



Executive Summary

The purpose of the Hudson County Truck Routes Assessment was to gain a comprehensive understanding of trucking in Hudson County, including its impact on transportation infrastructure, the economy, and the community. This study recommends physical improvements and policies to help trucks move more efficiently, maintain infrastructure in a state of good repair, and reduce negative impacts to residents, with a particular focus on environmental justice populations.

Regional Significance

Hudson County is located at the crossroads of the New York and New Jersey Metropolitan Area and is a critical origin and destination for the movement of goods. Most of these goods move by truck through Hudson County and surrounding areas to reach final destinations throughout the New York/New Jersey metropolitan area and beyond. Trucking has a central role in the movement of freight, and, due to Hudson County's central position and contributions to the freight industry, trucks have an essential and extensive function within the county's transportation network. An estimated 92 percent of domestic freight tonnage traveling to, from, or within Hudson County was transported by truck in 2020, according to the North Jersey Transportation Planning Authority (NJTPA) Freight Activity Locator tool. This high level of truck use is expected to continue through 2050. Although trucking contributes greatly to the local economy, the high volume of trucks traveling through Hudson County affects its roads, people, communities, and environment.

A comprehensive examination of truck routes, infrastructure needs, regulations, and enforcement provide Hudson County and the northern New Jersey region with the opportunity to further refine and enhance coordination and best practices for managing the movement and delivery of freight and goods by trucks. A coordinated, long term, strategic truck movement plan helps prioritize projects and ensure resources are used efficiently. A combination of policies, regulations, infrastructure improvements, and enforcement aid in improving efficiencies, sustainability, and reducing impacts.

Study Goals

Study goals were to:

- Develop a comprehensive understanding of freight trucking in Hudson County.
- Direct investment towards creating a safe, resilient, sustainable, and efficient roadway network to support and foster economic growth.
- Assess the effects of trucking and the trucking industry on the community and its environs.
- Develop policy recommendations that reduce, mitigate and/or eliminate negative impacts on the community, particularly environmental justice populations.
- Identify best practices for roadway design while exploring new technologies for truck transportation and within the trucking industry.
- Determine and prioritize roadway infrastructure needs on all County freight routes and provide recommendations regarding coordinating repaving schedules, routine maintenance, repairs, and other upgrades through a comprehensive long-term plan.



- Assess roadway needs and develop recommendations in coordination with the municipalities to effectively manage roadway space and deliveries.
- Foster dialogue between freight industry professionals, local government decision makers, and community members that support and promote an inclusive, collaborative engagement process related to truck transportation planning within Hudson County.

Data Collection and Analysis

Data was obtained from INRIX, a leading transportation analytics company, and analyzed to identify the routes used by trucks and the volume of trucks on those routes. This data and the North Jersey Regional Transportation Model-Enhanced, which can project traffic volumes based on different scenarios, was used to compare current and future congestion. Business and land use data identified clusters of trucking and freight-related businesses that dictate the demand for truck traffic. Data was collected and reviewed regarding pavement and bridge conditions within the county to determine whether upgrades are needed and to assess future needs. Negative byproducts of trucking, namely emissions, safety, and noise were identified and mapped to determine locations most adversely impacted. A demographic profile of the county's population identified the locations of vulnerable populations. Economic data outlined the businesses and jobs supported by the trucking industry along with the types and volumes of goods moved through Hudson County. Locations of truck parking and available amenities to serve the trucking industry were also identified. Specific freight related business clusters and facilities that generate much of the county's heavy truck traffic were also identified.

In addition, the study evaluated previous projects recently undertaken by Hudson County municipalities. This included federal grants to expand, enhance, and create new freight routes, with additional freight/trucking capacity and a truck appointment system introduced to Port Jersey in 2017 that has decreased wait times, traffic, and reduced idling. County led efforts were also examined.

The data showed that while heavy trucks generally remain on the large truck network, medium sized trucks utilize roadways throughout the county for local deliveries. Enforcement and signage can help to keep large trucks off local roadways and on more appropriate larger regional roadways. The data further indicated that although crashes involving trucks represent a small proportion of total crashes within Hudson County, specific areas see high frequencies of crashes, in particular sideswipe crashes. Recommendations were developed to improve safety, notably signal modifications, improved stripping. Recommendations were also developed for county pavement improvements and maintenance.

Demographic data collected concerning vulnerable populations was then compared with areas of heavy truck emissions, safety, and noise to determine the census tracts most disproportionately impacted. Also, multipliers were applied as part of the economic analysis to estimate the total contributions of the freight and trucking industries in Hudson County including wages, employment, and gross domestic product.

Outreach

Hudson County conducted an outreach campaign which included a variety of outreach methods to gather input from trucking industry professionals, residents, and business owners – with an emphasis on engaging private businesses and underrepresented communities – to ensure that the County understood their needs and concerns when developing recommendations for this effort. The study also engaged a Technical Advisory Committee (TAC), composed of staff from Hudson County, the Port Authority of New York and New Jersey, the New Jersey Sports and Exposition Authority, New Jersey Turnpike Authority



and municipal officials, and other stakeholders. The TAC met three times and provided information regarding local projects related to trucks, reviewed work products, provided guidance to the study process, and evaluated the suitability of the study's proposed recommendations.

Three virtual freight forums (round table discussions) engaged private and public sector freight stakeholders to discuss the issues, challenges, and needs for the trucking industry, the movement of freight, and delivery of goods. Participants included truck operators, warehouse and distribution centers, and other major freight generators within the County.

Two virtual public meetings were held to present information about the study and to gather valuable insight. The feedback identified issues, challenges, and opportunities and allowed the public to hear the study's findings and recommendations. The public could also submit feedback through the study website. In addition, two newsletters were developed and distributed through email to encourage greater public participation, and social media was used to keep the public informed of the study's progress.

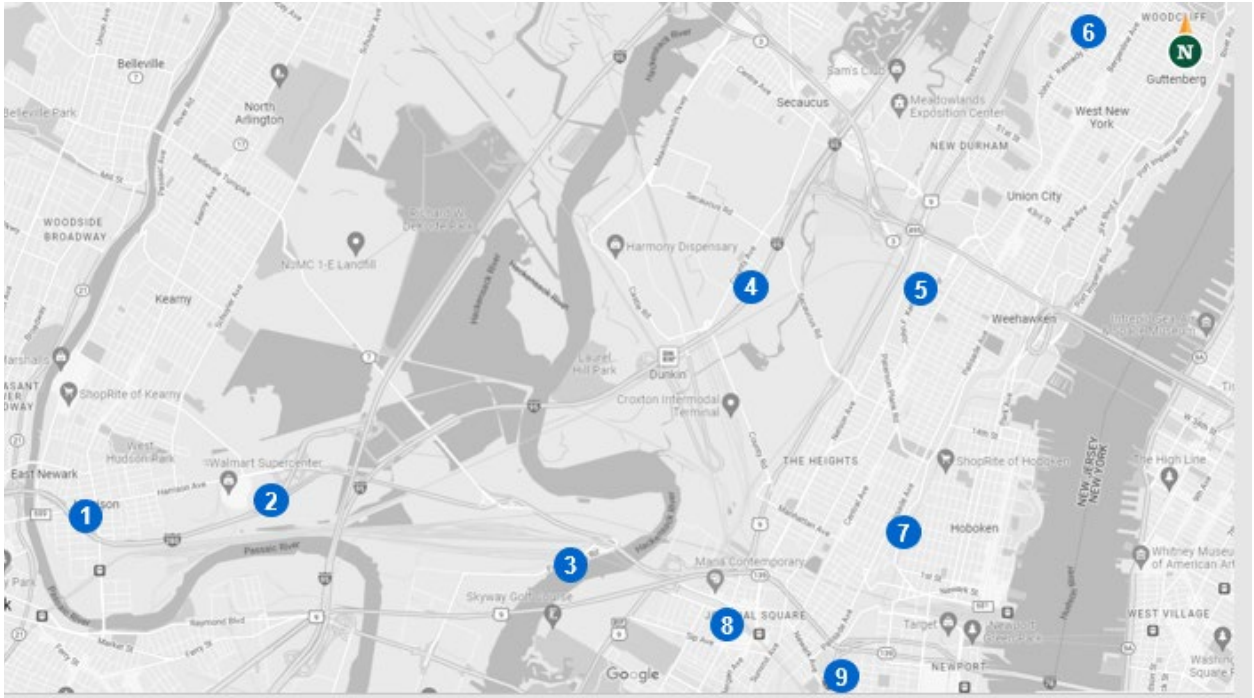
Recommendations

A set of recommendations are identified for roadways throughout Hudson County based on different types of land use: commercial, industrial, and residential. Further, nine focus areas with significant truck traffic were identified through stakeholder and public input and were examined for more detailed recommendations focused on truck circulation and safety.

The Focus Areas are:

- Focus Area 1: Harrison
- Focus Area 2: Harrison Avenue and Newark-Jersey City Turnpike, Harrison and Kearny
- Focus Area 3: Fish House Road / Pennsylvania Avenue / Central Avenue, Kearny
- Focus Area 4: Secaucus
- Focus Area 5: North Bergen and Union City
- Focus Area 6: North Hudson
- Focus Area 7: Hoboken
- Focus Area 8: Journal Square
- Focus Area 9: Global Container Terminal, Bayonne

Focus Area Locations





The recommendations encompass loading zone, delivery, and curb management strategies; geometric, wayfinding, and signal improvements; truck route modifications; and recommendations related to maintenance and preservation.

Examples of recommendations include:

For commercial/industrial uses:

- Geometric improvements in commercial/industrial areas, such as reconfiguring the Newark Jersey City Turnpike interchange with I-280.
- A recommendation to add Pennsylvania Avenue and Fish House Road in Kearny to the NJ Large Truck Network to reduce impacts to vulnerable residential areas and direct trucks to appropriately designed roadways.
- A recommendation to install and modify traffic signals at County Avenue and Secaucus Road to increase pedestrian safety and reduce truck conflicts.
- A recommendation to establish large truck prohibitions on Broadway, Sip Avenue, and St. Paul's Avenue in the Journal Square area of Jersey City.
- Installation of wayfinding and truck route signs along Newark Street, Observer Highway, and Paterson Avenue in the City of Hoboken.

Next Steps

The recommendations developed through the study allow Hudson County to:

- Undertake additional planning and infrastructure projects related to trucking;
- Create economic development initiatives that support the trucking and freight industry;
- Apply for grants for roadway and infrastructure upgrades to enhance trucking;
- Foster greater coordination with municipalities for the adoption and implementation of on-street loading/delivery management along County and municipal roadways;
- Adopt policies and regulations for trucking along County roadways;
- Install wayfinding and regulatory signage related to trucks on County roadways;
- Prioritize capital funding for improvements to County roadways which facilitate the safe and efficient movement of trucks; and
- Collaborate with law enforcement to ensure compliance and maintain safety and efficiency for trucks on County roadways.