

# **JERSEY CITY 2035**

## **The Impact of Growth on Road Infrastructure**

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# Socioeconomic Data

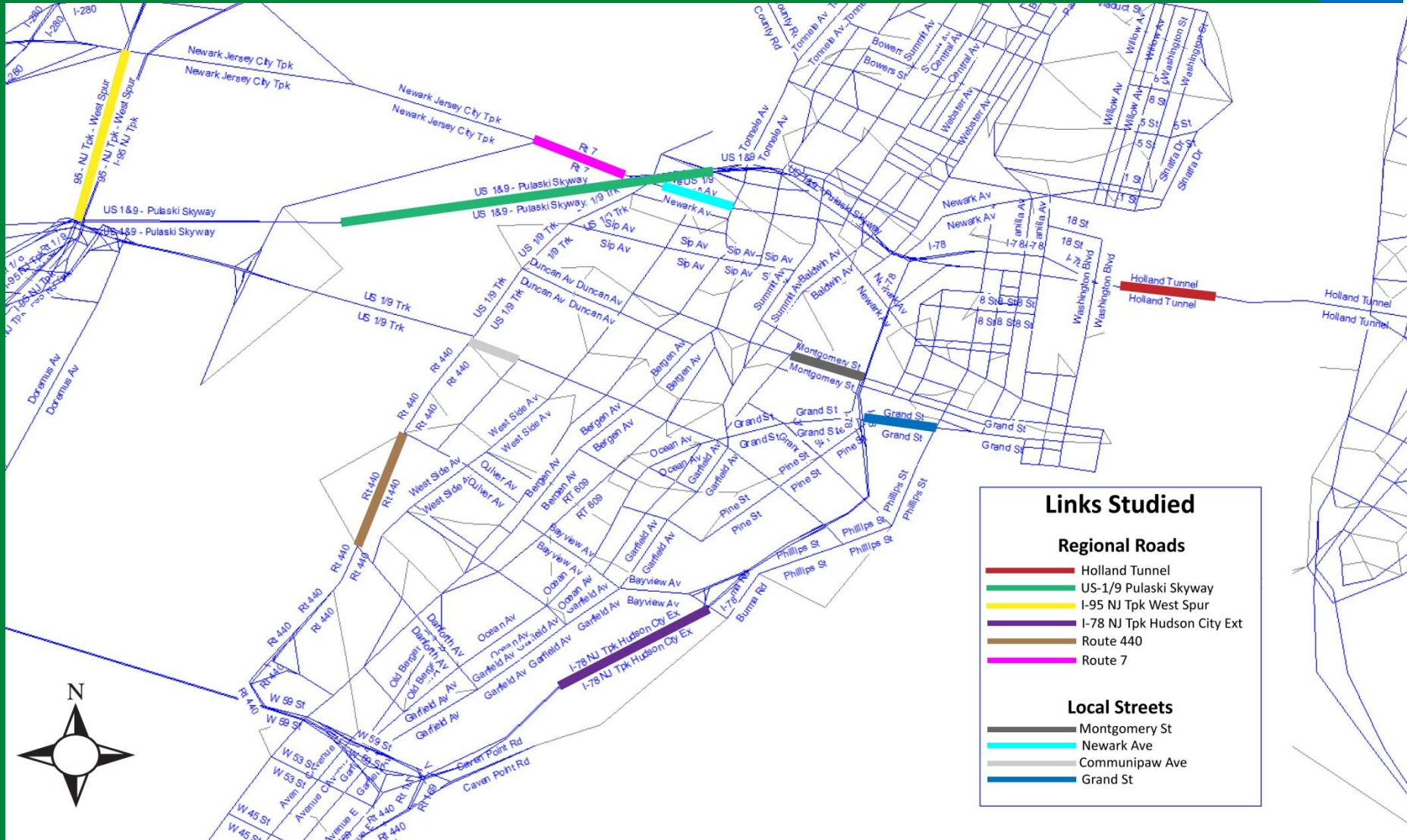
POP	Population
HH	Households
INCOME	Income
CONST	Construction Employment
MFG	Manufacturing Employment
TRANS	Transportation Employment
WHLS	Wholesale Employment
RETAIL	Retail Employment
FIRE	Fire Service Employment
SERVICE	Service Employment
GOV	Government Employment
TOTAL	Total Employment
EMPBASIC	Total Basic Employment
EMPRETAIL	Total Retail Employment
EMPSERVICE	Total Service Employment

# Population Figures

	Jersey City	
<u>Version</u>	<u>Population</u>	<u>Households</u>
2010 Original	266,971	100,665
2035 Original	327,499	135,810
2035 -10%	294,749	122,229
2035 +10%	360,249	149,391
2035 +65%	540,378	203,715*

\*+50%

# Studied Links



# Data Collection (AM Peak)

Road	Link A	Link B	DISTANCE	Original 2010			2035 Minus 10%				Original 2035			2035 Plus 10%				2035 Plus 65%			
				V 1	TIME 1	VC 1	V 1	TIME 1	VC 1	Change	V 1	TIME 1	VC 1	V 1	TIME 1	VC 1	Change	V 1	TIME 1	VC 1	Change
Holland Tunnel (East)	9635	13646	0.50	15,942	4.22	1.87	17,713	5.99	2.08	0.28%	17,664	5.99	2.07	17,622	5.94	2.07	-0.24%	16,696	4.93	1.96	-5.48%
Holland Tunnel (West)	13646	9635	0.50	8,831	1.08	1.04	10,590	1.43	1.24	-0.42%	10,635	1.44	1.25	11,059	1.55	1.30	3.99%	12,598	2.10	1.48	18.46%
US-1/ 9 Pulaski Skyway (East)	9671	39073	2.00	15,887	6.66	1.73	17,539	8.13	1.91	0.58%	17,438	8.03	1.90	17,430	8.02	1.90	-0.04%	19,072	9.77	2.08	9.37%
US-1/ 9 Pulaski Skyway (West)	39074	39075	2.00	7,224	2.80	0.79	7,514	2.85	0.82	0.97%	7,441	2.84	0.81	7,517	2.85	0.82	1.02%	7,799	2.90	0.85	4.81%
I-95 NJ Tpk West Spur (North)	39338	9640	1.05	20,715	2.30	1.19	22,416	3.72	1.29	-2.15%	22,909	4.18	1.32	23,364	4.18	1.35	1.99%	22,225	3.52	1.28	-2.99%
I-95 NJ Tpk West Spur (South)	35927	39339	1.05	13,914	0.98	0.80	13,292	0.97	0.77	1.24%	13,130	0.96	0.76	13,628	0.97	0.78	3.80%	14,499	1.00	0.83	10.44%
I-78 NJ Tpk Hudson City Ext (East)	36616	36618	0.85	12,148	2.08	1.15	14,666	3.41	1.39	1.11%	14,505	3.41	1.38	14,590	3.41	1.39	0.60%	16,573	3.41	1.57	14.26%
I-78 NJ Tpk Hudson City Ext (West)	9723	9713	0.84	2,030	0.90	0.19	2,947	0.90	0.28	-5.79%	3,129	0.90	0.30	3,134	0.90	0.30	0.17%	3,976	0.90	0.38	27.05%
Route 440 (North)	9994	9683	0.65	3,838	0.98	0.55	5,359	1.08	0.77	2.54%	5,226	1.06	0.75	5,304	1.07	0.76	1.48%	5,214	1.06	0.75	-0.24%
Route 440 (South)	9683	9994	0.65	3,438	0.97	0.49	4,035	0.99	0.58	10.70%	3,645	0.98	0.52	3,770	0.98	0.54	3.46%	4,028	0.99	0.58	10.55%
Route 7 (East)	9706	13758	0.55	12,027	6.60	2.10	15,092	6.60	2.63	-3.84%	15,695	6.60	2.74	15,504	6.60	2.70	-1.21%	19,082	6.60	3.33	21.58%
Route 7 (West)	13758	9706	0.55	4,877	0.75	0.51	5,396	0.76	0.57	-0.84%	5,440	0.76	0.57	5,728	0.77	0.60	5.28%	6,522	0.80	0.69	19.87%
Montgomery St (East)	9936	9937	0.36	3,553	1.03	1.00	3,846	2.77	1.08	5.67%	3,639	1.56	1.02	3,434	0.98	0.97	-5.65%	3,978	3.48	1.12	9.28%
Montgomery St (West)	9937	9936	0.36	708	0.62	0.07	1,325	0.62	0.14	-8.08%	1,442	0.62	0.15	1,403	0.62	0.15	-2.76%	1,814	0.62	0.19	25.76%
Newark Ave (East)	9718	9853	0.42	1,936	3.06	1.09	2,354	7.29	1.33	-27.23%	3,236	12.45	1.82	2,166	5.47	1.22	-33.04%	1,981	3.55	1.12	-38.77%
Newark Ave (West)	9853	9718	0.42	692	1.05	0.56	985	1.15	0.79	10.39%	892	1.10	0.72	1,001	1.16	0.80	12.17%	992	1.16	0.84	11.27%
Communipaw Ave (East)	6023	9700	0.25	1,920	0.51	0.40	2,451	0.51	0.51	-11.67%	2,775	0.52	0.58	2,608	0.52	0.55	-6.01%	4,010	0.59	0.84	44.49%
Communipaw Ave (West)	9700	6023	0.25	5,883	0.59	0.97	7,537	5.12	1.25	12.13%	6,721	2.86	1.11	6,506	2.19	1.08	-3.20%	7,590	5.26	1.26	12.92%
Grand St (East)	9765	9778	0.27	3,344	0.75	0.94	3,565	0.89	1.00	-10.11%	3,966	3.16	1.12	3,617	1.20	1.02	-8.81%	4,573	6.06	1.29	15.31%
Grand St (West)	9778	9765	0.27	1,533	0.52	0.33	2,077	0.53	0.45	-5.55%	2,198	2198.47	0.48	2,294	0.53	0.50	4.37%	2,339	0.53	0.51	6.39%

# Data Analyzed

A	Link Origin
B	Link Destination
DISTANCE	Length of Link (miles)
V_1	Link Vehicles Per Hour
TIME_1	Link Travel Time (minutes)
VC_1	Link Congestion Ratio (Volume/Capacity)

# 2035 Original

<u>Link</u>	<u>2010</u>	<u>2035 Projection</u>	<u>Change</u>
Holland Tunnel (East)	Congested	Congested	
Holland Tunnel (West)	Congested	Congested	
US-1/ 9 Pulaski Skyway (East)	Congested	Congested	
US-1/ 9 Pulaski Skyway (West)	Uncongested	Uncongested	
I-95 NJ Tpk West Spur (North)	Congested	Congested	
I-95 NJ Tpk West Spur (South)	Uncongested	Uncongested	
I-78 NJ Tpk Hudson City Ext (East)	Congested	Congested	
I-78 NJ Tpk Hudson City Ext (West)	Uncongested	Uncongested	
Route 440 (North)	Uncongested	Uncongested	
Route 440 (South)	Uncongested	Uncongested	
Route 7 (East)	Congested	Congested	
Route 7 (West)	Uncongested	Uncongested	
Montgomery St (East)	Congested	Congested	
Montgomery St (West)	Uncongested	Uncongested	
Newark Ave (East)	Congested	Congested	
Newark Ave (West)	Uncongested	Uncongested	
Communipaw Ave (West)	Uncongested	Uncongested	
Communipaw Ave (East)	Uncongested	Congested	Became Congested
Grand St (East)	Uncongested	Congested	Became Congested
Grand St (West)	Uncongested	Uncongested	

# 2035 -10%

<u>Link</u>	<u>2035 Original</u>	<u>2035 -10% Projection</u>	<u>Change</u>
Holland Tunnel (East)	Congested	Congested	
Holland Tunnel (West)	Congested	Congested	
US-1/ 9 Pulaski Skyway (East)	Congested	Congested	
US-1/ 9 Pulaski Skyway (West)	Uncongested	Uncongested	
I-95 NJ Tpk West Spur (North)	Congested	Congested	
I-95 NJ Tpk West Spur (South)	Uncongested	Uncongested	
I-78 NJ Tpk Hudson City Ext (East)	Congested	Congested	
I-78 NJ Tpk Hudson City Ext (West)	Uncongested	Uncongested	
Route 440 (North)	Uncongested	Uncongested	
Route 440 (South)	Uncongested	Uncongested	
Route 7 (East)	Congested	Congested	
Route 7 (West)	Uncongested	Uncongested	
Montgomery St (East)	Congested	Congested	
Montgomery St (West)	Uncongested	Uncongested	
Newark Ave (East)	Congested	Congested	
Newark Ave (West)	Uncongested	Uncongested	
Communipaw Ave (West)	Uncongested	Uncongested	
Communipaw Ave (East)	Congested	Congested	
Grand St (East)	Congested	Congested	
Grand St (West)	Uncongested	Uncongested	

# 2035 +10%

<u>Link</u>	<u>2035 Original</u>	<u>2035 +10% Projection</u>	<u>Change</u>
Holland Tunnel (East)	Congested	Congested	
Holland Tunnel (West)	Congested	Congested	
US-1/ 9 Pulaski Skyway (East)	Congested	Congested	
US-1/ 9 Pulaski Skyway (West)	Uncongested	Uncongested	
I-95 NJ Tpk West Spur (North)	Congested	Congested	
I-95 NJ Tpk West Spur (South)	Uncongested	Uncongested	
I-78 NJ Tpk Hudson City Ext (East)	Congested	Congested	
I-78 NJ Tpk Hudson City Ext (West)	Uncongested	Uncongested	
Route 440 (North)	Uncongested	Uncongested	
Route 440 (South)	Uncongested	Uncongested	
Route 7 (East)	Congested	Congested	
Route 7 (West)	Uncongested	Uncongested	
Montgomery St (East)	Congested	Uncongested	Became Uncongested
Montgomery St (West)	Uncongested	Uncongested	
Newark Ave (East)	Congested	Congested	
Newark Ave (West)	Uncongested	Uncongested	
Communipaw Ave (West)	Uncongested	Uncongested	
Communipaw Ave (East)	Congested	Congested	
Grand St (East)	Congested	Congested	
Grand St (West)	Uncongested	Uncongested	

# 2035 +65%

<u>Link</u>	<u>2035 Original</u>	<u>2035 +65% Projection</u>	<u>Change</u>
Holland Tunnel (East)	Congested	Congested	
Holland Tunnel (West)	Congested	Congested	
US-1/ 9 Pulaski Skyway (East)	Congested	Congested	
US-1/ 9 Pulaski Skyway (West)	Uncongested	Uncongested	
I-95 NJ Tpk West Spur (North)	Congested	Congested	
I-95 NJ Tpk West Spur (South)	Uncongested	Uncongested	
I-78 NJ Tpk Hudson City Ext (East)	Congested	Congested	
I-78 NJ Tpk Hudson City Ext (West)	Uncongested	Uncongested	
Route 440 (North)	Uncongested	Uncongested	
Route 440 (South)	Uncongested	Uncongested	
Route 7 (East)	Congested	Congested	
Route 7 (West)	Uncongested	Uncongested	
Montgomery St (East)	Congested	Congested	
Montgomery St (West)	Uncongested	Uncongested	
Newark Ave (East)	Congested	Congested	
Newark Ave (West)	Uncongested	Uncongested	
Communipaw Ave (West)	Uncongested	Uncongested	
Communipaw Ave (East)	Congested	Congested	
Grand St (East)	Congested	Congested	
Grand St (West)	Uncongested	Uncongested	

# Conclusions

- Model may be more useful at a more regional scale
- Congested roads will remain or become increasingly congested
- Uncongested roads will generally remain uncongested
- Problem areas of today will be the problem areas of tomorrow
- Focusing growth into specific areas would make traffic patterns more predictable

**Questions**



**Exit**