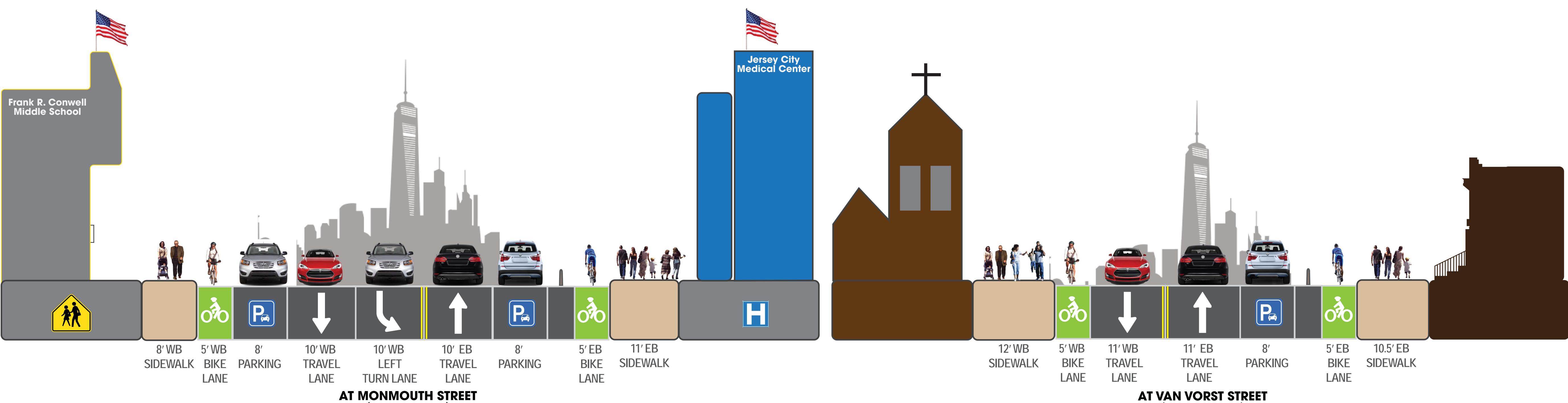


8' WB SIDEWALK RIGHT TURN BIKE

LANE

LANE





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

TRAVEL LANE

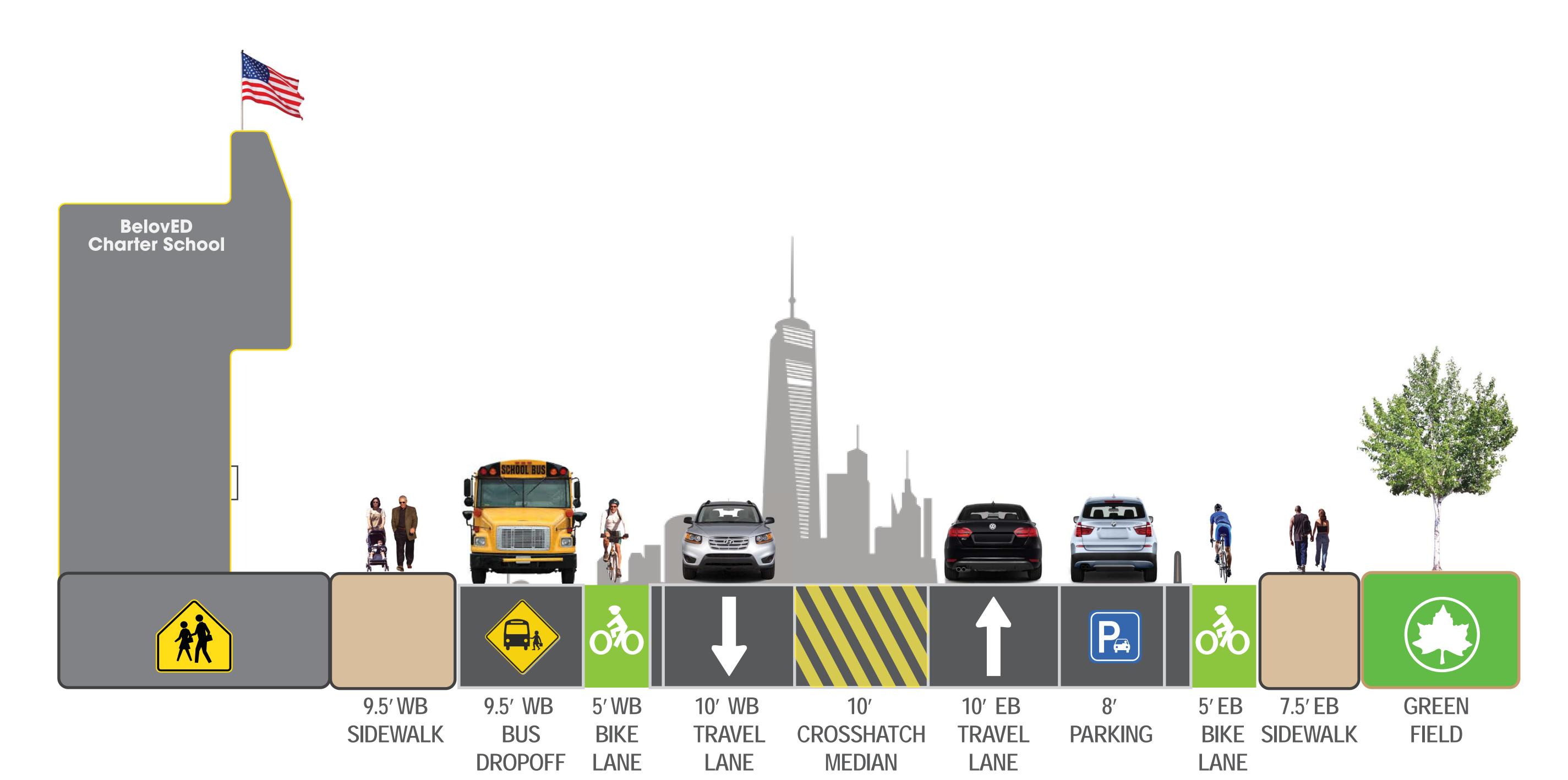
(FACING EAST)

10' EB TRAVEL LANE LANE

BIKE

11.5′ EB SIDEWALK

AT COMMUNIPAW STREET (FACING EAST)





ALTERNATIVE 1 Directional Bike Lanes, Cross-Sections **AT PRIOR STREET** (FACING EAST)

(FACING EAST)



Evaluation Mea			
Travel Lane	Travel Lanes		
Average Peak	AM		
Travel Time	PM		
Parking			
Safety			
Bicycle Faciliti			
Pedestrian Faci			
Transit Facilitie			



No Build

in Each Direction between Communipaw

EB: 15 min WB: 7 min

EB: 13 min WB: 18 min

350 Spaces

(No Change)

No Change

No Bicycle Facilities

No Change to Existing

32 Bus Stops

0 Shelters

No Build vs. Alternative 1

	A Buffered D
v and Grove	One Lane in Each D
	EB: 23
	EB: 18
	2
	66 I
	25% Fewer Ve
	66% Fewer Ped
	Buffered Di
	62 Curb Extension
	Lead Pe
	New Signalized Peo
	19
	1

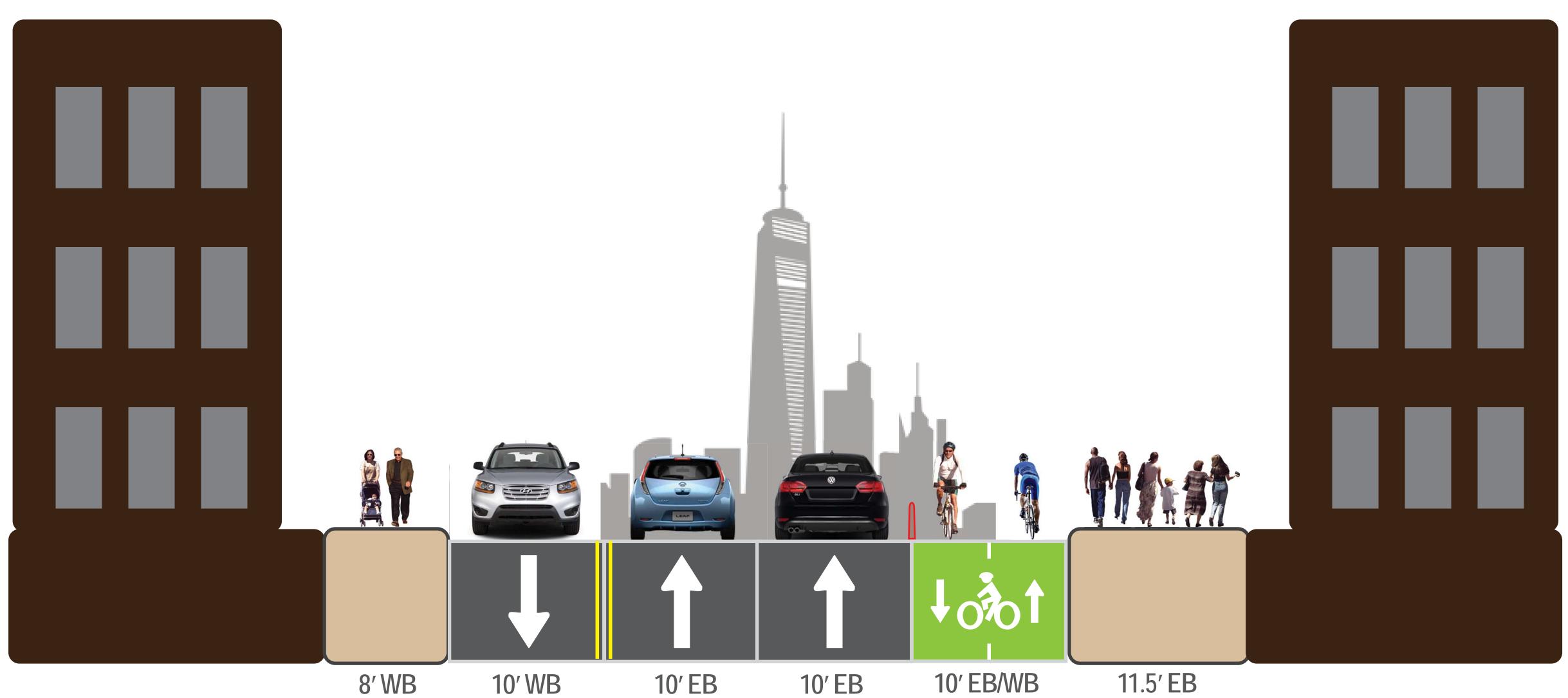
Alternative 1 Directional Bike Lanes

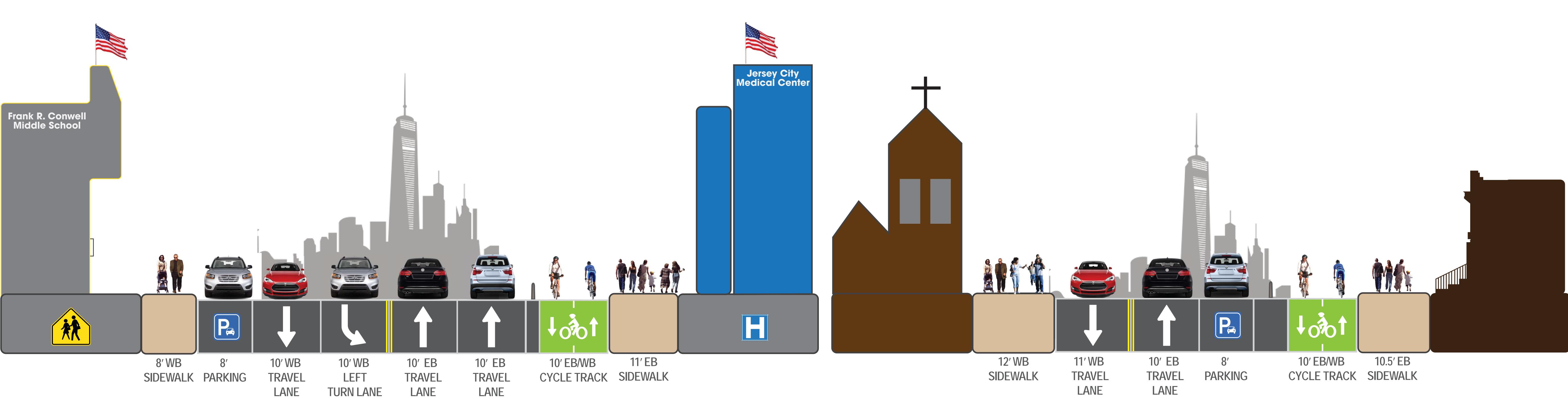
- Direction with Center Turn Lane
- min WB: 10 min
- min WB: 16 min
- 284 Spaces
- Fewer Spaces
- **Vehicle Crashes Projected**
- Jestrian Crashes Projected
- Directional Bike Lanes
- ons with Shorter Crosswalks
- Pedestrian Intervals
- edestrian Crossing at Hospital
- 9 Bus Stops
- 19 Shelters













TRAVEL LANE

AT MONMOUTH STREET

(FACING EAST)

TRAVEL

LANE

SIDEWALK

TRAVEL

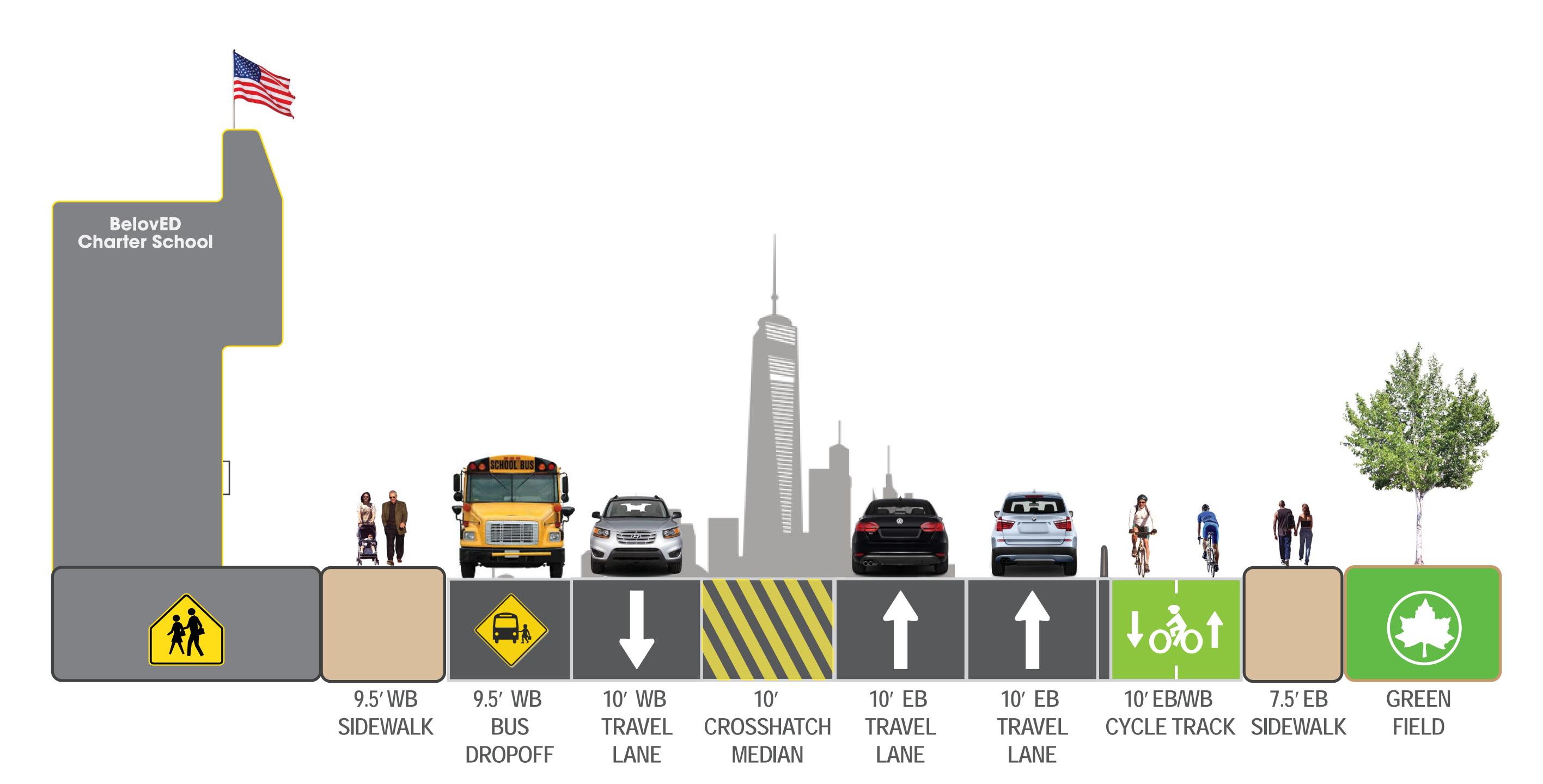
LANE

10' EB/WB **CYCLE TRACK**

11.5′ EB SIDEWALK

AT COMMUNIPAW STREET (FACING EAST)

ALTERNATIVE 2 Cycle Track, Cross-Sections





AT PRIOR STREET (FACING EAST)

AT VAN VORST STREET (FACING EAST)



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 AM		EB: 15 min WB: 7 min	EB: 23 min WB: 10 min		
Travel Time	PM	EB: 13 min WB: 18 min	EB: 18 min WB: 16 min		
Parking		350 Spaces	284 Spaces		
		(No Change)	66 Fewer Spaces		
Safety			25% Fewer Vehicle Crashes Projected		
		No Change	66% Fewer Pedestrian Crashes Projected 62%		
Bicycle Facilities No Bicycle Facilities Buffer		Buffered Directional Bike Lanes Two-N			
			62 Curb Extensions with Sho		
Pedestrian Facilities		No Change to Existing	Lead Pedestrian Int		
			New Signalized Pedestrian Cro		
Transit Facilities		32 Bus Stops	19 Bus Stops		
		0 Shelters	19 Shelters		



No Build vs. **Alternative 1 vs. Alternative 2**

orter Crosswalks

ntervals

rossing at Hospital

Alternative 2 **Two-Way Cycle Track**

One Lane WB, Two Lanes EB

EB: 11 min WB: 30 min

EB: 10 min WB: 49 min

179 Spaces

171 Fewer Spaces

5% Fewer Vehicle Crashes Projected

Fewer Pedestrian Crashes Projected

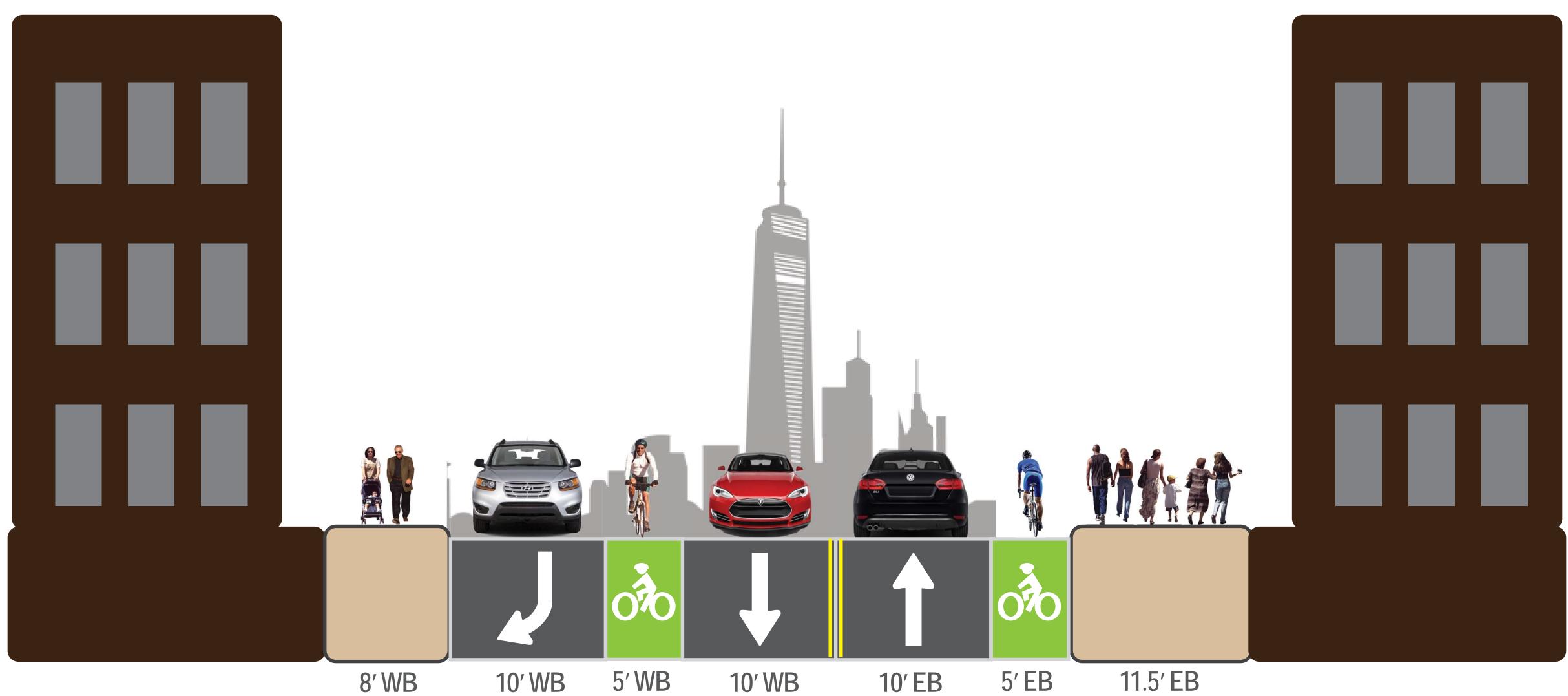
-Way Cycle Track for Whole Corridor

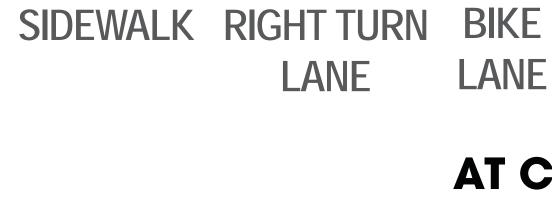


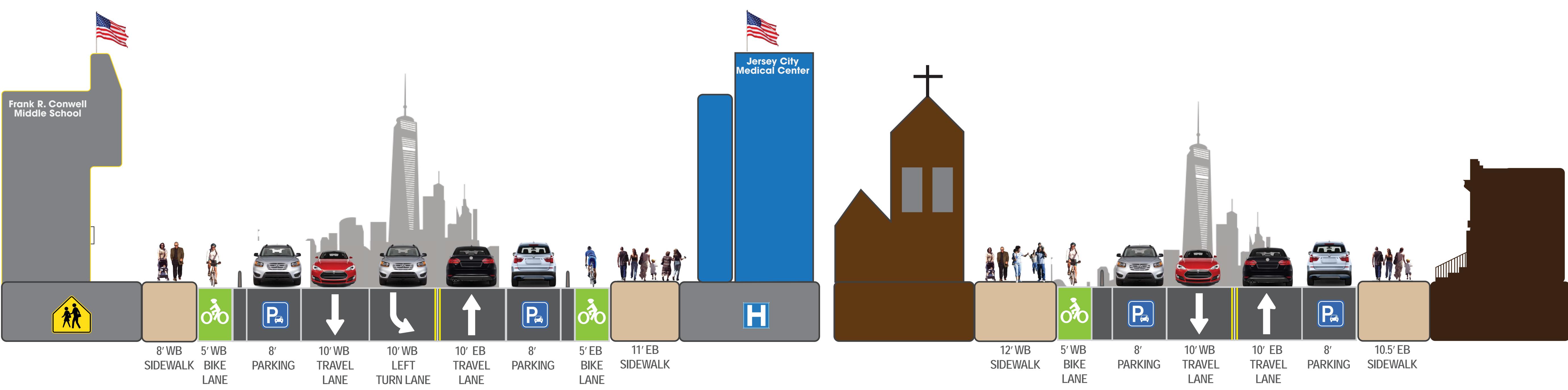














TRAVEL LANE

AT MONMOUTH STREET

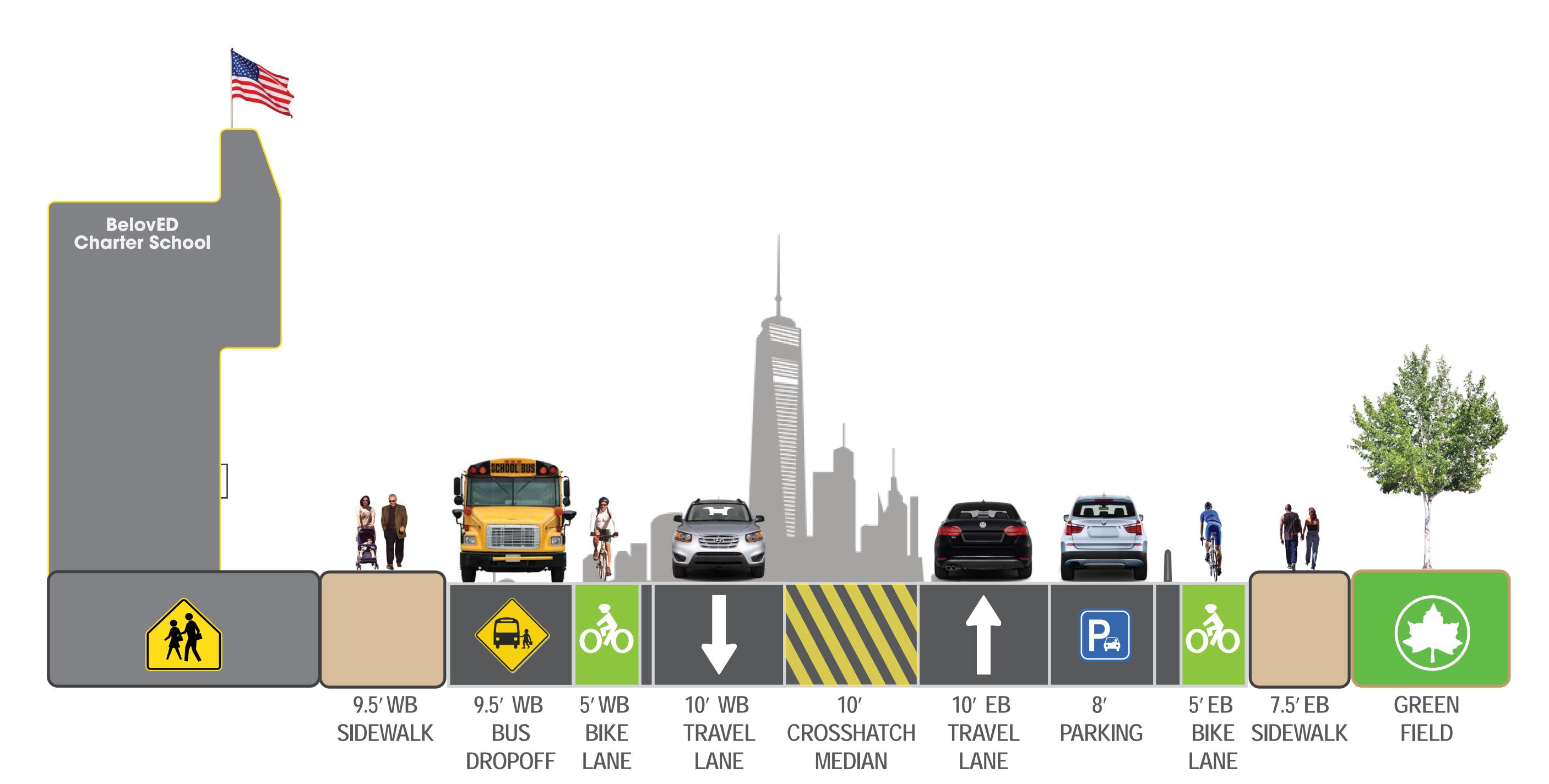
(FACING EAST)

10' EB BIKE TRAVEL LANE LANE

11.5′ EB SIDEWALK

AT COMMUNIPAW STREET (FACING EAST)

ALTERNATIVE 3 Maximize Parking, Cross-Sections





AT PRIOR STREET (FACING EAST)

AT VAN VORST STREET (FACING EAST)



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	AM	EB: 15 min WB: 7 min	EB: 23 min WB: 10 min	EB: 11 min WB: 30 min	
Travel Time	PM	EB: 13 min WB: 18 min	EB: 18 min WB: 16 min	EB: 10 min WB: 49 min	
		350 Spaces	284 Spaces	179 Spaces	
Parking		(No Change)	66 Fewer Spaces	171 Fewer Spaces	
Safety		No Change	25% Fewer Vehicle Crashes Projected	15% Fewer Vehicle Crashes Projected	
		ine energe	66% Fewer Pedestrian 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			62 C	urb Extensions with Shorter Cros	
		No Change to Existing	Lead Pedestrian Intervals		
			New Signalized Pedestrian Crossing at H		
Transit Facilities		32 Bus Stops	19 Bus Stops		
		0 Shelters	19 Shelters		



No Build vs. Alternative 1 vs. Alternative 2 vs. Alternative 3

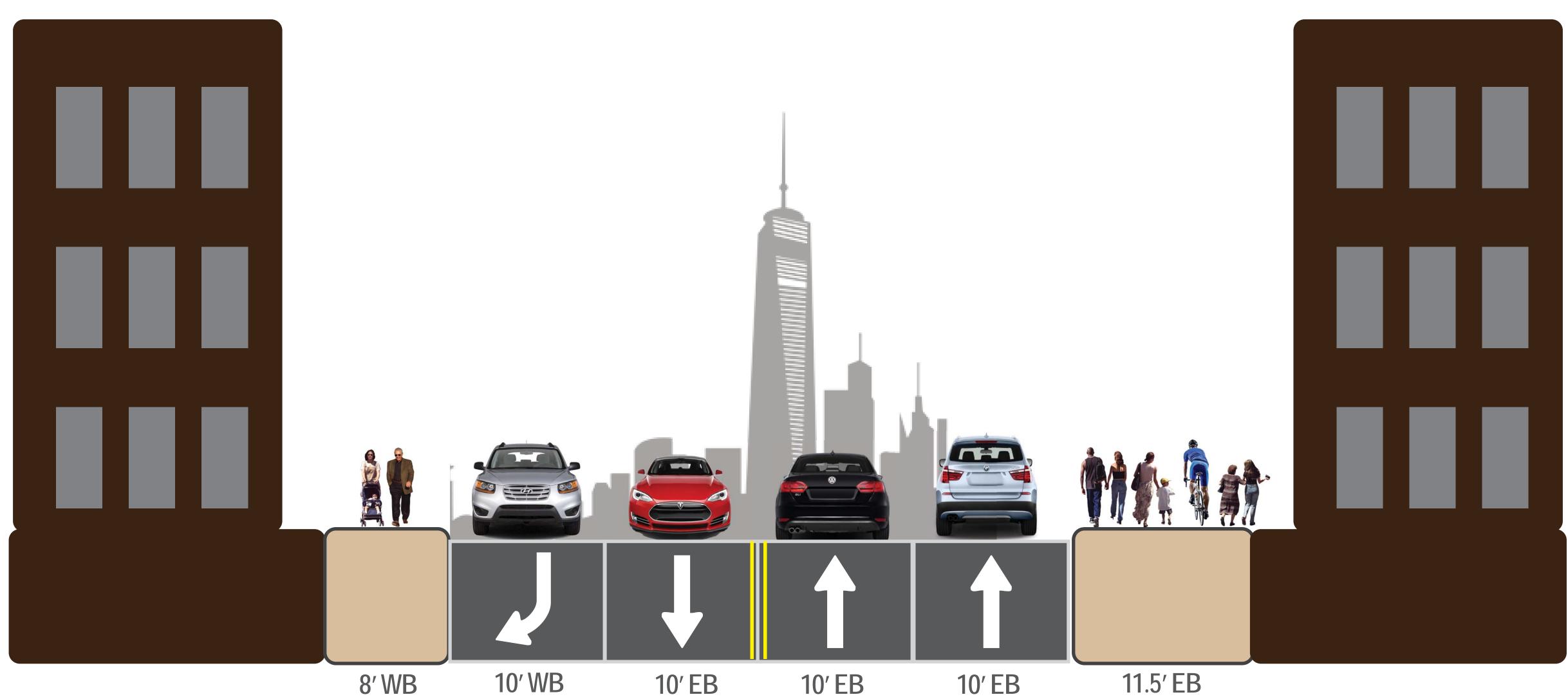
	Alternative 3 Maximize Parking
	One Lane in Each Direction with Center Turn Lane
	EB: 23 min WB: 10 min
	EB: 18 min WB: 16 min
	453 Spaces
	103 More Spaces
	25% Fewer Vehicle Crashes Projected
25	66% Fewer Pedestrian Crashes Projected
	Buffered Directional Bike Lanes,
	EB Bike Lane Diverted to
	York Street
SSW	alks

Hospital





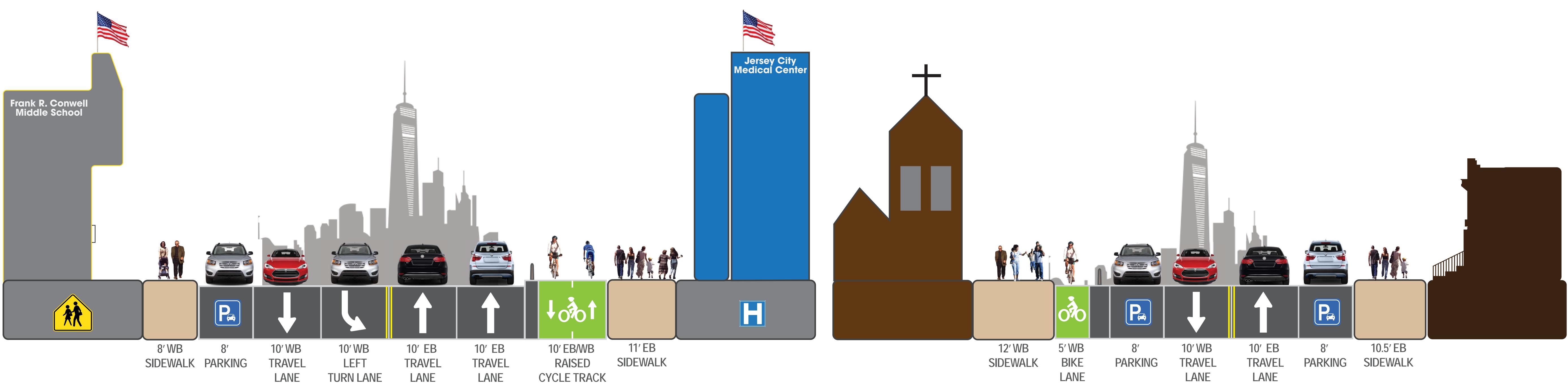




LANE

SIDEWALK RIGHT TURN

LANE





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TRAVEL TRAVEL LANE

AT MONMOUTH STREET

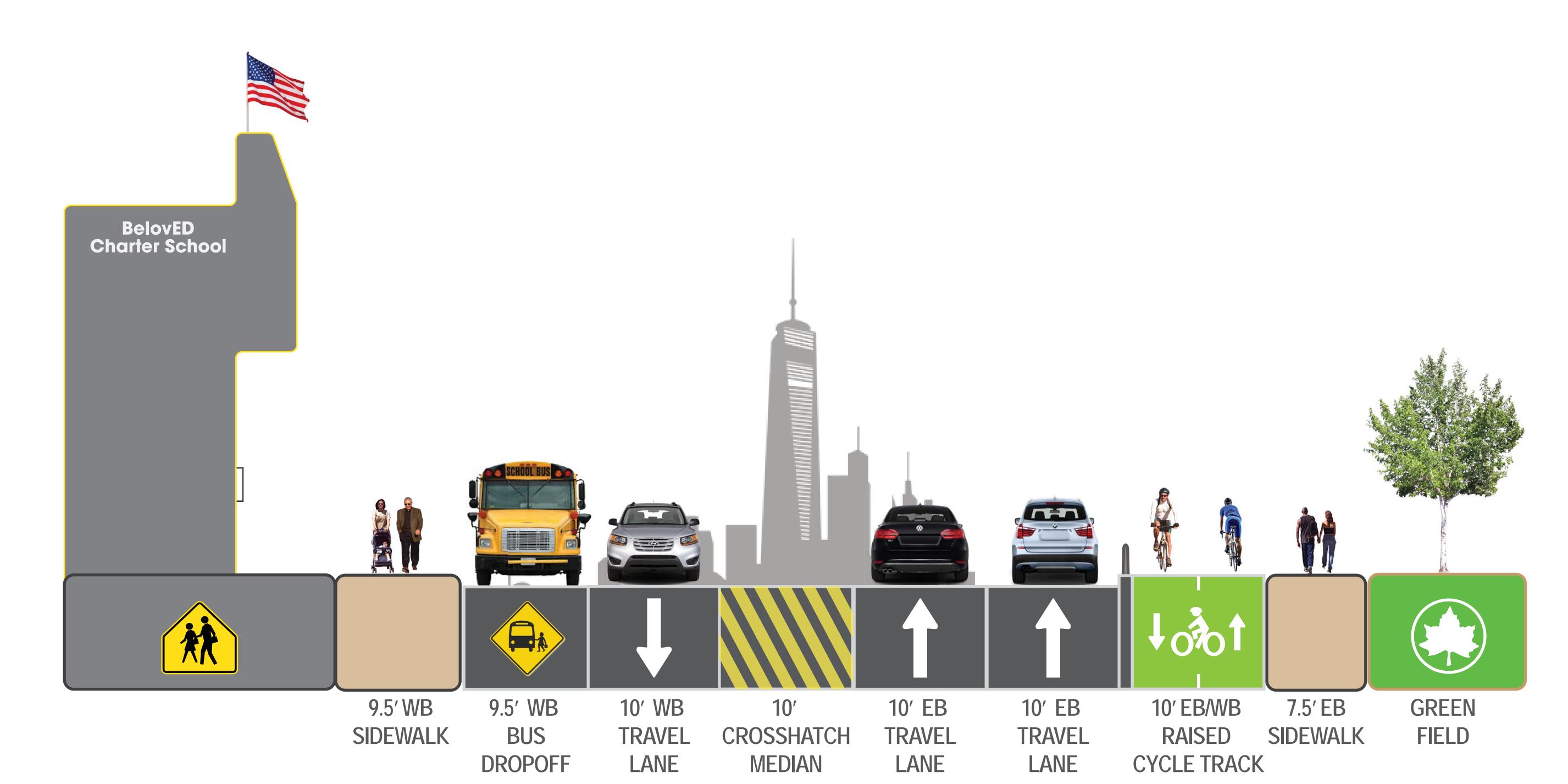
(FACING EAST)

TRAVEL LANE

11.5′ EB **MULTI-USE PATH**

AT COMMUNIPAW STREET (FACING EAST)

> **ALTERNATIVE 4 Combination Alternative, Cross Sections**





AT PRIOR STREET (FACING EAST)

AT VAN VORST STREET (FACING EAST)



Evaluation Measure Travel Lanes		No Build	Alternative 1 Buffered Directional Bike Lanes	Alternative 2 Two-Way Cycle Track	Alternative 3 Maximize Parking	Alternative 4 Combined	
		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 A		EB: 15 min WB: 7 min	EB: 23 min WB: 10 min EB: 11 min WB: 30 r	EB: 11 min WB: 30 min	EB: 23 min WB: 10 min	EB: 9 min WB: 12 min	
Travel Time	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	15% Fewer Vehicle Crashes Projected	25% Fewer Vehicle Crashes Projected	12% Fewer Vehicle Crashes Projected	
			66% Fewer Pedestrian Crashes Projected	62% Fewer Pedestrian Crashes Projected	66% Fewer Pedestrian 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 Faci	lities	No Change to Existing	62 Curb Extensions with Shorter Crosswalks Lead Pedestrian Intervals New Signalized Pedestrian Crossing at Hospital				
Transit Facilities32 Bus Stops0 Shelters			19 Bus Stops 19 Shelters				





Alternative 1 vs. Alternative 2 vs. Alternative 3 vs. Alternative 4









AT MONMOUTH STREET (FACING EAST)

AT COMMUNIPAW STREET (FACING EAST)

ALTERNATIVE 4 Combination Alternative, Renderings







AT VAN VORST STREET (FACING EAST)

AT PRIOR STREET (FACING EAST)



Evaluation

Parking

Safety

Utility/Stormwater

Bicycle

Pedestrian/Transit/ Accessibility

Community

Cost

Measure

Traffic

No impacts

No facilitie

No change to e conditions

No improveme existing condit

No costs outsid routine mainten



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

Table E1: Alternatives Analysis Matrix

No Build	Alternative 1: Directional Bike Lanes	Alternative 2: Cycle Track	Alternative 3: Maximize Parking	Alternative 4: Combination	
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.	
No change to existing	Loss of 66 parking spaces	Loss of 171 parking spaces	Gain of 103 parking spaces	Gain of 12 parking spaces	
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	
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	
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	
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	
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	
No costs outside of routine maintenance	Similar costs range for all alternatives: \$5 - \$6 million				

