Adequate Waterfront Workforce Access:

New Jersey's Critical Transportation Need

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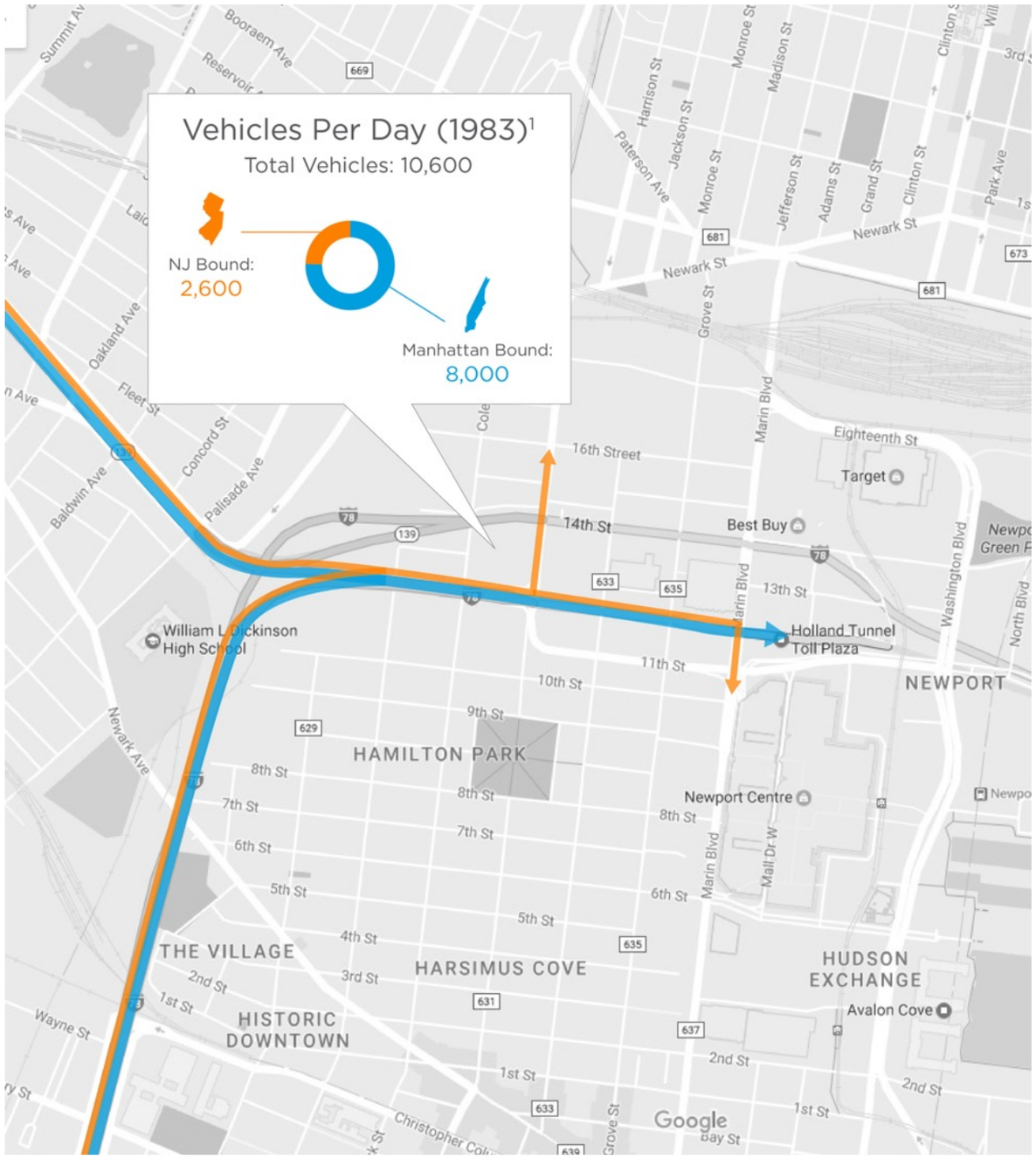
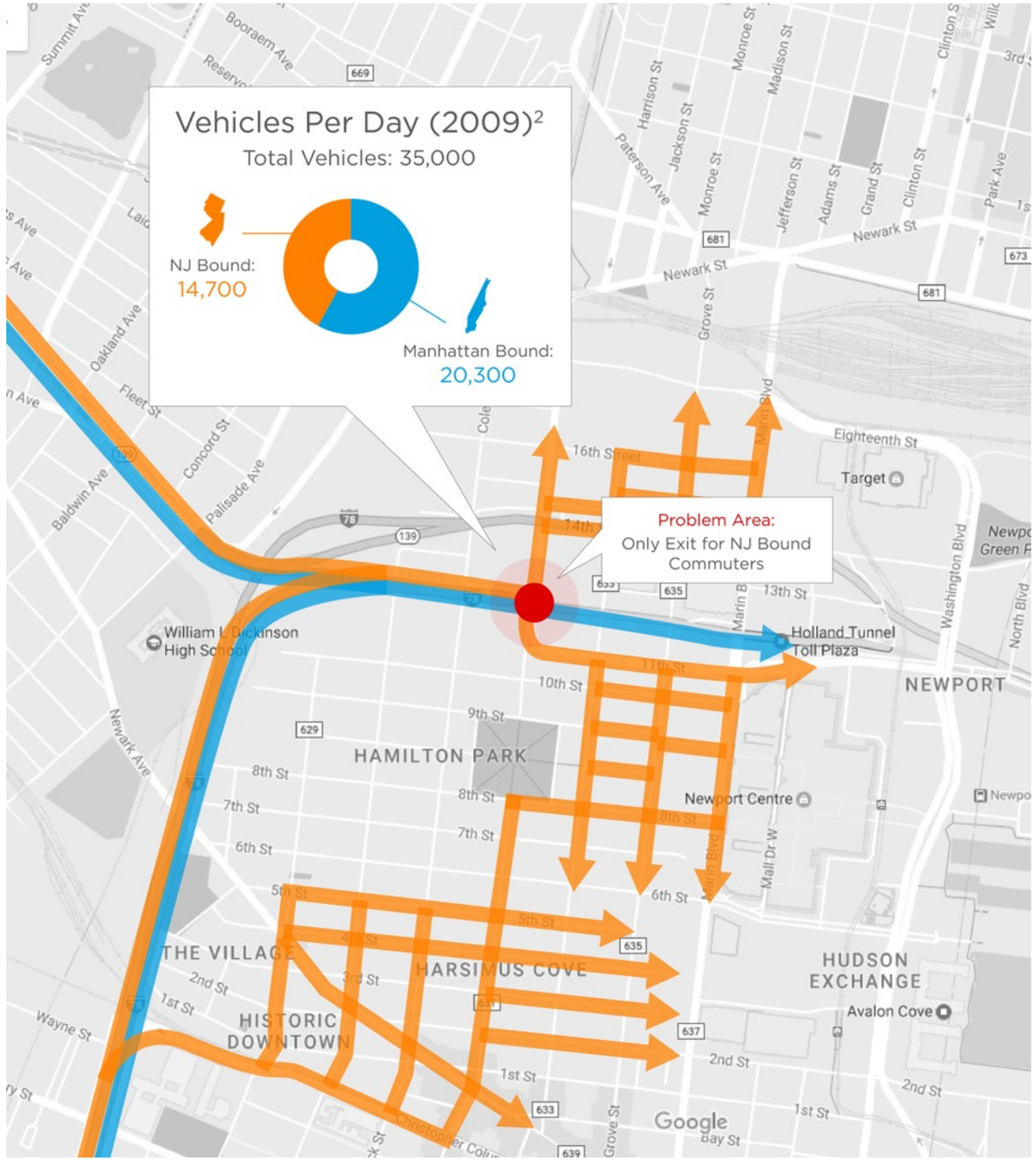
Problem Statement

Inadequate Access to Jersey City Waterfront and Southeast Hoboken Office Districts



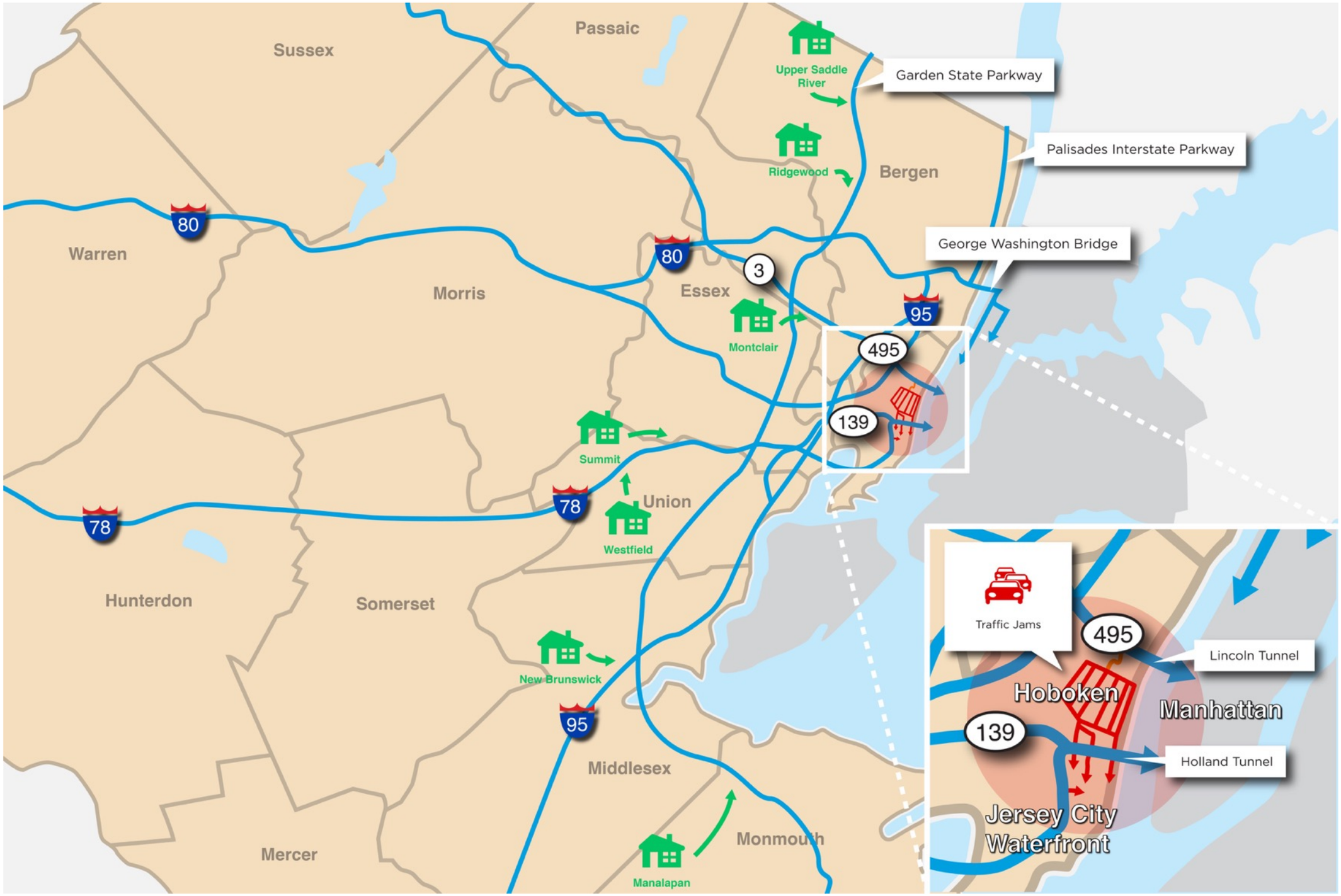


Source: 1. Raymond Keyes Traffic Study for Jersey City waterfront development EIS, 1983

Source: 2. NJ-TPA 2009 Traffic Demand Model, using applicable Peak Hour factor to extrapolate a daily count

Problem Statement

Inadequate Access to Jersey City Waterfront and Southeast Hoboken Office Districts



Critical Impact

- Hinders Economic Growth and Development in the Region
- Current Infrastructure Favors NYC at the Expense of NJ
- Ongoing Loss of Tax Ratables for New Jersey Municipalities
- Degradation of Quality of Life in the Region

Hinders Economic Growth and Development in the Region

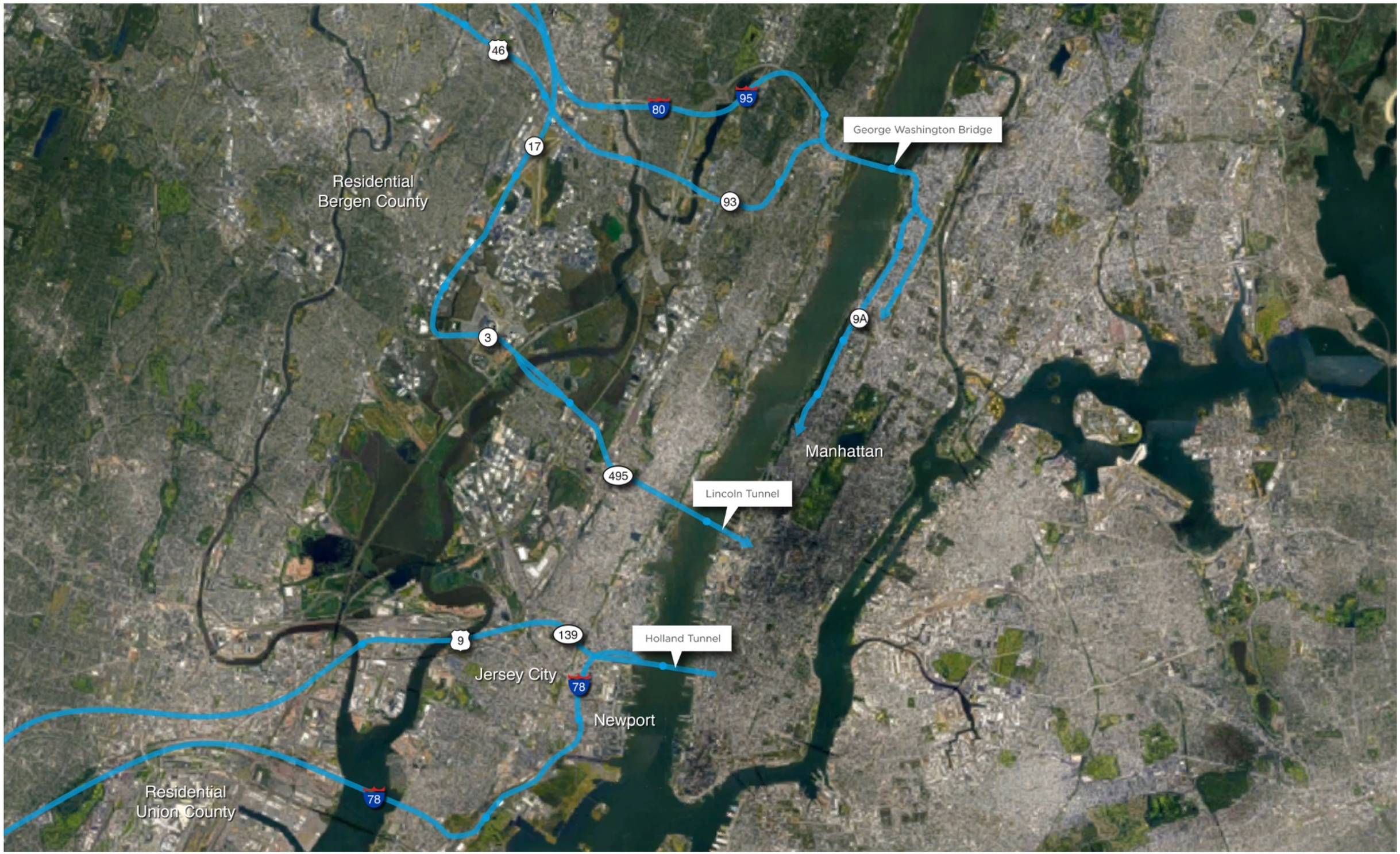
The Hudson waterfront demonstrates the most significant commercial growth in the state of New Jersey

69,600 New Jobs

Between 2014 and 2034, Hudson County is projected to have the largest job growth in the state according to the NJ Department of Labor*

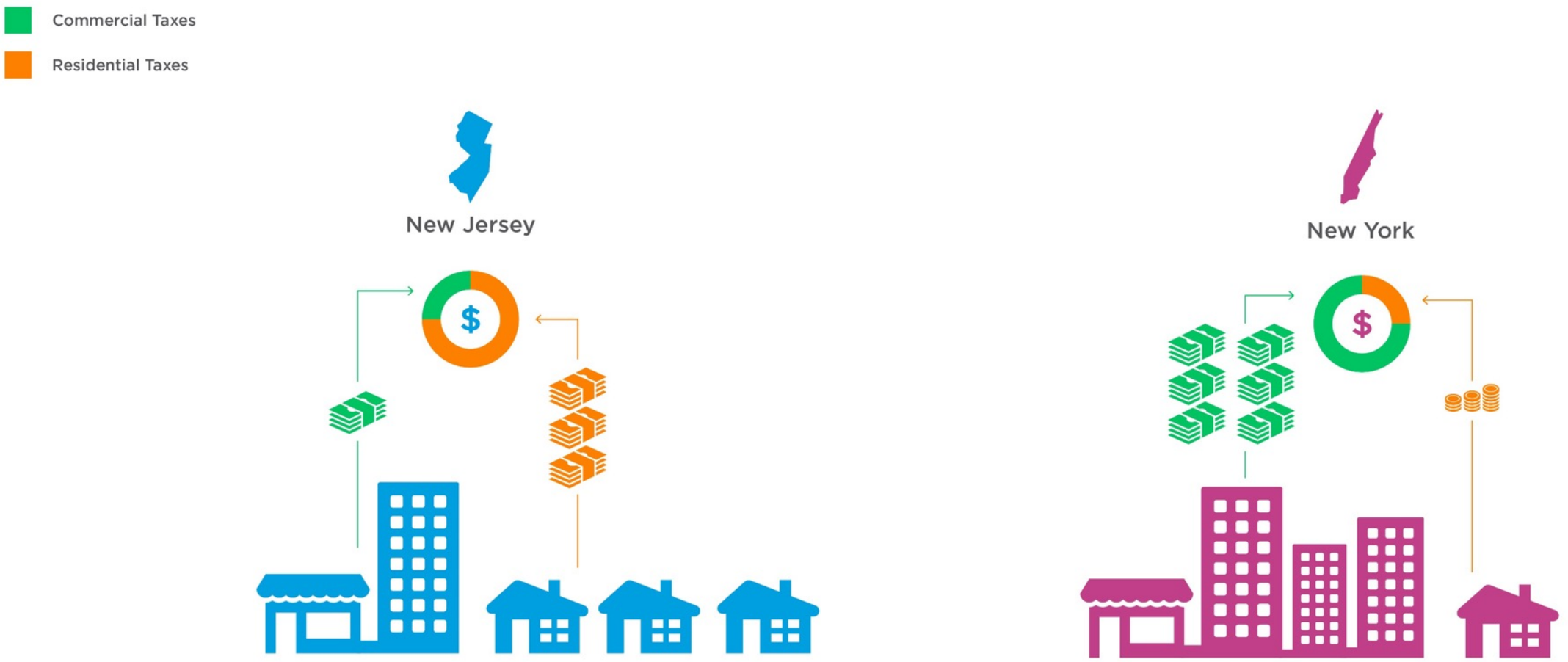
**Source: NJ Dept. of Labor 2014*

Current infrastructure Favors NYC at the Expense of NJ



Ongoing Loss of Tax Ratables for New Jersey Municipalities

Fiscal economics of commercial development in New York vs. New Jersey

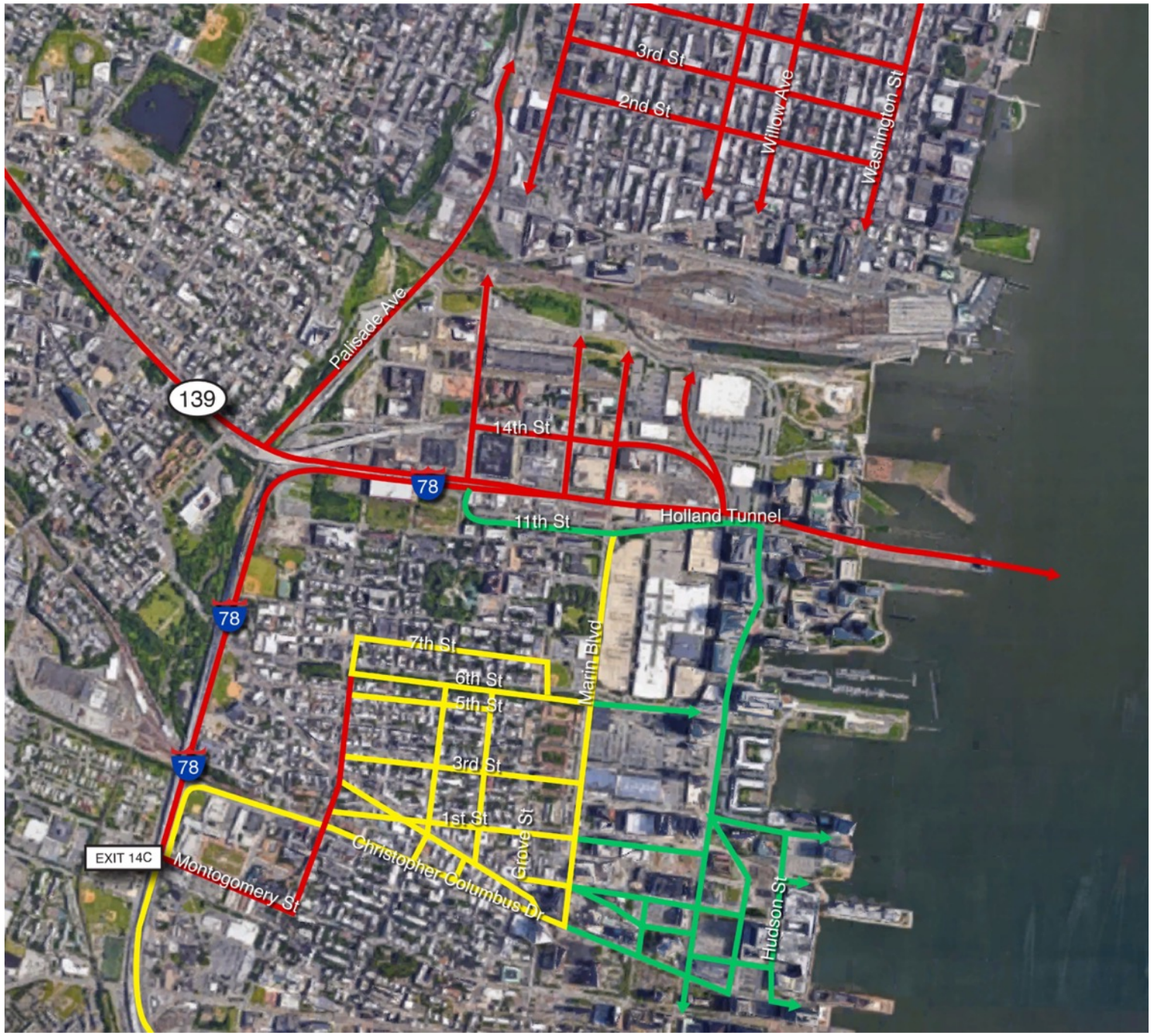


Every NJ-based commuter who works in NYC instead of NJ costs $1,000 in lost annual real estate taxes to that county.*

***assume 200/sf per employee, $5/sf in taxes per year**

Degradation of Quality of Life in the Region

Congestion, air quality, road safety, and residential neighborhood disruption



Source: NJ-TPA 2009 Traffic Demand Model, using applicable Peak Hour factor to extrapolate a daily count

The Unfinished Plan to Improve Commuter Access

Governor Kean's 1989 Circle of Mobility Plan

- [x] New Rail Spur from Bergen Line
- [x] Connection of Bergen and Main Lines
- [x] Allied Junction Development
- [ ] Allied Junction to Bergen Arches
- [ ] Bergen Arches
- [x] Route 17 S to Route 280/ Interchange 15 W
- [x] Route 3 Bridge Over Berry's Creek
- [x] Palisades Waterfront Corridor
- [x] Twin Tunnels Corridor

LEGISLATIVE FISCAL ESTIMATE TO

SENATE, No. 10

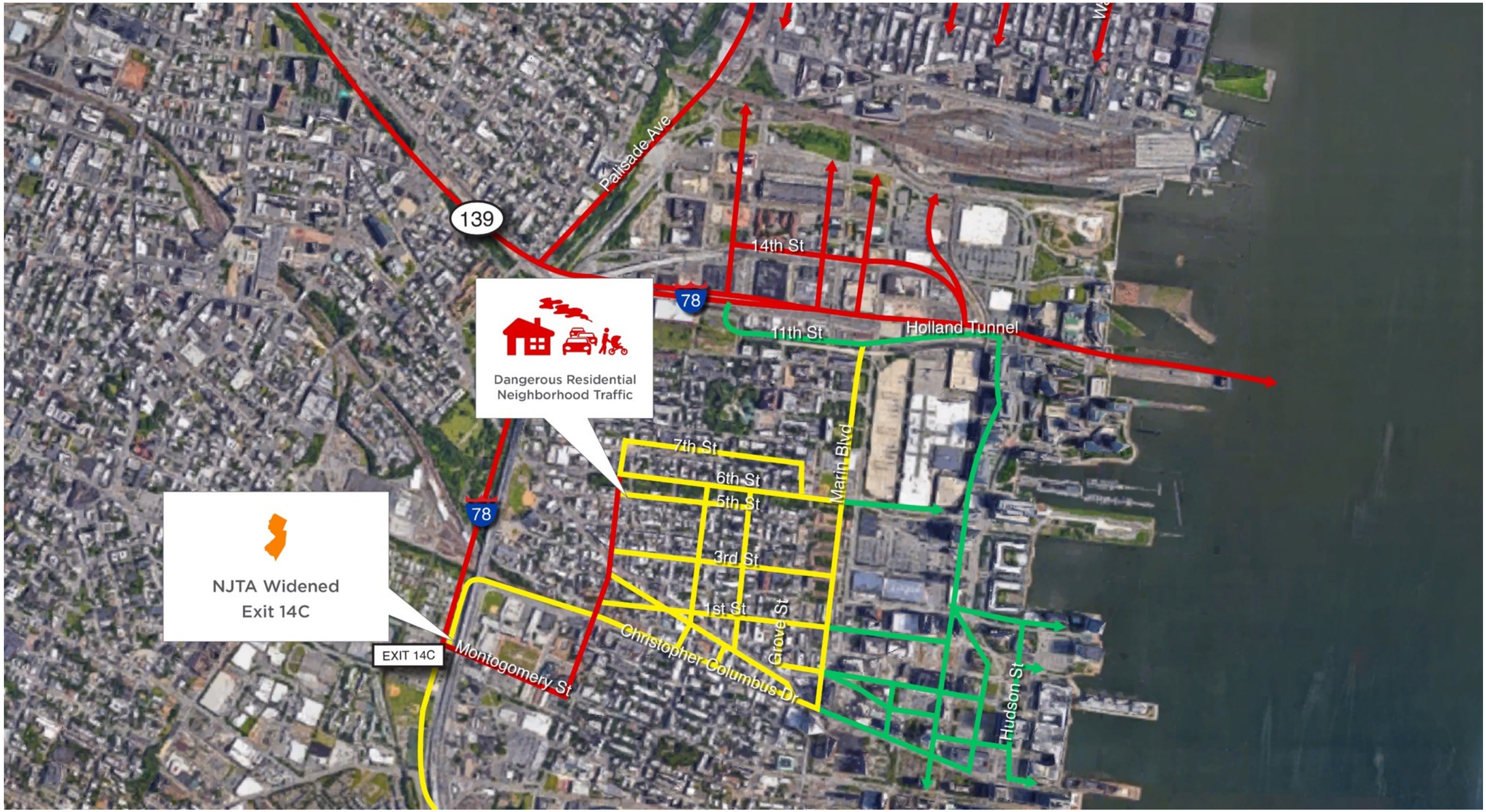
STATE OF NEW JERSEY

DATED: July 8, 1994

Senate Bill No. 10 of 1994 directs the Commissioner of Transportation to include in the proposed list of projects annually submitted to the Legislature, such projects as are necessary to complete the Circle of Mobility. In turn, the Legislature would annually appropriate from the revenues and other funds of the New Jersey Transportation Trust Fund Authority such sums as needed to effectuate the completion of the Circle of Mobility.

Traffic Mitigation Project for Downtown JC

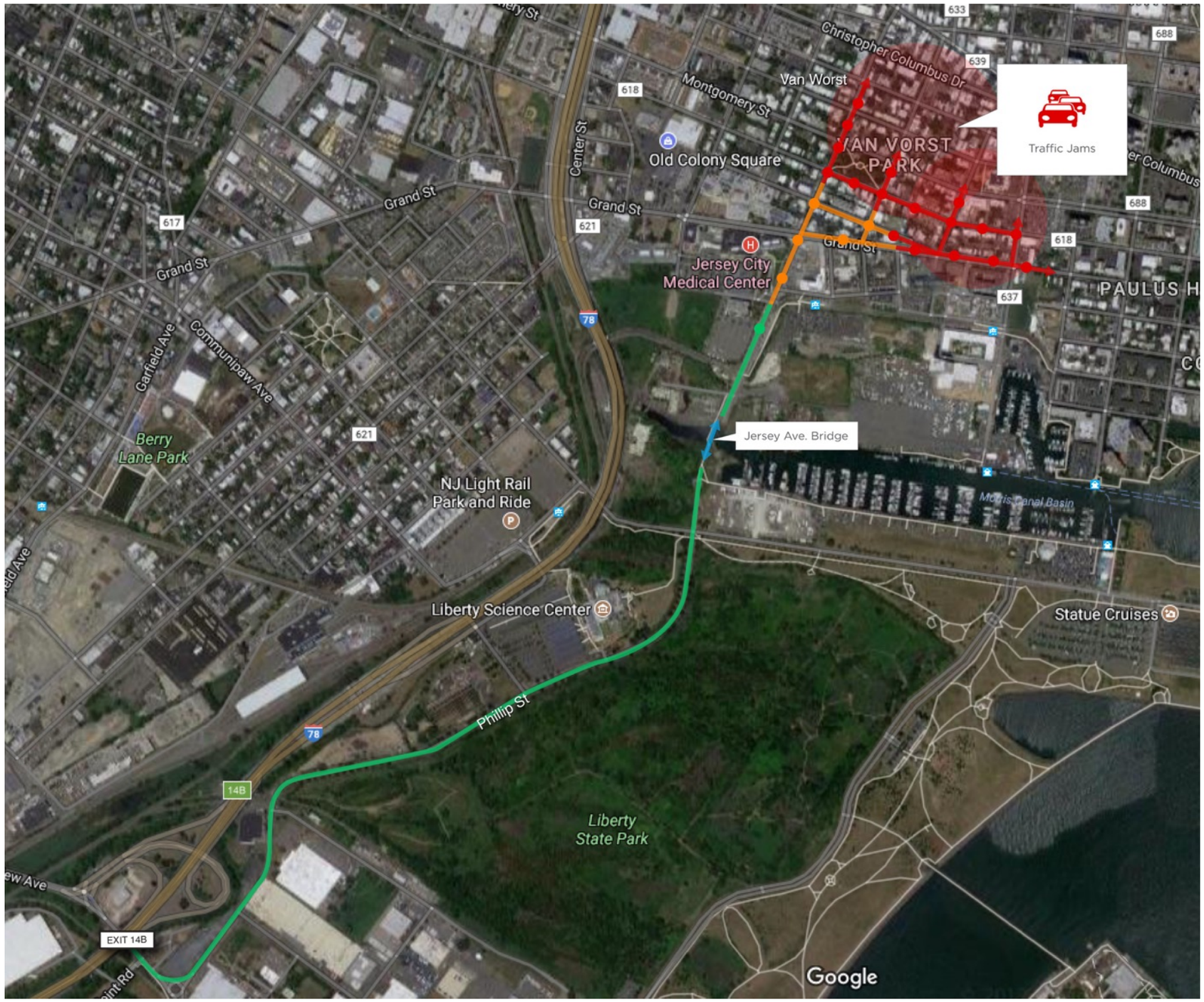
NJTA improvements for Exit 14C caused more traffic flowing into residential neighborhoods



Traffic Mitigation Project Currently in Progress

Exit 14B & Jersey Ave. Vehicular Bridge

Will cause more traffic flowing into residential neighborhoods



Opportunities for Improved Access

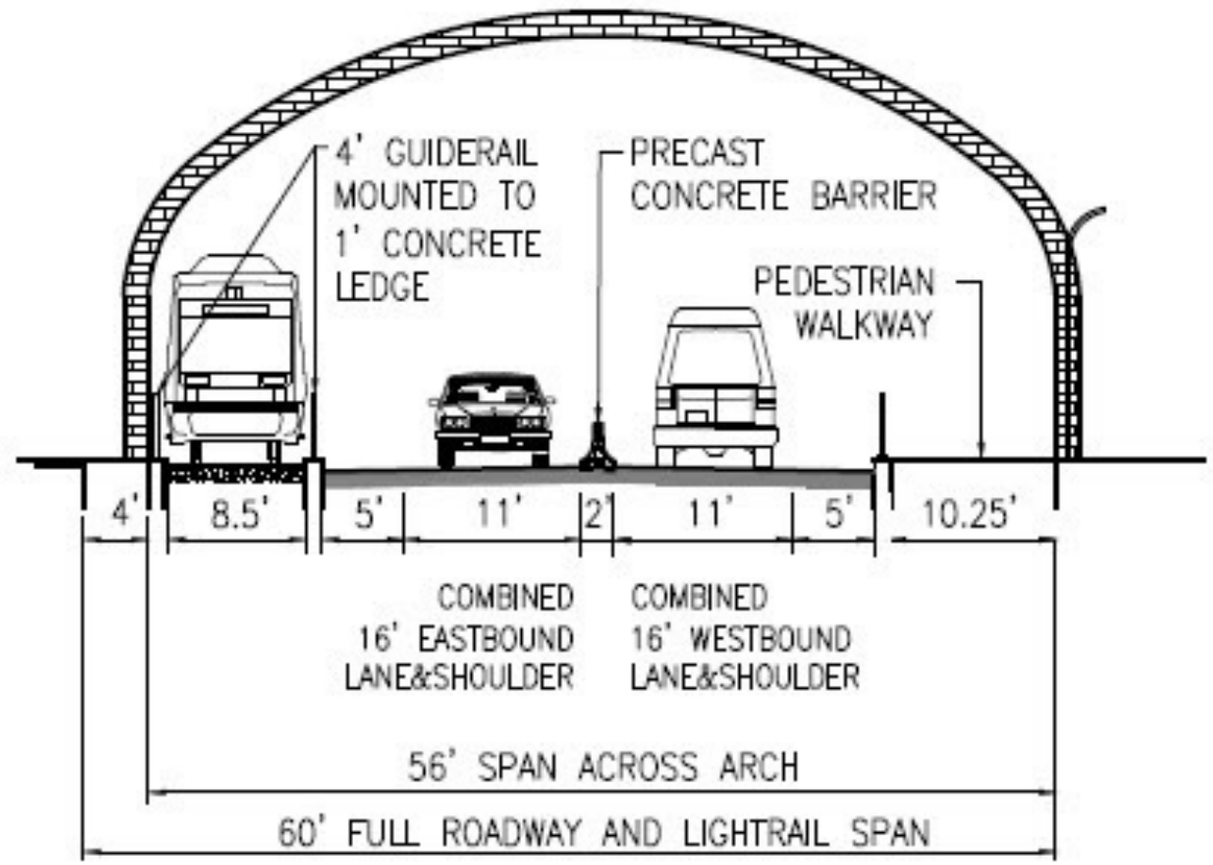
Waterfront Connection Parkway via Bergen Arches Cut

Efficient repurposing of the Bergen Arches

Waterfront Connection Parkway via Bergen Arches Cut

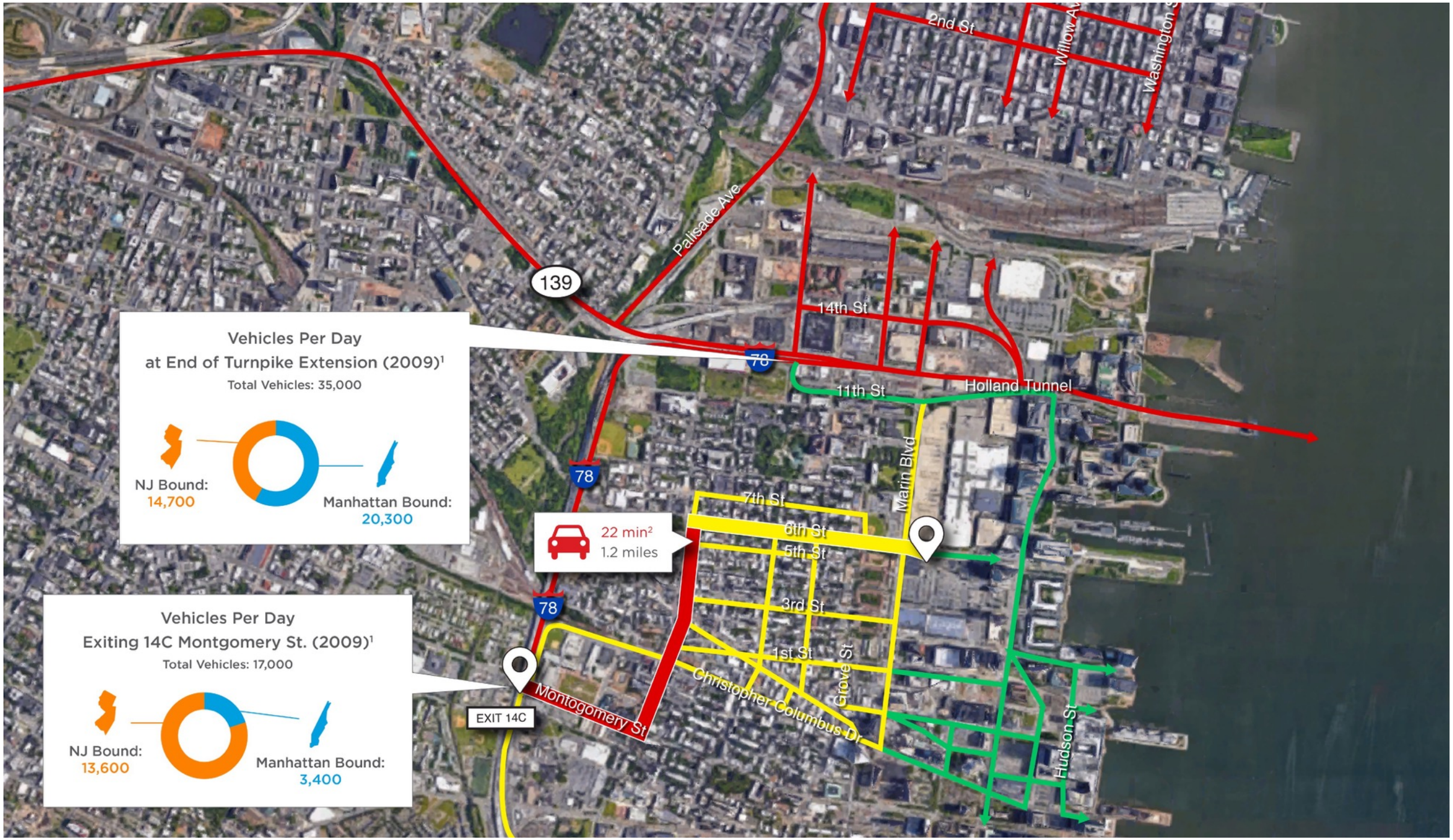
Provide an adequate access way for both south and north bound waterfront commuters from NJ Turnpike and Routes 1+9

- Adequate access for north and south bound commuters to Jersey City Waterfront and Southeast Hoboken
- Multimodal options in addition to cars
  - Greenway (Pedestrian/Bikeway)
  - Light Rail
- Additional Vehicular Capacity
- Relieves pressures on surrounding feeder roadways and local streets in Jersey City and Hoboken
- Reduces idle time
- Turnpike section can be tolled
- Reduced scope alternate from Routes 1+9 only



Waterfront Direct: Exit 14D

Provide a direct access way for northbound waterfront commuters



Sources: 1. NJ-TPA 2009 Traffic Demand Model, using applicable Peak Hour factor to extrapolate a daily count 2. Google Maps, Monday June 19, 2017, 8:15 AM

Waterfront Direct: Exit 14D

Provide a direct access way for northbound waterfront commuters

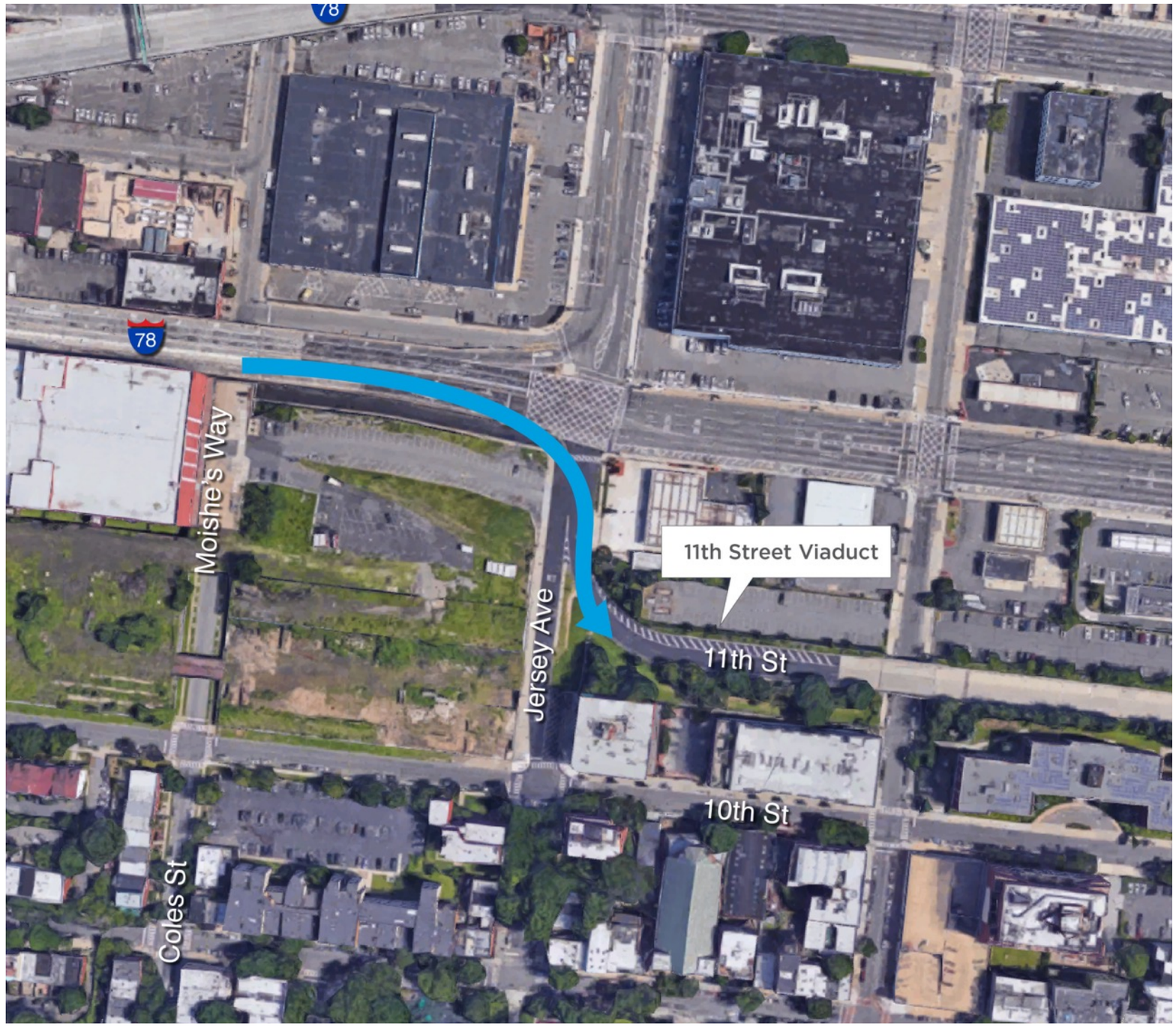
- Adequate access for northbound commuters to Jersey City Waterfront and Southeast Hoboken
- Relieves pressure on Holland Tunnel Approach Roadway
- Adds capacity
- New traffic pattern enters via 12th St. under existing ramp
- Reduces pressure on surrounding feeder roadways and local streets in Jersey City and Hoboken

Jersey Avenue Overpass

Provide an alternative adequate access way for northbound waterfront commuters

Mitigates traffic and congestion issues from tunnel-bound traffic

- Separates commuters going towards the Holland Tunnel from those going to Washington Blvd.
- Requires small amount of private property to be acquired
- Reduces pressure on surrounding feeder roadways and local streets in Jersey City and Hoboken



Frequently Asked Questions

How do these proposals impact pollution?

Lowers congestion, reduces idle time, is better for environment than current

Who owns the land?

No private land needs to be acquired except for the Jersey Ave. Overpass

Is mass transit included the solution?

Waterfront Connection Parkway proposal allows for connecting HB Light Rail track to Secaucus Station

Does this impact local neighborhoods?

***The proposals u*se existing street infrastructure, including the unused Bergen Arches cut and 12th St under Moishe's which is invisible to surrounding residential neighborhoods. This will reduce visibility of traffic in surrounding residential neighborhoods.**

Should more traffic be expected due to all of the construction that is expected with these concepts?

In order to construct these concepts, most of the work will occur offline in areas where current vehicular infrastructure does not exist. Much of the work will not even be visible to the general public. This will also contribute to better constructibility, reduced cost and shorter schedule.

Why plan for passenger vehicle infrastructure?

Self driving and electric cars are mobility devices of the future. They're projected to serve 90% of all transportation at a lower cost and environmental impact.

Summary and Conclusions

- Inadequate Access to the Jersey City Waterfront and Southeast Hoboken Currently Exists
- Proposed Multimodal Transportation Solutions For the Area
- Complete the Governor Kean's 1989 Circle of Mobility Plan