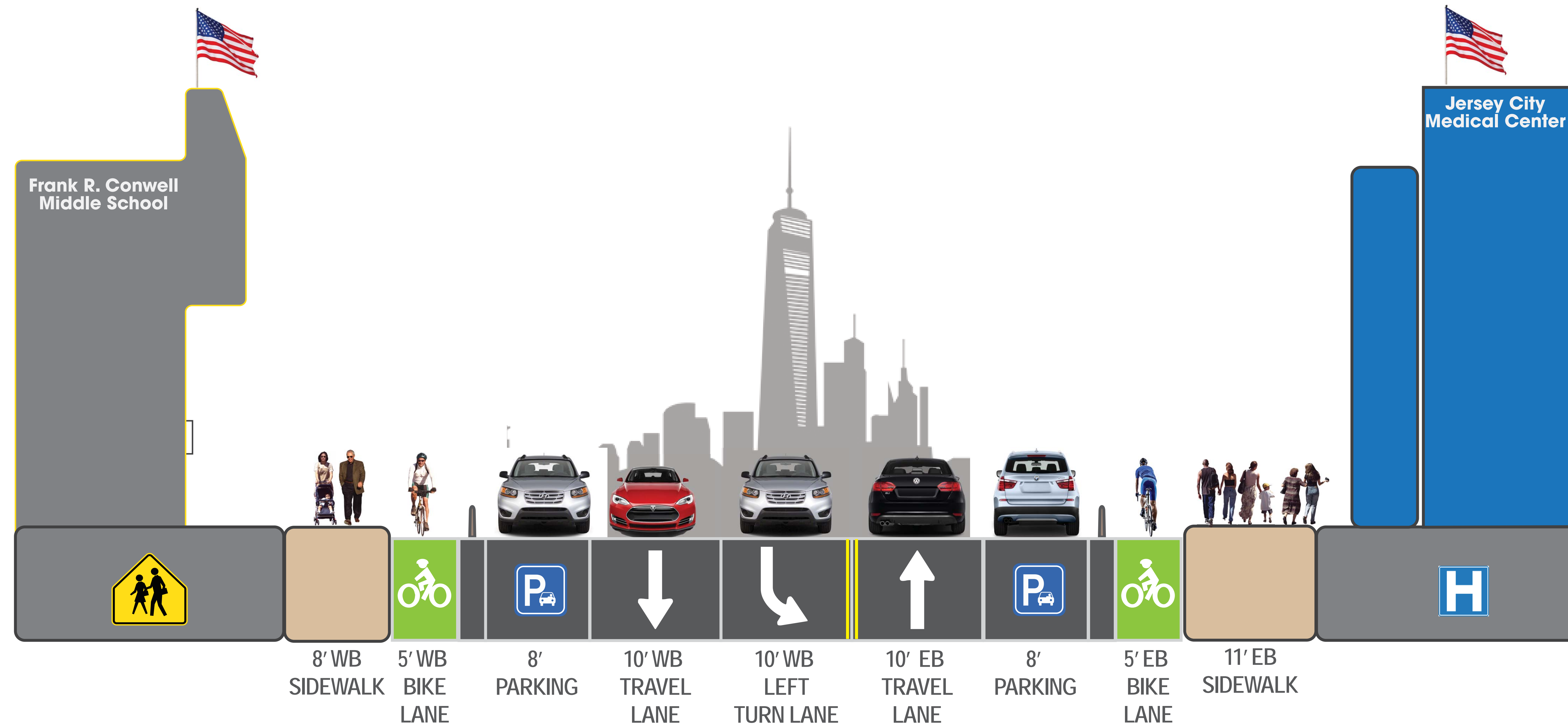
<p>ALTERNATIVE 3 Maximize Parking</p>
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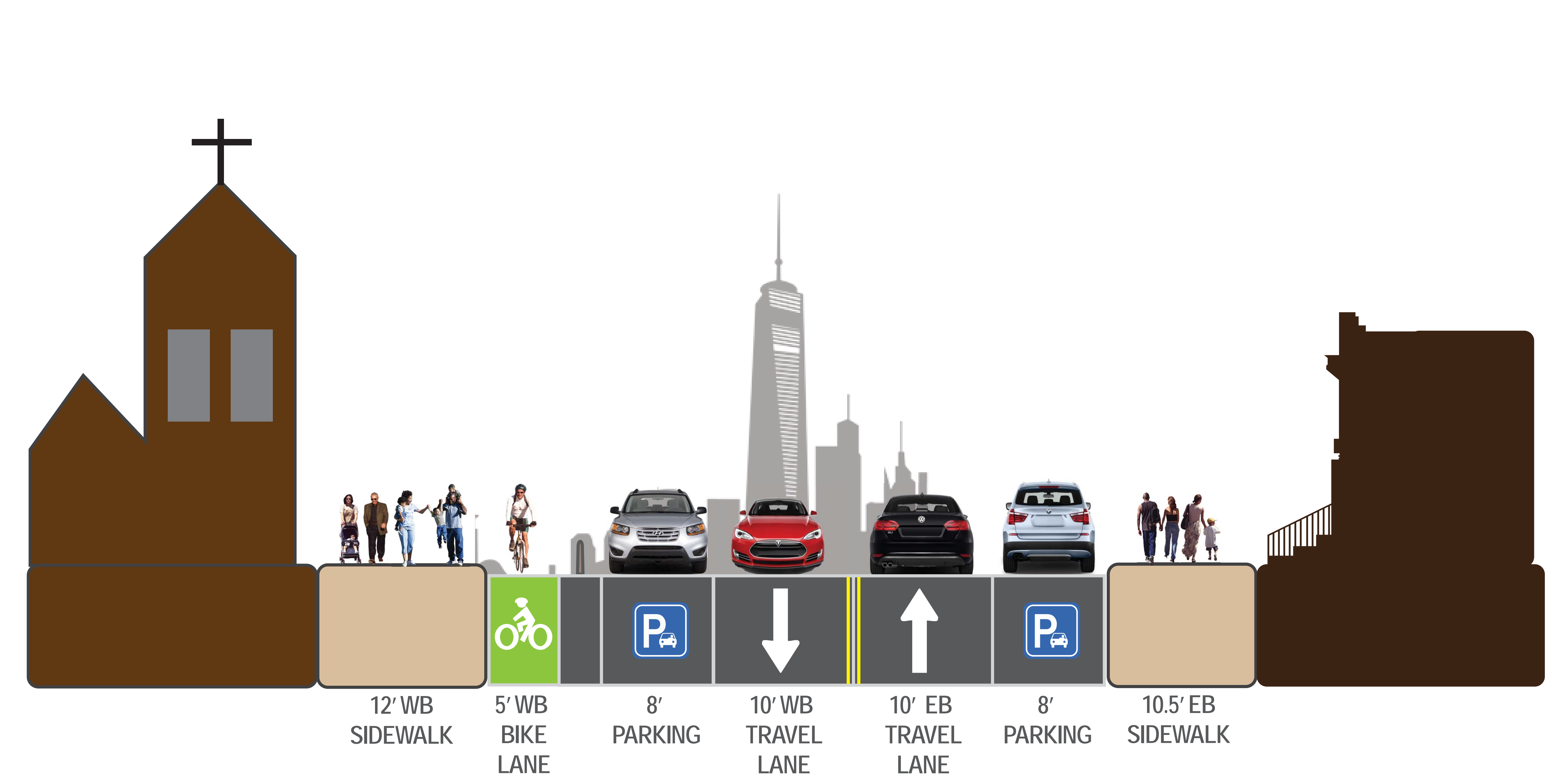
AT COMMUNIPAW STREET
(FACING EAST)



AT PRIOR STREET
(FACING EAST)



AT MONMOUTH STREET
(FACING EAST)



AT VAN VORST STREET
(FACING EAST)

ALTERNATIVE 3

Maximize Parking, Cross-Sections



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Evaluation Measure		No Build	Alternative 1 Buffered Directional Bike Lanes	Alternative 2 Two-Way Cycle Track	Alternative 3 Maximize Parking
Travel Lanes		Two Lanes in Each Direction between Communipaw and Grove	One Lane in Each Direction with Center Turn Lane	One Lane WB, Two Lanes EB	One Lane in Each Direction with Center Turn Lane
Average Peak Travel Time	AM	EB: 15 min WB: 7 min	EB: 23 min WB: 10 min	EB: 11 min WB: 30 min	EB: 23 min WB: 10 min
	PM	EB: 13 min WB: 18 min	EB: 18 min WB: 16 min	EB: 10 min WB: 49 min	EB: 18 min WB: 16 min
Parking		350 Spaces (No Change)	284 Spaces 66 Fewer Spaces	179 Spaces 171 Fewer Spaces	453 Spaces 103 More Spaces
Safety		No Change	25% Fewer Vehicle Crashes Projected 66% Fewer Pedestrian Crashes Projected	15% Fewer Vehicle Crashes Projected 62% Fewer Pedestrian Crashes Projected	25% Fewer Vehicle Crashes Projected 66% Fewer Pedestrian Crashes Projected
Bicycle Facilities		No Bicycle Facilities	Buffered Directional Bike Lanes	Two-Way Cycle Track for Whole Corridor	Buffered Directional Bike Lanes, EB Bike Lane Diverted to York Street
Pedestrian Facilities		No Change to Existing	62 Curb Extensions with Shorter Crosswalks Lead Pedestrian Intervals New Signalized Pedestrian Crossing at Hospital		
Transit Facilities		32 Bus Stops 0 Shelters	19 Bus Stops 19 Shelters		



EXISTING SPACES = 34
PROPOSED SPACES = 74

Proposed New Signal

Proposed New Signal

MATCH LINE B

MATCH LINE C

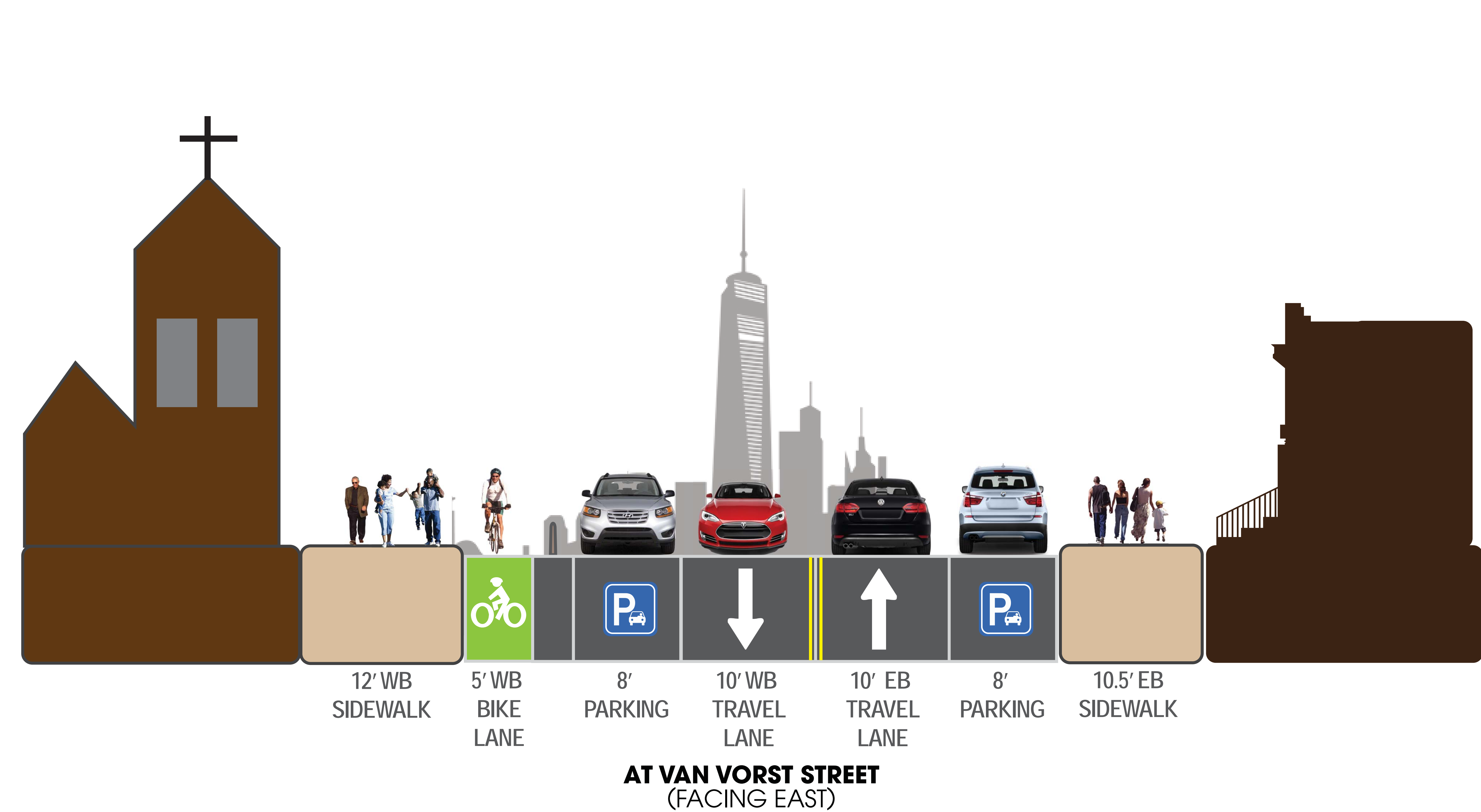
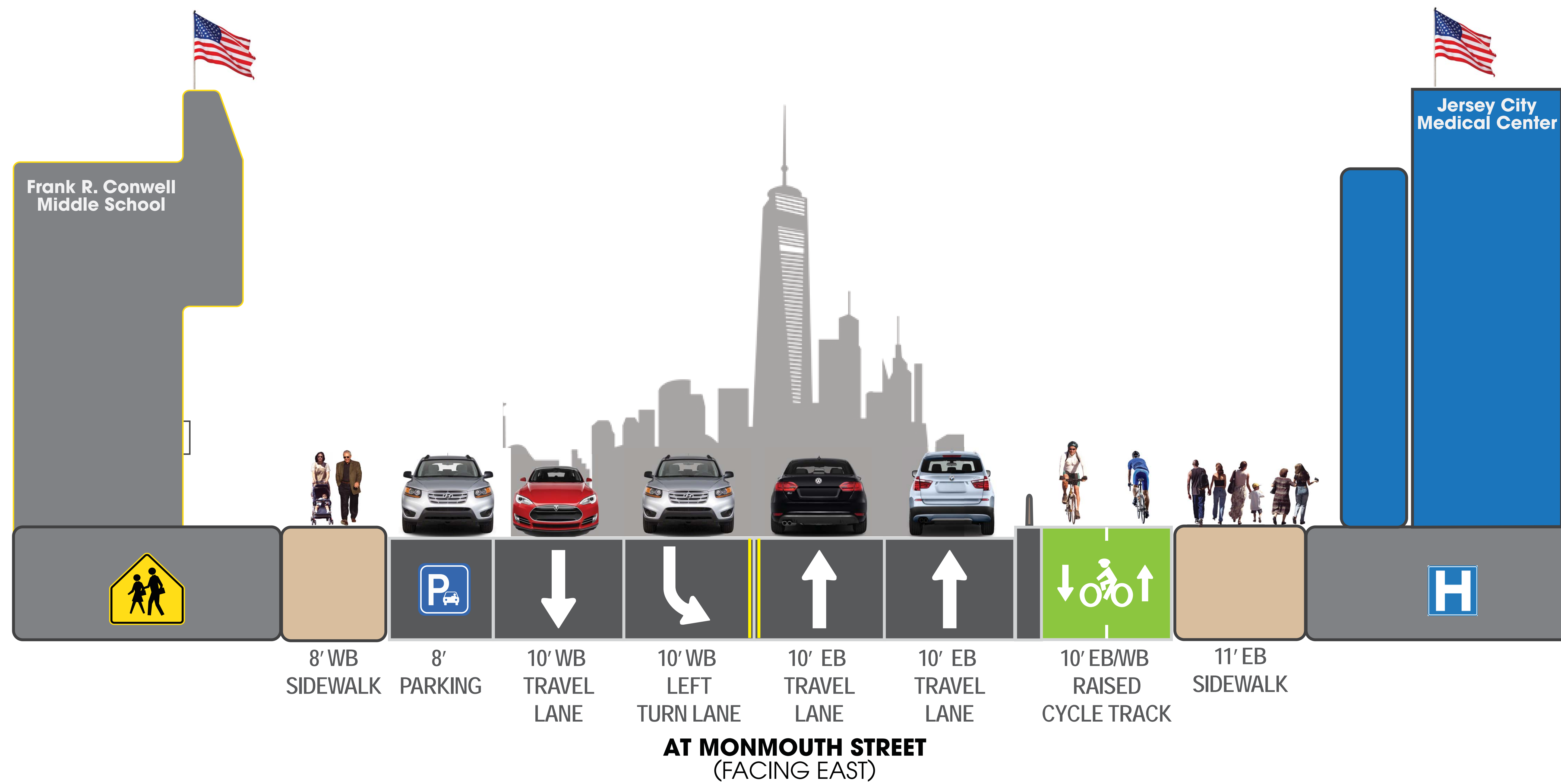
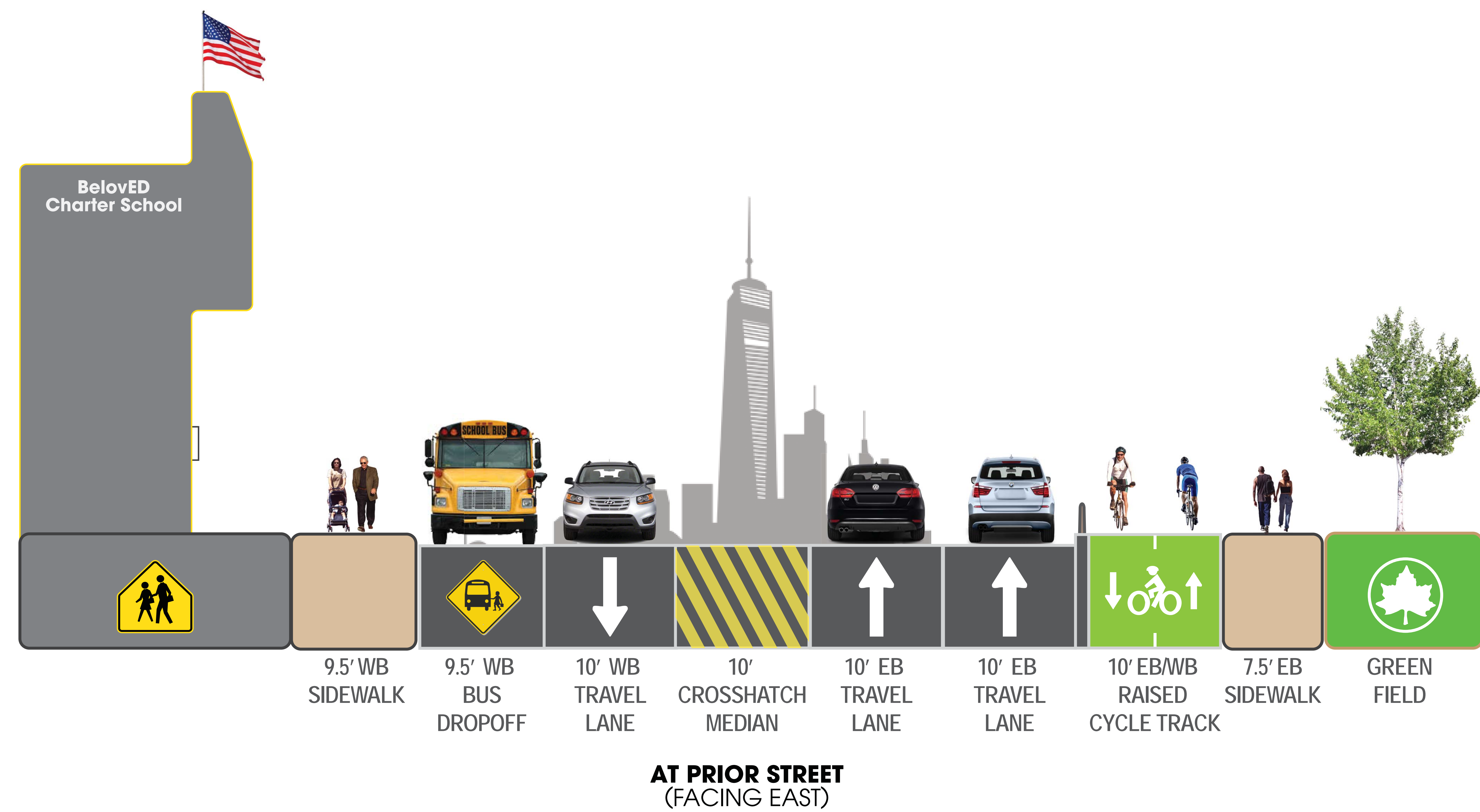
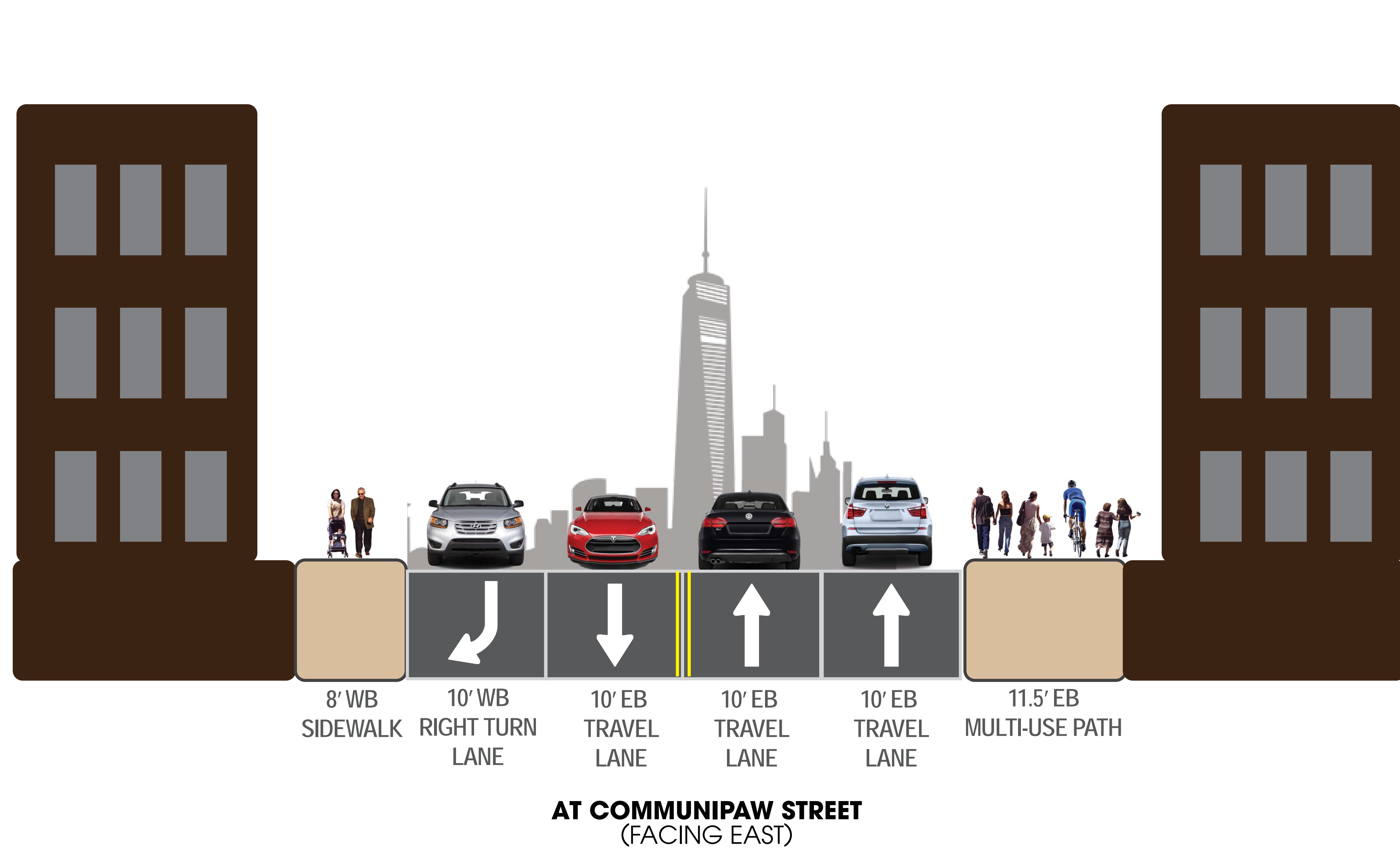
EXISTING SPACES = 136
PROPOSED SPACES = 156

GRAND STREET CONCEPT DEVELOPMENT
ALTERNATIVE 4
Combination Alternative

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Stantec
Scale: 1"=50'

ALTERNATIVE 4
Combination Alternative



Evaluation Measure		No Build	Alternative 1 Buffered Directional Bike Lanes	Alternative 2 Two-Way Cycle Track	Alternative 3 Maximize Parking	Alternative 4 Combined
Travel Lanes		Two Lanes in Each Direction between Communipaw and Grove	One Lane in Each Direction with Center Turn Lane	One Lane WB, Two Lanes EB	One Lane in Each Direction with Center Turn Lane	One Lane WB, Two Lanes EB with Turn Lanes
Average Peak Travel Time	AM	EB: 15 min WB: 7 min	EB: 23 min WB: 10 min	EB: 11 min WB: 30 min	EB: 23 min WB: 10 min	EB: 9 min WB: 12 min
	PM	EB: 13 min WB: 18 min	EB: 18 min WB: 16 min	EB: 10 min WB: 49 min	EB: 18 min WB: 16 min	EB: 8 min WB: 18 min
Parking		350 Spaces (No Change)	284 Spaces 66 Fewer Spaces	179 Spaces 171 Fewer Spaces	453 Spaces 103 More Spaces	362 Spaces 12 More Spaces
Safety		No Change	25% Fewer Vehicle Crashes Projected 66% Fewer Pedestrian Crashes Projected	15% Fewer Vehicle Crashes Projected 62% Fewer Pedestrian Crashes Projected	25% Fewer Vehicle Crashes Projected 66% Fewer Pedestrian Crashes Projected	12% Fewer Vehicle Crashes Projected 62% Fewer Pedestrian Crashes Projected
Bicycle Facilities		No Bicycle Facilities	Buffered Directional Bike Lanes	Two-Way Cycle Track for Whole Corridor	Buffered Directional Bike Lanes, EB Bike Lane Diverted to York Street	Shared-Use Path/Cycle Track on West End, Directional Bike Lanes on East End with EB Bike Lane Diverted to York Street
Pedestrian Facilities		No Change to Existing	62 Curb Extensions with Shorter Crosswalks Lead Pedestrian Intervals New Signalized Pedestrian Crossing at Hospital			
Transit Facilities		32 Bus Stops 0 Shelters	19 Bus Stops 19 Shelters			



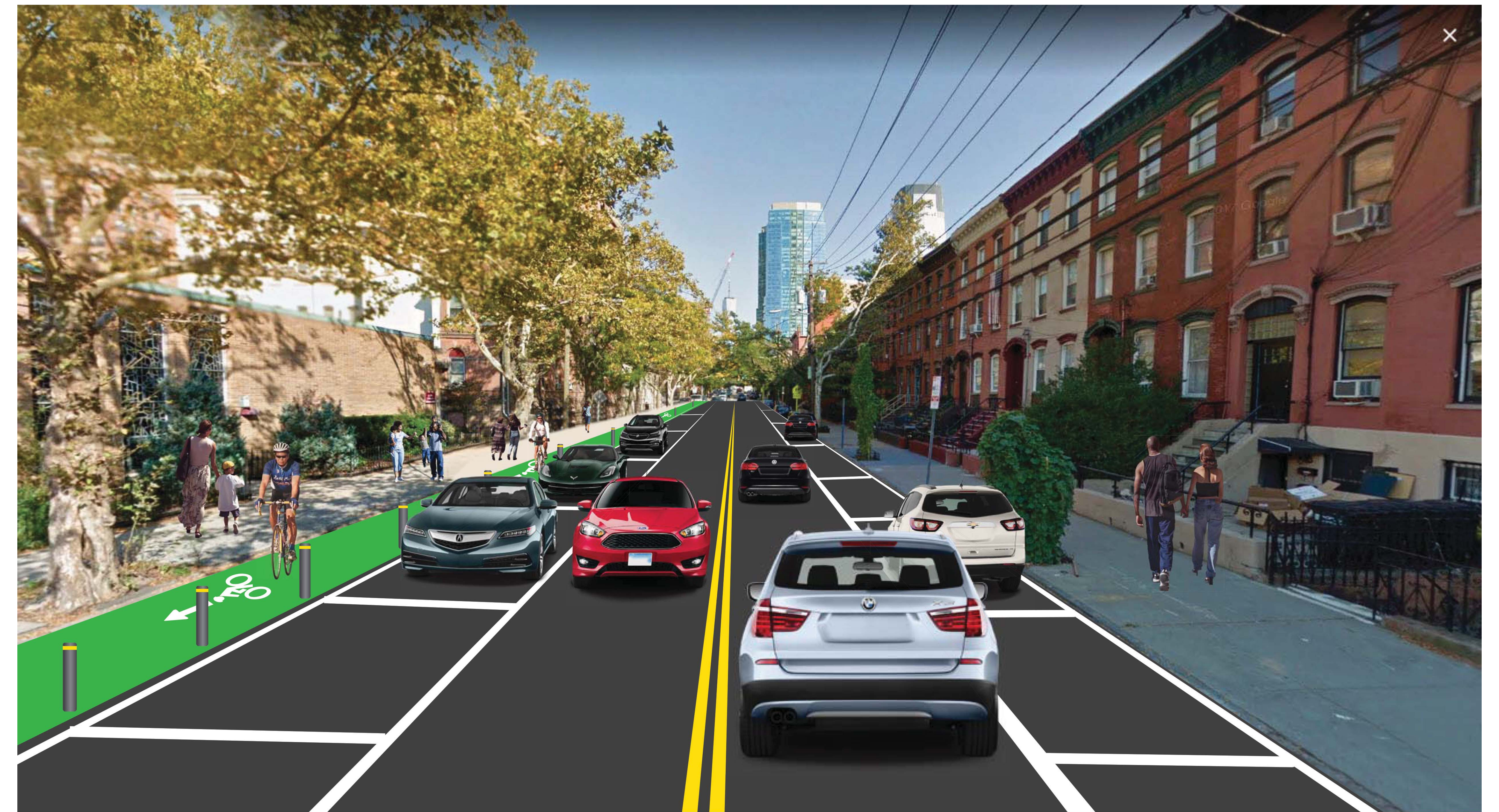
**AT COMMUNIPAW STREET
(FACING EAST)**



**AT PRIOR STREET
(FACING EAST)**



**AT MONMOUTH STREET
(FACING EAST)**



**AT VAN VORST STREET
(FACING EAST)**



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ALTERNATIVE 4 Combination Alternative, Renderings



Table E1: Alternatives Analysis Matrix

Evaluation Measure	No Build	Alternative 1: Directional Bike Lanes	Alternative 2: Cycle Track	Alternative 3: Maximize Parking	Alternative 4: Combination
Traffic	Queuing and delay remains	Significant increases in travel time and delay EB and WB.	Significant increases in travel time and delay WB.	Significant increases in travel time and delay EB and WB.	Minimal peak period impacts to travel time. Moderate increase in intersection delay.
Parking	No change to existing	Loss of 66 parking spaces	Loss of 171 parking spaces	Gain of 103 parking spaces	Gain of 12 parking spaces
Safety	No crash reduction	25% reduction veh crashes 66% reduction ped crashes	15% reduction veh crashes 62% reduction ped crashes	25% reduction veh crashes 66% reduction ped crashes	12% reduction veh crashes 62% reduction ped crashes
Utility/Stormwater	No impacts	Minor impacts to drainage	Minor impacts to drainage	Minor impacts to drainage	Moderate impacts to utility poles and drainage from Westervelt Place to Monmouth Street
Bicycle	No facilities	Buffered directional bike lanes for full corridor	Two-way cycle track for full corridor	Sharrows on west end, EB bike lane diverted to parallel street	Shared-use path/cycle track on west end of the corridor. Bike lanes on east. EB bike lane diverted to parallel street
Pedestrian/Transit/Accessibility	No change to existing conditions	Curb extensions, center islands, new signalized ped crossing, bus shelters	Curb extensions, center islands, new signalized ped crossing, bus shelters	Curb extensions, center islands, new signalized ped crossing, bus shelters	Curb extensions, center islands, new signalized ped crossing, bus shelters
Community	No improvement to existing conditions	Ped/Bike/Transit enhancements, but reduction in parking and significant increase in congestion	Ped/Bike/Transit enhancements, but reduction in parking and significant increase in congestion	Ped/Bike/Transit enhancements, increase in parking, significant increase in congestion	Ped/Bike/Transit enhancements, increase in parking, moderate increase in congestion
Cost	No costs outside of routine maintenance	Similar costs range for all alternatives: \$5 - \$6 million			