

## **Key Issues and Concerns to be Addressed in the Study**

1. Determine how truck and non-truck movements and volumes will change on the Route 440/Routes 1&9T corridor over the short, medium, and long terms as local development and transportation projects are implemented, as changes to port volume and the location of port activity occur, and as various regional road and rail freight movement projects are implemented.
2. Determine extent (length), width, and precise right-of-way alignment to create multi-use urban boulevard. Precise delineation of the right-of-way alignment is needed to establish build-to lines for adjacent neighborhood development in the short term. It may be the case that the right-of-way needs to be designed to accommodate more than one possible scenario or the potential for changes to occur in the boulevard over time as conditions may warrant. Consideration must be given to all existing and anticipated future cross streets, including attention to the intersection of Lincoln Highway/Communipaw Avenue and Route 440.
3. Plan for grand and meaningful entrance gateways to Jersey City at the intersection of Lincoln Highway/Communipaw Avenue and Route 440, and at the north and south ends of the Route 440 / 1&9T corridor.
4. Identify constraints and opportunities due to existing infrastructure, historic resources (e.g., Bayonne water main and Morris Canal) and environmental conditions.
5. A new street grid is planned for the Bayside I redevelopment area and the larger Bayside redevelopment study area. Is there also a need to reconfigure or relocate existing nearby Jersey City streets in the area surrounding the Route 440 corridor to support vehicular, bicycle and pedestrian traffic flow on the Route 440 corridor and throughout the Bayside redevelopment study area.
6. Determination of low, medium and high port development scenarios and amount of increase in truck traffic on Route 440/Routes 1&9T corridor due to anticipated expansion of port activity in Bayonne and in Jersey City, as well as other local generators. Bayonne Bridge air draft limitations may hasten growth in Hudson County, NJ port activity. However, the U.S. Army Corps of Engineers is studying the larger regional shipping industry operational impacts of the expansion of the Panama Canal, including possible goods transfer to smaller ships at remote locations prior to entry into U.S. waters.
7. Current limitations of New Jersey Turnpike Authority's Casciano Bridge, and interchanges at exit 14 and 14A.

8. Impact of Pulaski Skyway long term repair needs on traffic and availability of funds for other projects.
9. Capacity of existing rail systems.
10. Truck route diversion alternatives may require new roads, lanes, bridges, interchanges, rail and/or other facilities in Hudson, Essex and/or Union Counties in New Jersey, and/or Richmond County (Staten Island) in New York. Non-diversion alternatives also need to be examined that would identify methods of truck demand management and truck impact mitigation.
11. Potential to designate port access recommendations resulting from this effort as projects of national significance
12. Grade-separated Hudson-Bergen Light Rail crossing of Route 440 as part of extension of existing light rail system.
13. Requires coordination with Jersey City, NJDOT, NJTPA, Port Authority of New York and New Jersey, NJ Turnpike Authority, NJ Transit, Hudson County, and the cities of Bayonne, Newark, Elizabeth, Kearny, and other key stakeholders to ensure that recommendations are supportive of local and regional needs and objectives.
14. Identify funding mechanisms for recommendations with consideration of timing of implementation of redevelopment activities and of changes in port operations.
15. Identify any legal or regulatory obstacles.
16. Significance and relevance of NJ Access Network and Truck Route Designations.
17. Impacts of changing global economic conditions on port activity.
18. Impacts of increasing fuel costs on global trade and on local port activity.
19. The spatial pattern of Environmental Justice communities in Jersey City and surrounding jurisdictions.
20. Opportunities for reductions in green house gas emissions.