

3. JERSEY CITY'S VISION

3.1 Vision Statement

By the year 2050, Jersey City's extensive and sustainable development, redevelopment and neighborhood revitalization activity will have transformed the City into a bustling, "green," world-class center with a range of housing and retail choices, many employment and business opportunities, and excellent recreational, entertainment and cultural amenities. As befits any such center, the City will be served by a multi-modal transportation system that is attractive, clean, safe, efficient, reliable, inclusive, affordable, accessible, and user-friendly. Jersey City's comprehensive and seamless transportation network will provide options to its users and accommodate all types of trips - both local and regional in nature - to, from, and within all neighborhoods, throughout the day and night, and it will mitigate congestion and minimize the amount of single-occupancy vehicular traffic in Jersey City.

The City's transportation network will benefit residents, workers, and visitors alike by giving people a choice in how they travel to, from, and within Jersey City. The principal features of Jersey City's transportation network will be a highly-functioning and efficient multi-modal public transit system, a roadway network that will not only accommodate vehicular traffic but will also provide safe and efficient accommodation for bicyclists and pedestrians, and a network of off-road bicycle and pedestrian paths that complement the City's parks and open spaces.



Photo Source: Jersey City Division of City Planning



Photo Source: Daniel Poster

3.2 Goals, Objectives, Strategies and Actions

In order to achieve its vision, the City of Jersey City established 14 major goals for the short, medium and long term to bring the City forward toward a world-class transportation system and provide a foundation for the City's evolution into a prosperous and lively world-class center.

Objectives and Strategies were established for each Goal, which consider both the movement of people and freight, and maximize the use of existing streets by all modes of transportation, including roads, passenger rail, freight, bus, jitney, bicycle, pedestrian, and ferry. The Objectives and Strategies emphasize alternatives to the automobile, which will reduce traffic congestion, decrease emissions per passenger mile, and encourage environmentally-sensitive policies. The consistent theme is to improve access to, from, and within the City. The Strategies are the plan of action designed to achieve each particular Goal.

The Circulation Element is an action-oriented document that plans for the City's transportation network through 2050. The Strategies and Actions may support more than

one Objective, and the Actions should not be considered all-inclusive. Short, medium and long term Actions are provided for each goal, as well as the potential implementation agency and funding source. The Actions describe how the strategies will be implemented. The implementation of the Actions will enable the City to achieve its vision for a green, sustainable world-class center which is served by a multi-modal transit system that is attractive, efficient, accessible, safe, and reliable. It should be noted that although the Goals, Objectives, Strategies, and Actions are numbered, they are not in sequential order of importance. A committee comprised of representatives from appropriate Jersey City departments, divisions, and agencies should be formed to advance the actions described in the Circulation Element. This committee should prioritize the actions in the Circulation Element, identify and secure funding for transportation projects, develop transportation related policy, and monitor the attainment of the goals of the Circulation Element using the Indicators described in the Circulation Element.

3.2.1 Goal 1: Coordinate transportation and land use planning in a systematic and comprehensive manner.

The City aims to coordinate the planning of transportation and land use using smart growth strategies which will result in an efficient, orderly, all-inclusive world-class transportation system. The result will be pedestrian friendly street level environments and meaningful public spaces that integrate the circulation system with the surrounding environment. The circulation system will provide connectivity throughout the City for all elements of the circulation system, including, roadways, passenger rail, freight, buses, bikeways, ferries, trails and pedestrian walkways.

The Objectives to attain Goal 1 are as follows:

- Objective G1-1:** Develop and implement smart growth strategies that locate new residential development within walking distance of bus stops and passenger rail stations, with the highest density zones located within walking distance of passenger rail stations; that mixes residential land use with commercial land use; and that locates industrial zones near port facilities, freight rail lines, regional highways and the NJDOT Portway projects.
- Objective G1-2:** Support transit-dependent growth by creating street-level pedestrian-friendly environments, providing frequent and reliable local bus service, and developing new transportation infrastructure.
- Objective G1-3:** Consider the cumulative impacts of development on traffic congestion and consider traffic congestion impacts on local bus service.
- Objective G1-4:** Create meaningful public spaces that facilitate integration of the built environment with arterials and major transit routes.
- Objective G1-5:** Provide for green connectivity between neighborhoods, schools, places of employment, and other community facilities through greenways, parks and trails.
- Objective G1-6:** Design transportation systems to respect the character of historic districts and landmarks.

Indicator:	Improved coordination of transportation and land use planning will result in increased transit ridership and bicycle and pedestrian activity. Therefore, the indicators of progress toward the realization of Goal 1 are the indicators of Goals 2 through 14.
Target:	See targets for Goals 2 through 14.
Baseline:	See baselines for Goals 2 through 14.

The Strategies to achieve Goal 1 are as follows:

- Strategy G1-A: Use zoning, incentives, and capital improvement programs to:
- a) Encourage pedestrian-scale, mixed-use development and redevelopment within walking distance of public transportation, and industrial development and redevelopment near port facilities, freight rail lines, regional highways and Portway;
 - b) Create complete streets that accommodate bicyclists, pedestrians and various types of vehicles (scooters, cars, buses, trucks, light rail, etc.) as appropriate; accommodate on-street parking to buffer pedestrians from moving vehicles; use street trees to establish a street wall, buffer pedestrians from traffic, provide shade, and reduce storm water runoff and urban heat island effect; and create an inviting public realm through building and public space design and building and public space relationship to the street;
 - c) Create new public spaces and green connectivity, and to increase mass transit connectivity, including development of new stations and services.
- Strategy G1-B: Work with regional agencies to identify specific locations for intercept parking facilities outside Jersey City that use existing or new mass transit linkages to Jersey City's downtown employment center.
- Strategy G1-C: Evaluate the traffic impacts of new zoning and redevelopment plan proposals.
- Strategy G1-D: Market Jersey City as a transit-rich location and market the benefits of using mass transit.

The Actions that should be implemented to achieve Goal 1 are as follows:

- Action G1-1: Adopt a form-based zoning code that has special exceptions for historic districts and that incorporates the following:
- a) Creation of buildings and structures that relate to human scale, using modular elements (e.g. doors and windows), façade treatments, and design details.

- b) Integration of a variety of sizes and types of buildings at similar setbacks.
- c) Ground-floor retail uses in residential and commercial buildings, where appropriate.
- d) Requirements to provide bicycle amenities for building users, such as interior bicycle storage facilities for residential buildings that are accessible without stairs or tight corners, and bike racks and employee showers for commercial buildings.
- e) Evaluation of roadway capacity and traffic impacts, with consideration of anticipated new mass transit infrastructure, and appropriate trip generation and modal split predictions.
- f) A bonus incentive program for new public spaces, greenways and transportation facilities.
- g) Parking space requirement maximums that reduce the number of permitted parking spaces in development near fixed rail transit stations in proportion to distance and inversely proportional to the intensity of development.
- h) Reduction in use of land for parking purposes and increase in use of land for productive use.

- [Action G1-2:](#) Market Jersey City as a transit-rich location and market the benefits of using mass transit.
- [Action G1-3:](#) Permit on-street parking that is designed to serve neighborhoods and buffer pedestrians from vehicular traffic.
- [Action G1-4:](#) Model traffic impacts of proposed zoning changes, zoning density variances, and proposed new redevelopment plans, and work with transit providers to assess development impacts to mass transit ridership.
- [Action G1-5:](#) Adopt as City standard the use of durable, high-quality and attractive materials for sidewalks, curbs, tree pits, signposts and street furniture.
- [Action G1-6:](#) Work with PSE&G to provide adequate lighting levels on public sidewalks and to shield lights to prevent light nuisance to residential units in accordance with Ordinance requirements and Illumination Engineering Society Recommended Practice 8 (I.E.S. rp-8). Monitor street lights for operation.
- [Action G1-7:](#) Develop a Transfer of Development Rights (TDR) program that identifies appropriate TDR sending within the City and receiving zones near major public transit stops.
- [Action G1-8:](#) Develop a substitution ratio to reduce on-site parking requirements for various zone districts with the on-site accommodation of car sharing programs (e.g., Zipcar).
- [Action G1-9:](#) Work with NJ TRANSIT and private developers to design and implement the Hoboken Terminal and Yard Redevelopment Plan, which will include high intensity mixed-use development in the Hoboken Terminal area. Conduct traffic impact analysis as part of the redevelopment planning process. Ensure that the cumulative impacts of redevelopment for this site, and other nearby Jersey City redevelopment areas, do not exceed the carrying capacity of Jersey City roadways. This may be achieved

through access management, density limitations, street modifications increase in local mass transit service, or other means.

Action G1-10: Advance a phased approach to transportation projects and policies that support the redevelopment of Journal Square.

Action G1-11: A capital investment prioritization study should be undertaken to develop an implementation schedule for transit improvements and use of capital resources.

Action G1-12: Permit use of commercial parking facilities by car sharing programs.

Action G1-13: Adopt a redevelopment plan that accommodates mixed-use development and shared parking on the HBLR Liberty State Park station park and ride lot. Perform traffic impact analysis of redevelopment and determine if there is a need to improve vehicular access in order to support redevelopment.

Action G1-14: All city, county and state capital projects shall be submitted to the Jersey City Planning Board in accordance with N.J.S.A. 40:55D-31.

3.2.2 Goal 2: Increase, improve, and enhance public transit service to, from, and within all areas of Jersey City

The City seeks to increase, improve, and enhance the public transit system to provide better neighborhood connectivity and regional access. The City conducted an extensive public outreach program, and a consistent concern of Jersey City stakeholders was that the Circulation Element address neighborhood connectivity. Additionally, the Mobility 2050 Survey found that the three most desired features of transit were: 1) that it stops close to home, 2) the frequency of service, and 3) the reliability of service. The Objectives, Strategies, and Actions are designed to achieve a public transit system that meets the needs of all of Jersey City's stakeholders.

The Objectives to attain Goal 2 are as follows:

Objective G2-1: Provide affordable, frequent, reliable, and accessible bus service to residents and visitors.

Objective G2-2: Extend, expand and enhance the existing Hudson-Bergen Light Rail (HBLR) system and service to improve connectivity in and between existing neighborhoods, to other transportation systems, and to remote intercept parking locations.

Objective G2-3: Increase convenience and capacity of the PATH system.

Objective G2-4: Provide a ferry system that serves the needs of Jersey City residents and commuters to Jersey City and Manhattan.

Objective G2-5: Make it as easy as possible to use mass transit.

Objective G2-6: Increase mass transit ridership.

Objective G2-7: Use low-emission and emission-free equipment.

Objective G2-8: Support the development of new neighborhoods through expansion of mass transit systems.

Indicator:	Annual estimate of percentage of workers commuting to work with public transportation, as provided in American Community Survey (ACS) Table No.: B08301, US Census Table No.: P30 and private studies, if available.
Target:	Increase and maintain percentage of workers aged 16 and over commuting to work with public transportation, as measured by annual ACS estimates during inter-decennial years and future US Censuses.
Baseline:	45.2 percent of all Jersey City resident workers aged 16 and over commute to work with public transportation, excluding taxicab (2007 ACS).
Baseline:	In 2000, 39.1 percent of all Jersey City resident workers aged 16 and over commuted to work with public transportation, excluding taxicab (2000 US Census).
Baseline:	In 2008, 52.8 percent of Jersey City residents commute to work with public transportation (2008 Jersey City Survey, Marketing Segments 2 and 3).

Indicator:	HBLR ridership (data from NJ TRANSIT)
Target:	Increase and maintain HBLR ridership.
Baseline:	In July 2008, there was an average of 29,125 weekday passenger boardings at stations in Jersey City. This figure includes the station at 9th Street and Congress Street in Hoboken, which is linked to Jersey City via an elevator to Jersey City Heights.

Indicator:	Bus ridership (data from NJ TRANSIT)
Target:	Increase and maintain bus ridership
Baseline:	In 2008, there were 21,677,159 annual passenger trips on NJ TRANSIT bus lines in Jersey City.

Indicator:	PATH ridership (data from the Port Authority of New York and New Jersey)
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Target: Increase and maintain PATH ridership.

Baseline: In 2008, there were 22,799,783 passengers using PATH to/from Jersey City. This represents a 6.6 percent increase in over 21,381,255 passengers using PATH to/from Jersey City in 2007.

Indicator: Estimate of vehicle miles travelled within Hudson County (from NJTPA)

Target: Decreased number of vehicle miles travelled.

Baseline: In 2007, 6.3 million miles per day were driven in Hudson County.

The Strategies to achieve Goal 2 are as follows:

- Strategy G2-A: Work with NJ TRANSIT and other transit providers to improve local bus routing, operations, service, facilities, equipment and congestion points.
- Strategy G2-B: Improve the affordability of bus travel for low-income population by working with NJ TRANSIT and other transit providers to reduce or eliminate the cost of transfers for single ride trips between buses and between bus and HBLR.
- Strategy G2-C: Work with transit providers to create bus rapid transit service, where feasible.
- Strategy G2-D: Work with NJ TRANSIT and other municipalities, where appropriate, to extend, expand and enhance the Hudson-Bergen Light Rail system.
- Strategy G2-E: Work with the Port Authority of New York and New Jersey (PANYNJ) to enhance PATH train service.
- Strategy G2-F: Work with PANYNJ, NJ TRANSIT and other service providers to create a seamless and user-friendly mass transportation system.
- Strategy G2-G: Provide a responsive network of taxis, carshares, jitneys, and other services to fill in the gaps that are not addressed by the fixed-route mass transit system.
- Strategy G2-H: Avoid locating commuter parking within Jersey City, particularly near the downtown waterfront employment center, to avoid creating traffic congestion.

There are general Actions that should be implemented to achieve Goal 2, as well as actions that are specific to the bus, HBLR, and PATH systems. These Actions are as follows:

Buses

- [Action G2-1:](#) Implement the recommendations of the NJ TRANSIT/NJTPA/Jersey City bus study.
- [Action G2-2:](#) Work with NJ TRANSIT and private carriers to locate bus stops in all residential neighborhoods, and generally within a ¼ mile walk of all residences and closer, where there are topographic considerations. Space bus stops for local bus routes approximately every 530 to 590 feet, and closer within business districts, to balance the need for short walking distances with the need for speedy bus operation.
- [Action G2-3:](#) Work with NJ TRANSIT and private carriers to provide bus service to all activity centers that consist of employers with combined employment of 500 or more employees, shopping centers and shopping districts with more than 150,000 square feet of leased retail space, or colleges and universities with 500 or more students.
- [Action G2-4:](#) Work with NJ TRANSIT and private carriers to provide bus service to medical facilities, social service providers and governmental facilities.
- [Action G2-5:](#) Work with NJ TRANSIT and private carriers to maximize bus system directness and convenience by minimizing route distances and the need for transfers, and by coordinating bus route schedules for easier transfers.
- [Action G2-6:](#) Identify a strategy to reduce or eliminate the additional fare for bus transfers and transfers between bus and HBLR.
- [Action G2-7:](#) Create bus priority lanes and traffic light priority where buses are impeded by traffic congestion and other bus preferential treatment, where appropriate.
- [Action G2-8:](#) Work with NJ TRANSIT and private carriers to operate service between 5 AM and 1 AM every day. In addition, work with NJ TRANSIT and private carriers to identify routes that should operate 24 hours, where appropriate.
- [Action G2-9:](#) Work with NJ TRANSIT and private carriers to provide the greatest possible frequency of service, with a goal to provide a maximum 15-minute headway during peak travel time on weekdays, and 30-minute headway off-peak and on weekends, where feasible.
- [Action G2-10:](#) Work with NJ TRANSIT to install complete and attractive bus stops that include shelters, route and schedule information, lighting, emergency call box, and bike racks, where appropriate. Integrate public art with bus stops. Initiate pilot program to test kiosks with touch screen route planning information at major bus stop locations.
- [Action G2-11:](#) Work with NJ TRANSIT and private carriers to install GPS units in buses and provide real-time bus status information to customers.
- [Action G2-12:](#) Install bike racks on all local buses.

Action G2-13: Work with NJ TRANSIT to construct a bus terminal for bus layovers west of the Hudson River, as indicated by the project on the Right-of-Way Needs mapping called 'Bus Layover Facilities'.

Action G2-14: Implement the recommendations of the 2007 Hudson County Bus Circulation and Infrastructure Final Report. Chapter 7 of this report identified the following recommendations for Jersey City that should be implemented:

- a) Investigate an aesthetically-pleasing means of guarding pedestrians from crossing mid-block on Newark Avenue in the vicinity of Palisade Avenue. The report found that illegal mid-block crossings significantly slow the traffic flow in this area. The Hudson County Bus Circulation and Infrastructure Final Report recommended that decorative pedestrian guard rails be installed in order to channel pedestrians.
- b) Install wider, more visible crosswalks at the intersection of Newark Avenue and Palisade Avenue to encourage the use of the crosswalk and to accommodate high pedestrian volumes.
- c) At the intersection of Newark Avenue and Palisade Avenue, adjust the signal timing to allow for a longer left turn phase from Newark Avenue to Palisade Avenue for southbound traffic.
- d) Adjust traffic signal offset at York Street to better coordinate with the signal at Montgomery Street to improve circulation along Marin Boulevard.
- e) Investigate operational improvements for buses in the vicinity of Exchange Place.

Action G2-15: Work with NJ TRANSIT and private carriers to explore the use of Bus Rapid Transit (BRT) to, from, and within Jersey City and bus preferential treatment within Jersey City.

Action G2-16: Shuttle service to, from, and within Liberty State Park should be enhanced, as recommended in the September 2008 New Jersey's Long Range Transportation Plan-Urban Supplement Report.

Action G2-17: Work with NJ TRANSIT to provide bus shuttle service from Port Liberte to the HBLR. This bus shuttle service is recommended in the 2007 Jersey City Regional Waterfront Access and Downtown Circulation Study Final Report.

Action G2-18: Work with NJ TRANSIT and private bus carriers to identify and correct situations that impact the reliability of bus service, such as double parking, parking in bus stops, parking too close to corners, mistimed traffic signals, and pedestrians not using crosswalks.

HBLR Actions:

Action G2-19: Work with NJ TRANSIT to extend Westside Avenue line westward across Route 440 to Bayfront I Redevelopment Area, and preserve

Jersey City right-of-way for future additional extension to Kearny and Newark. Work with NJ TRANSIT to provide connectivity with Society Hill.

Action G2-20: Work with NJ TRANSIT to extend Westside Avenue branch of the HBLR across Hackensack River and Passaic River through Kearny and to Newark Liberty International Airport, with a spur to Ferry Street in Newark.

Action G2-21: Work with NJ TRANSIT to extend HBLR on Sixth Street Embankment, through Bergen Arches and connect to Senator Frank R. Lautenberg Station and beyond to a regional park-and-ride lot at the Meadowlands Sports Complex. Design HBLR extensions on Sixth Street Embankment and through Bergen Arches to be compatible with East Coast Greenway Route.

Action G2-22: Work with NJ TRANSIT to add stations to existing HBLR lines within Jersey City, as identified on the Right-of-Way needs Mapping, Figure 4.4-1.

Action G2-23: Work with NJ TRANSIT to increase capacity of existing system. Potential actions include, but are not limited to, providing more frequent service, running more double-car trains, and giving priority to the HBLR at signalized street intersections.

Action G2-24: Work with NJ TRANSIT to install complete and attractive HBLR stops that include shelters, route and schedule information, lighting, emergency call box and bike racks, where appropriate. Integrate public art with HBLR stops. Work with NJ TRANSIT to initiate pilot program to test kiosks with touch screen route planning information.

Action G2-25: Work with NJ TRANSIT to install GPS units in HBLR and provide real-time HBLR status information to customers.

Action G2-26: Work with NJ TRANSIT to install a HBLR bypass of the wye-intersection at 18th Street to increase HBLR system capacity and flexibility.

Action G2-27: Work with NJ TRANSIT to install a HBLR Downtown Circulator Line on the Sixth Street Embankment from the Harsimus Cove station to the Riverline ROW, and with connection to the existing HBLR tracks south of the HBLR Second Street Station (in Hoboken) in the vicinity of Hoboken Avenue.

Action G2-28: Work with NJ TRANSIT to construct a new platform at Pavonia-Newport, as indicated on the Right-of-Way Needs mapping, Figure 4.4-1. This improvement could be patterned after the platforms for northbound trains at the HBLR Exchange Place station. The new side platform on the southbound track would be constructed to improve pedestrian flow on and off the trains and reduce the number of people that cross in front of the stopped southbound trains.

Action G2-29: Work with NJ TRANSIT to construct New Danforth Interlocking for HBLR.

Action G2-30: Work with PANYNJ and NJ TRANSIT to construct a new entrance to existing PATH underground mezzanine above the track platforms in

Washington Boulevard in order to grade separate the Washington Boulevard pedestrian crossing and shorten the walking distance between the PATH and the HBLR. The new entrance should be located along the west side of Washington Boulevard at the east end of Newport Office Center III (NOC III) passageway from HBLR station.

[Action G2-31:](#) Work with NJ TRANSIT to re-route the HBLR between the Jersey Avenue station and the Liberty State Park station with a new station near Audrey Zapp Drive.

[Action G2-32:](#) Work with NJ TRANSIT to evaluate signal timing at all HBLR crossings and adjust signals where appropriate to minimize vehicular red time.

PATH Actions:

[Action G2-33:](#) Work with the Port Authority NYNJ to open a PATH station in the Marion neighborhood, with due consideration of existing and future development activity, overall impact on PATH ridership, cost feasibility, and overall benefits to Jersey City

[Action G2-34:](#) Work with the Port Authority NYNJ to open a PATH station adjacent to Hudson County Plaza on Academy Street and re-route trains to serve new station, with due consideration of existing and future development activity, overall impact on PATH ridership, cost feasibility, and overall benefits to Jersey City.

[Action G2-35:](#) Work with the Port Authority NYNJ to run trains more frequently on weekends and eliminate the routing of trains between Jersey City and 33rd Street in New York City through Hoboken.

[Action G2-36:](#) Work with the Port Authority NYNJ to provide frequent train service between Journal Square and the Hudson County Improvement Authority's parking structure adjacent to the PATH station in Harrison.

[Action G2-37:](#) Work with the Port Authority NYNJ to make all PATH stations ADA accessible, including Grove Street station.

[Action G2-38:](#) Work with the Port Authority NYNJ to display real-time departure/arrival information at stations.

[Action G2-39:](#) Work with the Port Authority NYNJ to improve all stations to accommodate ten (10) car trains, where feasible, to increase capacity.

[Action G2-40:](#) Explore a new station entrance for Grove Street at southeast corner of Marin Boulevard and Columbus Drive to improve station access and reduce the number of pedestrians that cross Columbus Drive.

General Mass Transit Actions:

[Action G2- 41:](#) Work with NJ TRANSIT and private operators to provide a free transfer between private carrier buses and the Hudson Bergen Light Rail system for single ride trips. Currently, HBLR monthly pass holders can transfer to NJ TRANSIT buses without an additional fare. Additionally, single ride trips currently can purchase "tickets with transfer" for an additional fare.

- [Action G2-42:](#) Work with Port Authority NYNJ, NJ TRANSIT and other mass transit operators to create a single universal fare card for all mass transit systems, including NJ TRANSIT, PATH, and ferry.
- [Action G2-43:](#) Work with Port Authority NYNJ and NJ TRANSIT to develop specific HBLR and PATH station area and ferry terminal area improvement plans to optimize connections between buses and other modes by installing wayfinding and ensuring pedestrian access.
- [Action G2-44:](#) Locate taxi stands in close proximity to transit stations and major activity centers. Allow open stands where any taxi can stop.
- [Action G2-45:](#) Explore reserving on-street parking spaces for carshare vehicles.
- [Action G2-46:](#) Evaluate current and future para-transit needs and service levels.
- [Action G2-47:](#) Advertise the availability of the Hudson TMA's Resource Center, a central repository of mass transit information, including maps, schedules, and brochures.
- [Action G2-48:](#) Work with taxi companies to establish central dispatch for taxis in Jersey City.
- [Action G2-49:](#) Work with all mass transit providers to ensure that all mass transit stations are ADA compliant.
- [Action G2-50:](#) A capital investment prioritization study should be undertaken to develop an implementation schedule for transit improvements and use of capital resources.
- [Action G2-51:](#) Detailed traffic and transit studies should be conducted to assess the best ways to manage transit passenger demands on the HBLR and vehicular demand on the roadway network.
- [Action G2-52:](#) Advance the creation of trolley service to, from, and/or in Liberty State Park. The trolley route may connect the nearby stations of the Hudson-Bergen Light Rail, various points of interest in or adjacent to Liberty State Park, and businesses and residences in or adjacent to Liberty State Park. Historic trolley cars may be reused.
- [Action G2-53:](#) Advance the recommendation(s) for the boulevard and complete street along the Route 440/Routes 1&9T corridor between the Bayonne border and Route 7 identified by the final report for the Route 440/Routes 1&9T Multi-Use Urban Boulevard and Through Truck Diversion Concept Development Study dated May 2011 prepared by Jacobs Engineering. Implement a Bus Rapid Transit (BRT) system between the Journal Square Transportation Center and the Western Waterfront, via Sip Avenue, Routes 1&9T and Route 440, including the use of reserved bus only lanes on Route 440 and Routes 1&9T, and bus priority lanes on Sip Avenue. Additionally, the boulevard and complete street accommodates an elevated crossing of the Hudson-Bergen Light Rail Westside Avenue branch from its current terminus at Westside Avenue Station to a new station just north of the Bayfront I Redevelopment Plan area, which was

identified as the Locally Preferred Alternative by NJ Transit’s Hudson-Bergen Light Rail Route 440 Extension Alternatives Analysis. See Route 440 and Routes 1&9T Boulevard and Complete Street Plan and Right-of-Way Needs Map in Appendix for details.

3.2.3 **Goal 3: Integrate and connect neighborhoods, and improve public access to and along waterfront areas**

Jersey City aims to improve neighborhood connectivity for the multi-modal system and enhance public access to and from the waterfront. The 2050 Mobility Survey found that people who live and work in Jersey City were the most likely to use their cars due to the short-comings of mass transit to efficiently connect the neighborhoods. Throughout the public outreach process, many members of the public requested better east-west connectivity in the City. Therefore, in order to better integrate the neighborhoods and improve public access to the waterfronts, the following objectives should be achieved:

- Objective G3-1:** Improve vehicular, pedestrian and bicycle access within and between neighborhoods.
- Objective G3-2:** Complete a public access walkway along all waterfronts, except where it conflicts with port operations. Provide an alternate route where the walkway conflicts with port operations. Maximize the number of public access points to the walkway. Ensure that the access points appear inviting to the public.
- Objective G3-3:** Create a seamless mass transit network within and between neighborhoods.

Indicator:	Annual estimate of percentage of workers commuting to work by foot, as provided in American Community Survey (ACS) Table No.: B08301, US Census Table No.: P30 and private studies, if available.
Target:	Increase and maintain percentage of workers aged 16 and over commuting to work by foot, as measured by annual ACS estimates during inter-decennial years and future US Censuses.
Baseline:	8.0 percent of all Jersey City resident workers aged 16 and over commuting to work by foot (2007 ACS).
Baseline:	In 2000, 8.0 percent of all Jersey City resident workers aged 16 and over commuted to work by foot (2000 US Census).
Baseline:	In 2008, 15.0 percent of Jersey City residents commuted to work by walking or biking (2008 Jersey City Survey, Marketing Segments 2 and 3)

Indicator:	Annual number of accidents reported that involved pedestrians in NJ Department of Transportation Crash Record Data per 1,000 residents, as measured by American Community Survey (ACS) Table No.: B01003
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Target: Annual decrease in number of accidents involving pedestrians occurring in Jersey City per 1,000 residents.

Baseline: In 2007, there were 1.63 accidents involving pedestrians occurring in Jersey City per 1,000 residents of which there were 0.37 accidents involving bicyclists occurring in Jersey City per 1,000 residents.

Indicator: Annual estimate of percentage of workers commuting to work by bicycle, as provided in American Community Survey (ACS) Table No.: B08301, US Census Table No.: P30 and private studies, if available.

Target: Increase and maintain percentage of workers aged 16 and over commuting to work by bicycle, as measured by annual ACS estimates during inter-decennial years and future US Censuses.

Baseline: 0.03 percent of all Jersey City resident workers aged 16 and over commute to work by bicycle (2007 ACS).

Baseline: In 2000, 0.25 percent of all Jersey City resident workers aged 16 and over commuted to work by bicycle (2000 US Census).

Baseline: In 2008, 15.0 percent of Jersey City residents commuted to work by walking or biking (2008 Jersey City Survey, Marketing Segments 2 and 3).

Indicator: Annual estimate of percentage of workers who do not work at home and have a commute of less than 30 minutes who commute to work with public transportation, as provided in American Community Survey (ACS) Table No.: B08534, US Census Table No.: P32 and private studies, if available.

Target: Increase and maintain percentage of workers aged 16 and over who do not work at home and have a commute of less than 30 minutes who commute to work with public transportation, as measured by annual ACS estimates during inter-decennial years and future US Censuses.

Baseline: 15.6 percent of all Jersey City resident workers aged 16 and over who do not work at home and have a commute of less than 30 minutes commute to work with public transportation, excluding taxicab (2007 ACS).

Baseline: In 2000, 22.1 percent of all Jersey City resident workers aged 16 and over who do not work at home and have a commute of less than 30 minutes commute to work with public transportation (2000 US Census).

Baseline: In 2008, 53.0 percent of Jersey City residents have a commute of less than 30 minutes (2008 Jersey City Survey, Marketing Segments 2 and 3).

Indicator: Linear miles of gaps in Hudson River Waterfront Walkway and Hackensack RiverWalk (GIS data from August 2008, Hudson County Re-examination Report of Master Plan, and GIS data from the May 2004 Hudson County Hackensack RiverWalk Plan).

Target: Zero gaps in walkways.

Baseline: In 2004, there were 10.23 linear miles of gaps (i.e., areas with no permanent walkway or walkways currently under construction based on GIS data) in the Hudson River Waterfront Walkway and 3.3 linear miles of gaps in the proposed route of the Hackensack RiverWalk.

Indicator: Linear miles of striped bike lanes in Jersey City (source: Jersey City Division of Engineering)

Target: Increase in linear miles of striped bike lanes in Jersey City.

Baseline: In 2009, there were 0 linear miles of striped bike lanes in Jersey City.

The Strategies to achieve Goal 3 are as follows:

Strategy G3-A: Fill in missing links in the street grid by constructing new public streets.

Strategy G3-B: Design all new neighborhood streets in a grid pattern, with small block sizes.

Strategy G3-C: Reduce the length of existing blocks that are greater than 500 feet by creating new mid-block public streets or lanes, where feasible.

Strategy G3-D: Work with NJ TRANSIT, PANYNJ and other operators to ensure the existence of robust HBLR, PATH, bus and/or jitney service within and between neighborhoods.

The Actions that should be implemented to achieve Goal 3 are as follows:

Action G3-1: Extend Jersey Avenue to connect the downtown waterfront and downtown historic districts with the Lafayette neighborhood and Liberty State Park.

Action G3-2: Complete missing links in Hudson River Waterfront Walkway, including connection to Hoboken Terminal.

Action G3-3: Require developers to construct the portion of the Hackensack RiverWalk that is adjacent to their property.

Action G3-4: Implement Actions under Goal 2.

- [Action G3-5:](#) Complete street grids, as identified on Right-of Way Mapping, Figure 4.4-1, in order to increase connectivity.
- [Action G3-6:](#) Create new streets and extend existing streets to support development, increase connectivity for the multi-modal system, and to provide access to the waterfront as identified on Right-of Way Mapping, Figure 4.4-1.
- [Action G3-7:](#) Construct Center and Merseles Street Tunnel under Montgomery Street, as recommended in the 2007 Jersey City Regional Waterfront Access and Downtown Circulation Study Final Report.
- [Action G3-8:](#) Complete study of connectivity between Jersey City and Hoboken in the vicinity of Paterson Plank Road.
- [Action G3-9:](#) A capital investment prioritization study should be undertaken to develop an implementation schedule for transit improvements and use of capital resources.
- [Action G3-10:](#) Advance the recommendation(s) for the boulevard and complete street along the Route 440/Routes 1&9T corridor between the Bayonne border and Route 7 identified by the final report for the Route 440/Routes 1&9T Multi-Use Urban Boulevard and Through Truck Diversion Concept Development Study dated May 2011 prepared by Jacobs Engineering. The recommendations include a network of new local streets adjacent to the boulevard and complete street in order to enhance access for vehicles, pedestrians, and bicyclists to the Hackensack River waterfront and in the Western Waterfront area, as well as frequent crossings of the boulevard for pedestrians and bicyclists. See Route 440 and Routes 1&9T Boulevard and Complete Street Plan and Right-of-Way Needs Map in Appendix for details.

3.2.4 Goal 4: Create a city-wide pedestrian-friendly environment

Jersey City strives to create a walkable City that is safe, secure, seamless and aesthetically-pleasing. The City aims to create a pedestrian-friendly environment that is accessible and meets the needs of all of its residents and visitors. To achieve this goal, the following Objectives should be met:

- [Objective G4-1:](#) Create a network of sidewalks, walkways and paths that allow pedestrians to walk between all neighborhoods and destinations in Jersey City.
- [Objective G4-2:](#) Provide a safe and secure environment for pedestrians.
- [Objective G4-3:](#) Create a comfortable, aesthetically-pleasing, and visually-interesting environment for pedestrians.
- [Objective G4-4:](#) Support and reinforce the existing culture of walking in Jersey City.
- [Objective G4-5:](#) Encourage walking as a means to reduce carbon emissions and to increase public health.
- [Objective G4-6:](#) Provide pedestrian linkages to all surrounding municipalities.

Indicator: Linear miles of gaps in Hudson River Waterfront Walkway and Hackensack River Walkway (GIS data from August 2008, Hudson County Re-examination Report of Master Plan, and GIS data from the May 2004 Hudson County Hackensack RiverWalk Plan)

Target: Zero gaps in walkways.

Baseline: In 2004, there were 10.23 linear miles of gaps (i.e., areas with no permanent walkway or walkways currently under construction based on GIS data) in the Hudson River Waterfront Walkway and 3.3 linear miles of gaps in the proposed route of the Hackensack River Walkway.

Indicator: Annual number of accidents reported that involved pedestrians in NJ Department of Transportation Crash Record Data per 1,000 residents, as measured by American Community Survey (ACS) Table No.: B01003.

Target: Annual decrease in number of accidents involving pedestrians occurring in Jersey City per 1,000 residents.

Baseline: In 2007, there were 1.63 accidents involving pedestrians occurring in Jersey City per 1,000 residents, of which there were 0.37 accidents involving bicyclists occurring in Jersey City per 1,000 residents.

The Strategies to achieve Goal 4 are as follows:

Strategy G4-A: Ensure that all streets have sidewalks.

Strategy G4-B: Ensure that all sidewalks are of adequate width and have the capacity to carry current and anticipated future pedestrian volumes. Respect the integrity of historic districts.

Strategy G4-C: Ensure that all sidewalks are well-maintained and well-lit.

Strategy G4-D: Ensure an adequate number of pedestrian street crossings to minimize walking distances.

Strategy G4-E: Locate and design street crossing in a manner that minimizes walking distances and the length of time that pedestrians are in the crosswalk by using narrow travel lane widths and curb extensions. Curb extensions should incorporate vertical elements, such as trees, utility poles, or street furniture, to provide a visual cue to alert snowplow drivers to the presence of curb extensions.

Strategy G4-F: Fill in missing links between existing sidewalks, walkways and paths.

Strategy G4-G: Complete Jersey City sections of regional walkways, greenways and trails.

Strategy G4-H: Provide eyes on the street (and sidewalk, walkway and path) security.

Strategy G4-I: Create safety buffers between pedestrians and moving vehicles.

The Actions that should be implemented to achieve Goal 4 are as follows:

Action G4-1: Adopt as a City standard a street regulating plan that regulates the form of all streets, bike lanes, where feasible, and sidewalks in accordance with the street typologies and illustrated hierarchy of streets that are contained in this Circulation Element.

Action G4-2: Install traffic calming devices on existing streets with problem locations in accordance with the traffic calming plan that is contained in this Circulation Element.

Action G4-3: Adopt uniform City standards, which are ADA compliant and neighborhood appropriate, for pedestrian street crossings and crosswalks, including state-of-the-art techniques to protect pedestrian safety. For example, potential crosswalks may include a combination of crosswalk tables, curb extensions with gaps for drainage and bicycle lanes, polymer resin stamped brick crosswalks, and painted crosswalks as may be appropriate to the particular street. Curb extensions should incorporate vertical elements, such as trees or street furniture, to provide a visual cue to snowplow drivers of roadway alignments.

Action G4-4: Install street trees spaced at a maximum of 30 feet on center to provide shade and a pleasant pedestrian environment and establish a municipal street tree fund to which developers can contribute when trees cannot be installed. Street trees should be of a variety with high branching systems so that lower branches may be pruned to maintain sight lines for public safety purposes.

Action G4-5: Prune trees to remove low branches to provide lines of sight for vehicular and pedestrian safety and security.

Action G4-6: Increase pedestrian safety by utilizing mechanisms, such as on-street parking, street trees, street furniture and bollards, to buffer pedestrians from moving vehicles.

Action G4-7: Create a continuous greenway with pedestrian paths and bike lanes where the Morris Canal was filled in, where feasible.

Action G4-8: As recommended in the Hudson River Waterfront Walkway Plan, an operating entity should be formed to ensure that walkway gaps are filled in and that the entire walkway is consistent in appearance and condition.

Action G4-9: Construct the Lafayette Walkway parallel to the Hudson Bergen Light Rail Line.

Action G4-10: Extend the Morris Street Right-of-Way Pedestrian Extension to the waterfront and the Hudson River Waterfront Walkway.

- Action G4-11: Continue the sidewalk on Bayview Avenue, east of the 14B interchange, by means of a designated pathway on the existing roadway, as recommended in the 2005 Liberty Access Study Final Report.
- Action G4-12: Conduct a focused study of Westside Avenue to determine the feasibility and appropriateness of Bus Rapid Transit (BRT), sidewalk widening, pedestrian safety measures and off-street parking.
- Action G4-13: Advance recommendations from NJTPA Walkable Community Workshop in the Lafayette neighborhood, including:
- a) Improving pedestrian access to the HBLR Liberty State Park station by reopening Maple Street and other walkways through the existing park-and-ride lot, constructing a sidewalk on the western edge of the park-and-ride lot, and creating a pedestrian entrance at the gated entrance on Duarte Drive and Communipaw Avenue.
 - b) Eliminating truck routes through the community along Pacific Avenue and Communipaw Avenue.
 - c) Constructing a greenway adjacent to the HBLR right-of-way with connection to the Morris Canal Greenway.
 - d) Replace missing street trees, especially along major pedestrian corridors.
- Action G4-14: Advance recommendations from NJTPA Regional Safety Priority Location Report for Central Avenue, including:
- a) At intersection with Ferry Street, add crosswalk, enhance existing crosswalk with crosshatching and post advance pedestrian crossing signs on Central Avenue.
 - b) At signalized intersection with Manhattan Avenue, add pedestrian countdown heads and push buttons to the signal.
 - c) At intersection with Franklin Street, replace curbing with full-height curb to separate sidewalk from street.
 - d) At intersection with Hutton Street, install countdown pedestrian heads and actuation buttons.
 - e) At intersection with Bowers Street, install “No Right Turn” signs on Central Avenue approach.
 - f) Along Central Avenue between Jefferson Avenue and North Street, repaint crosswalks with crosshatching, install countdown pedestrian heads at all signalized intersections, install ADA pads at all crosswalk ramps, install signage to warn against wrong-way turns into one-way streets, and conduct analyses of lighting and illumination.
- Action G4-15: Advance recommendations from NJTPA Regional Safety Priority Location Report for Martin Luther King Drive, including:

- a) Conduct a segment-wide program of pedestrian safety improvements on Martin Luther King Drive between McAdoo Avenue and Kearney Avenue. Pedestrian safety improvements may include:
 - 1. Spot sidewalk repairs to eliminate trip hazards.
 - 2. Installation of texture pads at ADA ramps.
 - 3. Improvements to signage by posting speed limit and pedestrian crossing warnings.
 - 4. Improvements to existing crosswalks by repainting with crosshatching, installing reflectors, and bringing all up to Jersey City's international painted crosswalk standard.
 - 5. Installation of sidewalk tree grates where missing, removal and storage of grates where trees are missing, and filling of planters with brick or gravel until replanted.
 - 6. Painting of curb and corner hatching to create visual refuge for parking lane ends and to emphasize corner sight distance clearance. Paint white stripe along the parking lane to visually restrict and calm the traffic lane.
 - 7. Improvements to bus stop safety and identity by painting yellow curbs at bus stop locations. Review specific bus stop locations to lessen potential traffic hazards.
 - 8. Relocation or removal of sidewalk obstructions (e.g., signs and other obstacles) that pose a hazard to pedestrian travel.
- b) At intersection with Bayview Avenue, install countdown pedestrian heads and replace damaged curbing.
- c) At intersection with Claremont Avenue, retime traffic signal and improve crosswalk visibility.
- d) At intersection with Bidwell Avenue, install new traffic signal and coordinate timing with adjacent Bayview Avenue intersection.

Action G4-16 Continue Jersey City's involvement in the NJDOT Safe Routes to School program, which provides funding for pedestrian safety improvements near school sites.

Action G4-17: Provide pedestrian access to Garfield Avenue HBLR station through Berry Lane Park.

Action G4-18: Preserve the abandoned Lehigh Valley Railroad right-of-way to create greenway trails.

Action G4-19: Construct the East Coast Greenway Route as an off-road facility for pedestrians, bicyclists, and other non-motorized means of travel between Hudson River and Hackensack River waterfronts. In the interim, complete on-road alignment.

Action G4-20: Advance the recommendation(s) for the boulevard and complete street along the Route 440/Routes 1&9T corridor between the Bayonne border and Route 7 identified by the final report for the Route 440/Routes 1&9T Multi-Use Urban Boulevard and Through Truck Diversion Concept Development Study dated May 2011 prepared by Jacobs Engineering. The recommendations include sidewalks along the boulevard and

pedestrian crossings across the boulevard and complete street in order to safely accommodate pedestrians. In the central section between Danforth and Communipaw Avenues, the boulevard and complete street includes local and through lanes separated by landscaped medians that will provide refuge for pedestrians crossing the boulevard and complete street. The local lanes include pedestrian-friendly features such as an amenity strip and on-street parking. The recommendations include a network of new local streets adjacent to the boulevard and complete street in order to enhance pedestrian connectivity in the Western Waterfront area, as well as frequent crossings of the boulevard for pedestrians. See Route 440 and Routes 1&9T Boulevard and Complete Street Plan and Right-of-Way Needs Map in Appendix for details.

3.2.5 **Goal 5: Create a city-wide bicycle-friendly environment**

In order to provide a bicycle-friendly environment, the City aims to improve the connectivity of bike routes both within the City and regionally and to provide amenities that support biking. The Circulation Element includes multiple initiatives that will support biking in Jersey City. Specifically, the East Coast Greenway Route is identified as a right-of-way need, and the Typical Roadway Sections include provisions for bike lanes. In order to further meet the Goal of providing a bicycle friendly environment, the following objectives should be achieved:

- Objective G5-1: Provide a comprehensive city-wide network of dedicated bike lanes and vehicle/bike share lanes.
- Objective G5-2: Improve connectivity between neighborhoods for bicyclists.
- Objective G5-3: Provide bicycle network linkages to all surrounding municipalities
- Objective G5-4: Provide recreational bike routes through parks and open spaces, where appropriate.
- Objective G5-5: Provide a robust set of bicycle system amenities to support bicycle usage.
- Objective G5-6: Create a safe and secure bicycling environment.
- Objective G5-7: Encourage bicycling as a means to reduce traffic congestion and carbon emissions and to improve public health.

Indicator:	Annual estimate of percentage of workers commuting to work by bicycle, as provided in American Community Survey (ACS) Table No.: B08301, US Census Table No.: P30 and private studies, if available.
Target:	Increase and maintain percentage of workers aged 16 and over commuting to work by bicycle, as measured by annual ACS estimates during inter-decennial years and future US Censuses.
Baseline:	0.03 percent of all Jersey City resident workers aged 16 and over commute to work by bicycle (2007 ACS).

Baseline: In 2000, 0.25 percent of all Jersey City resident workers aged 16 and over commuted to work by bicycle (2000 US Census).

Baseline: In 2008, 15.0 percent of Jersey City residents commuted to work by walking or biking (2008 Jersey City Survey, Marketing Segments 2 and 3).

Indicator: Linear miles of striped bike lanes in Jersey City (source: Jersey City Division of Engineering)

Target: Increase in linear miles of striped bike lanes in Jersey City.

Baseline: In 2009, there were 0 linear miles of striped bike lanes in Jersey City.

Indicator: Annual number of accidents involving bicyclists reported in NJ Department of Transportation Crash Record Date per 1,000 residents, as measured by American Community Survey (ACS) Table No.: B01003.

Target: Annual decrease in number of accidents involving bicycles occurring in Jersey City per 1,000 residents.

Baseline: In 2007, there were 0.37 accidents involving bicyclists occurring in Jersey City per 1,000 residents.

The Strategies to achieve Goal 5 are as follows:

Strategy G5-A: Create striped bicycle lanes and vehicle / bike share lanes on existing streets where feasible.

Strategy G5-B: Plan for continuing expansion of dedicated bicycle lanes and vehicle / bike share lanes as new streets are constructed.

Strategy G5-C: Fill in missing links in the street grid with public greenways or new streets.

Strategy G5-D: Complete Jersey City sections of regional greenways.

Strategy G5-E: Incorporate bicycle paths and bike lanes in the design of new parks and retrofit existing parks, where feasible.

Strategy G5-F: Raise public awareness of bicycling.

Strategy G5-G: Work collaboratively with property owners to implement bicycle system amenities. Seek grant funding for implementation of bicycle system amenities.

The Actions that should be implemented to achieve Goal 5 are as follows:

- [Action G5-1:](#) Adopt as City standard a street regulating plan that regulates the form of all streets, bike lanes, where feasible, and sidewalks in accordance with the street typologies and illustrated hierarchy of streets that are contained in this Circulation Element.
- [Action G5-2:](#) Construct the Jersey Avenue extension with provisions for bikes lanes.
- [Action G5-3:](#) Create a continuous greenway with pedestrian paths and bike lanes where the Morris Canal was filled in, where feasible.
- [Action G5-4:](#) Construct the East Coast Greenway Route as an off-road facility for pedestrians, bicyclists, and other non-motorized means of travel between Hudson River and Hackensack River waterfronts. In the interim, complete on-road alignment.
- [Action G5-5:](#) Allow bicycles to use the Hudson River Waterfront Walkway and Hackensack RiverWalk, wherever feasible. Provide alternate routes to bypass areas where it is not feasible.
- [Action G5-6:](#) Adopt zoning and redevelopment plan requirements to provide bicycle amenities for building users, such as interior bicycle storage facilities for residential buildings, that are accessible without stairs or tight corners; and bike racks and employee showers for commercial buildings.
- [Action G5-7:](#) Work with Port Authority NYNJ, NJ TRANSIT, Jersey City Board of Education, Jersey City Department of Public Works, and commercial property owners to provide robust bicycle storage facilities at HBLR and PATH stations, schools, parks, employment centers and shopping districts citywide.
- [Action G5-8:](#) Implement “Share the Road” campaign to educate bicyclists and drivers.
- [Action G5-9:](#) Design and publish a foldable map of the existing signed bike routes for public distribution. Include recreational routes that highlight attractions and points of interest in Jersey City.
- [Action G5-10:](#) Encourage development of Bike Share businesses with dedicated bike stations at key facilities.
- [Action G5-11:](#) Organize an annual Jersey City bike tour.
- [Action G5-12:](#) Create a linear park on the Sixth Street Embankment that incorporates a bike path and walkway. The linear park should share the Sixth Street Embankment with an extension of the HBLR.
- [Action G5-13:](#) Construct a 0.4-mile railroad-gravel path paralleling the NJ TRANSIT Boonton Line and a 0.7-mile on-road striped bike lane along Westside Avenue south of Boonton Line, as recommended in the 2007 Meadowlands District Transportation Plan.
- [Action G5-14:](#) Preserve the abandoned Lehigh Valley Railroad right-of-way to create greenway trails.

Action G5-15: Advance the recommendation(s) for the boulevard and complete street along the Route 440/Routes 1&9T corridor between the Bayonne border and Route 7 identified by the final report for the Route 440/Routes 1&9T Multi-Use Urban Boulevard and Through Truck Diversion Concept Development Study dated May 2011 prepared by Jacobs Engineering. The recommendations include accommodations for bicyclists along and across the boulevard and complete street. Bicycle facilities that are separate from pedestrian accommodations are provided along the length of the corridor with crossings of the corridor at designated locations. In the central section between Danforth and Communipaw Avenues, a two-directional bike path is provided on both sides of the corridor. The recommendations include a network of new local streets adjacent to the boulevard and complete street in order to enhance bicycle connectivity in the Western Waterfront area. See Route 440 and Routes 1&9T Boulevard and Complete Street Plan and Right-of-Way Needs Map in Appendix for details.

3.2.6 **Goal 6: Maintain existing roadway and public transportation infrastructure in a state of good repair and in a clean condition, and replace obsolete infrastructure**

The City identifies that it is equally as important to maintain the circulation network as it is to create it. The circulation system must be kept in a good state of repair in order to accommodate all of its users. Obsolete infrastructure must be replaced. The City identifies the need to provide a well maintained, safe, state of the art circulation system. To achieve this goal, the following Objectives should be achieved:

- Objective G6-1: Maintain roadway surface free of potholes.
- Objective G6-2: Maintain sidewalks, curbs and crosswalks in good condition.
- Objective G6-3: Maintain signage and traffic control devices in good condition and good working order.
- Objective G6-4: Maintain cleanliness of shelters and operation of equipment at transit stations and bus stops.
- Objective G6-5: Maintain mass transit equipment and facilities in good working order.
- Objective G6-6: Replace obsolete infrastructure.
- Objective G6-7: Use energy efficient lighting and traffic control devices.
- Objective G6-8: Ensure ADA compliance for all mass transit stations, sidewalks, street crossings and building entrances. ADA compliance should be designed to respect the character of historic buildings and districts.
- Objective G6-9: Prepare transportation infrastructure for climate change impacts, such as higher sea levels and more intense rain events and hurricanes.
- Objective G6-10: Repair, modify or replace unsafe bridges.
- Objective G6-11: Safely accommodate bicyclists and pedestrians on all roads and bridges.

Indicator: Annual municipal budget appropriations and expenditures for uses related to city-owned transportation/roadway infrastructure maintenance and repair (as determined by the annual General Municipal Budget).

Target: Maintain or increase the inflation adjusted amount of funds appropriated and expended by annual municipal budget documents for city-owned transportation/roadway infrastructure maintenance and repair.

Baseline: Baseline for 2009 to be determined.

Indicator: Annual number of complaints for potholes in Jersey City and average response time to fill potholes (source: CITISTAT).

Target: Reduce the number of complaints for potholes in Jersey City and fill potholes within 48 hours of a complaint.

Baseline: Baseline for 2009 to be determined.

Indicator: Amount of money paid in insurance claims relative to potholes (source: Jersey City Division of Risk Management).

Target: Reduce the amount of money paid in insurance claims relative to potholes.

Baseline: Baseline for 2009 to be determined.

Indicator: Replacement cycle of all roads in Jersey City (source: Jersey City Division of Engineering).

Target: Reduce the replacement cycle to 10 years.

Baseline: As of 2009, the replacement cycle is every 15 years.

Indicator: Status of 11th Street viaduct extension and grade separation on 14th Street, St. Paul's Avenue viaduct, Wittpenn Bridge replacement, and Route 440/1&9T Multi-Use Urban Boulevard Project.

Target: Completion of the following projects: 11th Street viaduct extension and grade separations of 14th Street, St. Paul's Avenue viaduct, Wittpenn

Bridge replacement and Route 440/1&9T Multi-Use Urban Boulevard Project.

Baseline: As of 2009, none of these projects are complete.

The Strategies to achieve Goal 6 are as follows:

- Strategy G6-A: Use city, state and federal funds to repair or replace streets, sidewalks, roads and bridges, where needed.
- Strategy G6-B: Ensure that all street signs are spelled correctly and conform to uniform font standard.
- Strategy G6-C: Identify obsolete infrastructure and establish a priority list of replacement projects.
- Strategy G6-D: Work with PANYNJ, NJ TRANSIT, and other mass transit carriers to identify and correct deficiencies in mass transit stations.
- Strategy G6-E: Incorporate robust accommodations for bicycles and pedestrians into all new roads and bridges.
- Strategy G6-F: Retrofit roads and bridges with bicycle and pedestrian accommodations, where feasible.

The Actions that should be implemented to achieve Goal 6 are as follows:

- Action G6-1: Adopt a capital improvement program to:
- a) Resurface roads and prioritize road resurfacing needs and repaving to reduce repetitive patch repairs.
 - b) Repair and replace broken sidewalks in accordance with the sidewalk maintenance plan.
 - c) Manage storm water runoff.
- Action G6-2: Contract with a company or non-profit organization to remove litter from sidewalks and curbs on a frequent and regular basis, particularly in retail districts.
- Action G6-3: Contract with a company or non-profit organization to clean sidewalks, particularly in retail districts.
- Action G6-4: Allocate sufficient resources to rapidly repair potholes.
- Action G6-5: Work with PSE&G to install energy efficient lighting in street lights and to repair broken lights.
- Action G6-6: Monitor and report broken lighting, signage and traffic control devices to appropriate entity.

- [Action G6-7:](#) Identify new products and materials that may be more user-friendly or have cost savings over current products for lighting, signage, traffic control device, crosswalks, bus shelters and recommend upgrades, where feasible.
- [Action G6-8:](#) Work with transportation agencies to upgrade or replace the following transportation infrastructure:
- a) Projects identified under NJDOT Portway project, which include Route 1& 9 Truck, St. Paul's Avenue Viaduct and Wittpenn Bridge replacement, with provisions for the East Coast Greenway Route.
 - b) 11th Street Viaduct Extension and Grade separation of 14th Street with possible phasing.
 - c) Route 440 and Route 1&9 Truck corridor with a boulevard and complete street pursuant to the recommendations identified by the final report for the Route 440/Routes 1&9T Multi-Use Urban Boulevard and Through Truck Diversion Concept Development Study dated May 2011 prepared by Jacobs Engineering. See Route 440 and Routes 1&9T Boulevard and Complete Street Plan and Right-of-Way Needs Map in Appendix for details.
 - d) Rehabilitation of Route 139 Hoboken Viaduct and deck replacement and rehabilitation of superstructure of Conrail Viaduct, as indicated in the 2010-2019 NJDOT, Draft Capital Improvement Plan.
 - e) Rehabilitation of Central Avenue from State Highway to Paterson Plank Road.
 - f) Design roadway construction to minimize traffic pattern disruption.
- [Action G6-9:](#) Work with all mass transit providers to ensure that all mass transit stations are ADA compliant.
- [Action G6-10:](#) Revise City road opening permits to require road repairs to match existing material so that decorative treatments, pavers, colored asphalt, etc., remains uniform and aesthetically pleasing.
- [Action G6-11:](#) Identify transportation infrastructure that is vulnerable to the effects of climate change (e.g., rising sea levels, more intense rain events etc.) and prepare an infrastructure adaptation plan.
- [Action G6-12:](#) Add 2, 3, or 4-way supplemental plates to all multi-stop signs to avoid driver confusion on which car has the right-of-way.

3.2.7 Goal 7: Create a safe and accessible environment for vehicles, pedestrians, and bicyclists

Jersey City realizes the importance of safety and accessibility for its circulation system. Pedestrians and motorists need to feel safe using pedestrian facilities, trails, mass transit and roads. Additionally, seniors and the mobility-impaired must be able to access the system efficiently. To reach this goal, the following Objectives should be achieved:

- Objective G7-1: Minimize crime against pedestrians, bicyclists and mass transit users.
- Objective G7-2: Minimize crashes between motor vehicles, Hudson-Bergen Light Rail (HBLR) vehicles, bicycles, and/or pedestrians.
- Objective G7-3: Maximize access and mobility for seniors and the mobility-impaired.
- Objective G7-4: Minimize delays within Jersey City for vehicles, pedestrians and bicyclists.

Indicator:	Annual number of accidents involving pedestrians, bicyclists, and motor vehicles (collisions with another motor vehicle) reports in NJ Department of Transportation Crash Record Data per 1,000 residents, as measured by American Community Survey (ACS) Table No.: B01003.
Target:	Annual decrease in number of accidents involving pedestrians occurring in Jersey City per 1,000 residents.
Baseline:	In 2007, there were 1.63 accidents involving pedestrians occurring in Jersey City per 1,000 residents.
Target:	Annual decrease in number of accidents involving bicyclists occurring in Jersey City per 1,000 residents.
Baseline:	In 2007, there were 0.37 accidents involving bicyclists occurring in Jersey City per 1,000 residents.
Target:	Annual decrease in number of motor vehicle accidents (collisions with another vehicle) occurring in Jersey City per 1,000 residents.
Baseline:	In 2007, there were 30.96 motor vehicle accidents (collisions with another vehicle) occurring in Jersey City per 1,000 residents.

The Strategies to achieve Goal 7 are as follows:

- Strategy G7-A: Develop land in a manner that supports “eyes on the street”.
- Strategy G7-B: Work with the Jersey City Police, NJ TRANSIT and PANYNJ Police Departments to create a safe environment for pedestrians, bicyclists and mass transit users.
- Strategy G7-C: Identify high crash locations. Investigate sites to determine cause and remedy.
- Strategy G7-D: Ensure compliance with cell phone usage restrictions, speed limits, yielding to pedestrians in crosswalks, and other traffic laws.
- Strategy G7-E: Educate drivers, pedestrians and bicyclists on traffic laws and best practices.

- [Strategy G7-F:](#) Work with residents to identify gaps in pedestrian accommodations.
- [Strategy G7-G:](#) Implement traffic calming devices with community input, to improve pedestrian and vehicular safety.
- [Strategy G7-H:](#) Design street signage and street crossings to accommodate the needs of an elderly and mobility-impaired population.
- [Strategy G7-I:](#) Reduce the amount of time that it takes for pedestrians to cross streets by reducing the length of crosswalks using narrow lane widths and curb extensions. Curb extensions should incorporate vertical elements, such as trees, utility poles, or street furniture, to provide a visual cue to snowplow drivers that the roadway ends.
- [Strategy G7-J:](#) Ensure ADA compliance for all mass transit stations, sidewalks, street crossings and building entrances. ADA compliance should be designed to respect the character of historic buildings and districts.
- [Strategy G7-K:](#) Ensure adequate para-transit services for seniors and the mobility impaired.
- [Strategy G7-L:](#) Optimize signal-timing city-wide in a manner that minimizes vehicular congestion during peak hours, accommodates traffic flow at all times, controls speed of traffic and allows frequent pedestrian crossings with sufficient time to cross. Optimize signal timing on key corridors first, and then expand program to address all areas of the City on an ongoing basis.

The Actions that should be implemented to achieve Goal 7 are as follows:

- [Action G7-1:](#) Connect Jersey City and NJ TRANSIT closed-circuit TV systems.
- [Action G7-2:](#) Redevelop or rehabilitate vacant land and abandoned buildings.
- [Action G7-3:](#) Advise PSE&G of locations with inadequate street lighting.
- [Action G7-4:](#) Conduct traffic safety audits on an ongoing basis that identify high accident locations and analyze causes for accidents at those locations. Implement corrective action, which may include design improvements, installation of pedestrian countdown timers, flashing beacons at HBLR crossings, walk signal head start in signal phasing or other actions.
- [Action G7-5:](#) Conduct stings whereby plainclothes police officers pose as pedestrians using crosswalks and ticket drivers who do not stop. Combine sting operations with a media campaign to ensure public awareness of the need to yield to pedestrians in crosswalks.
- [Action G7-6:](#) Require new streets to incorporate traffic calming in accordance with the traffic calming plan that is contained in this Circulation Element.
- [Action G7-7:](#) Install traffic calming devices on existing streets with problem locations in accordance with the traffic calming plan that is contained in this Circulation Element.

- [Action G7-8:](#) Develop a traffic safety educational program. Such a program might include a manual of traffic laws and best practices for drivers, pedestrians and bicyclists or workshops on traffic laws and best practices at schools, community centers, and employment locations.
- [Action G7-9:](#) Set traffic signal timings to provide adequate time for pedestrians to cross streets.
- [Action G7-10:](#) Evaluate the existing City street sign standards to facilitate visibility for seniors and the vision-impaired.
- [Action G7-11:](#) Adopt uniform City standards, which are ADA compliant and neighborhood appropriate, for pedestrian street crossings and crosswalks, including state-of-the-art techniques to protect pedestrian safety. For example, potential crosswalks may include a combination of crosswalk tables, curb extensions with gaps for drainage and bicycle lanes, polymer resin stamped brick crosswalks and painted crosswalks, as may be appropriate to the particular street. Curb extensions should incorporate vertical elements, such as trees or street furniture, to provide a visual cue to snowplow drivers of roadway alignments.
- [Action G7-12:](#) Adopt as City standard a street regulating plan that regulates the form of all streets, bike lanes, where feasible, and sidewalks in accordance with the street typologies and illustrated hierarchy of streets that are contained in this Circulation Element.
- [Action G7-13:](#) Optimize signal timing on key corridors on an ongoing basis to respond to changing traffic dynamics and work with adjacent municipalities to coordinate timing.
- [Action G7-14:](#) Construct extension of Jersey Avenue south to the intersection of Audrey Zapp Drive and Phillip Drive to accommodate bikes and pedestrians, in addition to vehicles and potentially HBLR.
- [Action G7-15:](#) As recommended in the 2005 Liberty Access Study Final Report, maintain and enhance City wayfinding signage for the following locations:
- a) bike/pedestrian pathway from the HBLR Liberty State Park station to the Liberty Science Center to the end of Millennium Walkway;
 - b) from the Jersey Avenue footbridge to Millenium Walkway;
 - c) from the Jersey Avenue footbridge through the Philip Drive/Audrey Zapp Drive intersection to Millenium Walkway; and
 - d) from Morris Pesin Drive to the south Waterfront Walkway.
- [Action G7-16:](#) Support “eyes on the street” by encouraging the re-use of historic midblock and corner retail properties to fulfill their originally intended retail purpose.
- [Action G7-17:](#) Advance recommendations from NJTPA Regional Safety Priority Location Report for Central Avenue, including:

- a) At intersection with Ferry Street, add crosswalk, enhance existing crosswalk with crosshatching and post advance pedestrian crossing signs on Central Avenue.
- b) At signalized intersection with Manhattan Avenue, add pedestrian countdown heads and push buttons to the signal.
- c) At intersection with Franklin Street, replace curbing with full-height curb to separate sidewalk from street.
- d) At intersection with Hutton Street, install countdown pedestrian heads and actuation buttons.
- e) At intersection with Bowers Street, install “No Right Turn” signs on Central Avenue approach.
- f) Along Central Avenue between Jefferson Avenue and North Street, repaint crosswalks with crosshatching, install countdown pedestrian heads at all signalized intersections, install ADA pads at all crosswalk ramps, install signage to warn against wrong-way turns into one-way streets, and conduct analyses of lighting and illumination.

Action G7-18

Advance recommendations from NJTPA Regional Safety Priority Location Report for Martin Luther King Drive, including:

- a) Conduct a segment-wide program of pedestrian safety improvements on Martin Luther King Drive between McAdoo Avenue and Kearney Avenue. Pedestrian safety improvements may include:
 - 1. Spot sidewalk repairs to eliminate trip hazards.
 - 2. Installation of texture pads at ADA ramps.
 - 3. Improvements to signage by posting speed limit and pedestrian crossing warnings.
 - 4. Improvements to existing crosswalks by repainting with crosshatching, installing reflectors, and bringing all up to Jersey City’s international painted crosswalk standard.
 - 5. Installation of sidewalk tree grates where missing, removal and storage of grates where trees are missing, and filling of planters with brick or gravel until replanted.
 - 6. Painting of curb and corner hatching to create visual refuge for parking lane ends and to emphasize corner sight distance clearance. Paint white stripe along the parking lane to visually restrict and calm the traffic lane.
 - 7. Improvements to bus stop safety and identity by painting yellow curbs at bus stop locations. Review specific bus stop locations to lessen potential traffic hazards.
 - 8. Relocation or removal of sidewalk obstructions (e.g., signs and other obstacles) that pose a hazard to pedestrian travel.
- b) At intersection with Bayview Avenue, install countdown pedestrian heads and replace damaged curbing.

- c) At intersection with Claremont Avenue, retime traffic signal and improve crosswalk visibility.
- d) At intersection with Bidwell Avenue, install new traffic signal and coordinate timing with adjacent Bayview Avenue intersection.

Action G7-19 Continue Jersey City’s involvement in the NJDOT Safe Routes to School program, which provides funding for pedestrian safety improvements near school sites.

Action G7-20 Work with regional transportation agencies to construct the 11th Street Viaduct Extension and grade separation of 14th Street with possible phasing, which will mitigate congestion of local Jersey City streets.

Action G7-21: Add 2, 3, or 4-way supplemental plates to all multi-stop signs to avoid driver confusion on which car has the right-of-way.

Action G7-22: Advance the recommendation(s) for the boulevard and complete street along the Route 440/Routes 1&9T corridor between the Bayonne border and Route 7 identified by the final report for the Route 440/Routes 1&9T Multi-Use Urban Boulevard and Through Truck Diversion Concept Development Study dated May 2011 prepared by Jacobs Engineering. The recommended design operates more efficiently. Key features include the addition of signalized intersections, a design speed of 30 MPH, the replacement of infrequent jughandles with more frequent single lane left-turn lanes, and the addition of more travel lanes in the central section between Danforth and Communipaw Avenues, where the highest amount of redevelopment is anticipated to occur. The recommendations include the reconfiguration of the intersection of Route 440, Routes 1&9T, Communipaw Avenue, and Lincoln Highway that consists of an at-grade intersection that accommodates all through movements and right-turn movements and a decked traffic circle with clockwise traffic flow that accommodates left-turn movements, which will accommodate vehicles, pedestrians, and bicyclists more safely and efficiently. See Route 440 and Routes 1&9T Boulevard and Complete Street Plan and Right-of-Way Needs Map in Appendix for details.

3.2.8 Goal 8: Improve access between Jersey City and the greater region

Jersey City aims to enhance regional access by increasing mass transit connections and service to and from employment centers, entertainment destinations and vacation destinations. The City seeks to increase regional carpooling options and to complete street grids. These actions are designed to minimize delays to, from, and within Jersey City for all modes of transportation. In order to reach this goal, the following Objectives should be achieved:

Objective G8-1: Increase regional mass transit connections and service to Jersey City employment centers, retail destinations, and entertainment destinations.

Objective G8-2: Increase regional mass transit connections and service between Jersey City and suburban employment centers.

Objective G8-3: Increase regional mass transit connections and service between Jersey City and regional vacation destinations.

Objective G8-4: Fill in missing links between the Jersey City street grid and the street grids of adjoining municipalities.

Objective G8-5: Increase the availability and convenience of carpooling and vanpooling options.

Objective G8-6: Minimize delays in traveling to and from Jersey City for vehicles, pedestrians and bicyclists.

Indicator: Annual estimate of percentage of workers with a commute of more than 30 minutes who commute to work by public transportation or carpool, as provided in American Community Survey (ACS) Table No.: B08134 and private studies, if available.

Target: Increase and maintain percentage of workers aged 16 and over with a commute of more than 30 minutes who commute to work by public transportation or carpool, as measured by annual ACS estimates during inter-decennial years.

Baseline: 73.8 percent of all Jersey City resident workers aged 16 and over with a commute of more than 30 minutes commute to work by public transportation or carpool (2007 ACS).

Baseline: In 2008, 47.0 percent of Jersey City resident workers have a commute of more than 30 minutes to work (2008 Jersey City Survey, Marketing Segments 2 and 3).

Indicator: HBLR ridership (data from NJ TRANSIT).

Target: Increase and maintain HBLR ridership.

Baseline: In July 2008, there was an average of 29,125 weekday passenger boardings at stations in Jersey City. This figure includes the station at 9th Street and Congress Street in Hoboken, which is linked to Jersey City via an elevator to Jersey City Heights.

Indicator: PATH ridership (data from the Port Authority of New York and New Jersey).

Target: Increase and maintain PATH ridership

Baseline: In 2008, there were 22,799,783 passengers using PATH to/from Jersey City. This represents a 6.6 percent increase over the 21,381,255 passengers using PATH to/from Jersey City in 2007.

The Strategies to achieve Goal 8 are as follows:

- Strategy G8-A: Work with regional transportation agencies to improve all modes of access between Jersey City and the greater region.
- Strategy G8-B: Work with Hudson Transportation Management Association to facilitate and encourage carpooling and vanpooling.
- Strategy G8-C: Work with Hudson County and neighboring municipalities to identify missing inter-municipal roadway links and opportunities to develop new roads that improve access between municipalities using complete streets principles.
- Strategy G8-D: Encourage regional intelligent transportation systems and non-signage intelligent transportation systems (ITS) within Jersey City, to inform drivers of incidents and delays.
- Strategy G8-E: Optimize signal-timing on key corridors in a manner that minimizes vehicular congestion during peak hours, accommodates traffic flow at all times, controls speed of traffic and allows frequent pedestrian crossings with sufficient time to cross. Review signal timing on a periodic basis to address changing conditions.
- Strategy G8-F: Eliminate congestion hot spots, particularly for buses, that interfere with local access to and from regional highways.
- Strategy G8-G: Provide buses with priority access to and from highways.

The Actions that should be implemented to achieve Goal 8 are as follows:

- Action G8-1: Work with NJ TRANSIT, Port Authority NYNJ and private carriers to develop new regional passenger rail, light rail, bus, and bus rapid transit linkages to Jersey City to provide convenient mass transit service to Jersey City employment centers and entertainment destinations.
- Action G8-2: Incorporate bus priority and high occupancy vehicle lanes into the design of highways, bridges, access ramps, and on local streets to and from existing highways, where feasible.
- Action G8-3: Work with NJ TRANSIT to extend Westside Avenue branch of the HBLR across Hackensack River and Passaic River through Kearny and to Newark Liberty International Airport, with a spur to Ferry Street in Newark.
- Action G8-4: Work with NJ TRANSIT to extend HBLR on Sixth Street Embankment, through Bergen Arches and connect to Senator Frank R. Lautenberg Station and beyond to a regional park-and-ride lot at the Meadowlands

Sports Complex. Design HBLR extensions on Sixth Street Embankment and through Bergen Arches to be compatible with East Coast Greenway Route.

- [Action G8-5:](#) Expand marketing of carpool and vanpool support services.
- [Action G8-6:](#) Support trip reduction performance programs, such as financial incentives, to encourage residents and commuters to carpool or vanpool.
- [Action G8-7:](#) Work with New York City broadcasters to understand the size of their market share commuting to Jersey City and encourage broadcasters to incorporate traffic information for Jersey City bound commuters in their traffic reports.
- [Action G8-8:](#) Work with North Jersey Transportation Planning Authority, NJ Department of Transportation and New Jersey Turnpike Authority to improve incident monitoring and response on regional highways.
- [Action G8-9:](#) Complete study of connectivity between Jersey City and Hoboken in the vicinity of Paterson Plank Road.
- [Action G8-10:](#) Optimize signal timing on key corridors on an ongoing basis to respond to changing traffic dynamics and work with adjacent municipalities to coordinate timing.
- [Action G8-11:](#) Work with regional transportation agencies to construct the 11th Street Viaduct Extension and grade separation of 14th Street with possible phasing, which will mitigate congestion of local Jersey City streets.
- [Action G8-12:](#) Construct Center and Merseles Street Tunnel under Montgomery Street, as recommended in the 2007 Jersey City Regional Waterfront Access and Downtown Circulation Study Final Report.
- [Action G8-13:](#) Provide representation, when requested, on advisory committees for transportation studies spearheaded by transportation agencies, the NJTPA, Hudson County and/or other municipalities that examine access to and from Jersey City.
- [Action G8-14:](#) A capital investment prioritization study should be undertaken to develop an implementation schedule for transit improvements and use of capital resources.
- [Action G8-15:](#) Work with NJ TRANSIT to evaluate signal timing at all HBLR crossings and adjust signals where appropriate to minimize vehicular red time.

3.2.9 Goal 9: Facilitate the regional movement of goods and services

Jersey City aims to enhance the movement of goods and services between Jersey City and the greater region by maximizing the use of freight rail lines and improving truck routes and highway access. To meet this goal, the following Objectives should be achieved:

- Objective G9-1:** Maximize the use of rail to move freight to and from the port and industrial areas within Jersey City and Bayonne to support port and industrial activity, provided that such systems, operations or cargo do not negatively impact Jersey City’s existing or planned residential neighborhoods or retail districts.
- Objective G9-2:** Provide sufficient highway access and capacity to accommodate the movement of trucks to and from the port and industrial areas within Jersey City, provided that there is not a negative impact to Jersey City’s existing or planned residential neighborhoods and retail districts.
- Objective G9-3:** Create an alternate route in order to divert trucks away from Routes 440 and 1-9T between the Bayonne border and Route 7 in order to accommodate the conversion of Routes 440 and 1-9T into a multi-use urban boulevard and the redevelopment of the corridor into a new high-intensity mixed-use district.
- Objective G9-4:** Provide a comprehensive local truck route network to serve local manufacturing, assembly, warehousing and distribution businesses.

Indicator:	Commodity Flow Data, which measures the value, tonnage and ton-miles of freight shipments to/from/within Hudson County (from TRANSSEARCH Freight Data Profile).
Target:	Increase and maintain the value and tonnage of freight shipments to/from/within Hudson County.
Baseline:	In 2003, the value of freight shipped from/to/within Hudson County was approximately \$160.0 billion. A total of about \$82 billion was trucked, \$18.9 billion was moved by rail, and \$59.1 billion was transported by water (Cambridge Schematics, 2003 TRANSSEARCH Freight Data Profile).
Baseline:	In 2003, the tonnage of freight shipped from/to/within Hudson County was 71,969,251. A total of 41,608,973 was trucked, 10,185,123 was moved by rail, and 20,175,155 was transported by water (Cambridge Schematics, 2003 TRANSSEARCH Freight Data Profile).

The Strategies to achieve Goal 9 are as follows:

- Strategy G9-A:** Support construction or rehabilitation of sidings, trans-load facilities, rail yards, car-float operations and other similar railroad infrastructure projects that support port, warehouse, manufacturing, or assembly operations in Jersey City, where such projects are designed to avoid negative impacts to residential neighborhoods and retail districts in Jersey City.

- Strategy G9-B: Work with local short line rail operators and regional transportation agencies to increase the use of Ultra Low Emissions Locomotives (ULEL).
- Strategy G9-C: Develop a series of alternatives for the conversion of Routes 440 and 1-9T between the Bayonne border and Route 7 to a multi-use urban boulevard that diverts through trucks away from the corridor. Identify and implement a preferred alternative or set of alternatives.
- Strategy G9-D: Work with NJDOT and other regional agencies to advance Portway.
- Strategy G9-E: Ensure that existing truck routes within Jersey City provide access between port and industrial facilities and regional highways; and that streets that are truck routes are designed to accommodate trucks, including overweight trucks in the port area.
- Strategy G9-F: Work with regional agencies and port operators to develop and use special low-emission trucks for short haul trips to distribution centers in the region.
- Strategy G9-G: Work with state and regional agencies and rail operators to deter the through transport of nuisance cargo, such as Municipal Solid Waste through Jersey City.

The Actions that should be implemented to achieve Goal 9 are as follows:

- Action G9-1: Work with state and regional agencies to divert heavy through trucks away from the Route 440 and Routes 1&9T corridor in Jersey City to new routes that reduce regional vehicle miles of travel or vehicle hours of travel.
- Action G9-2: Adopt a capital improvement plan to upgrade roadbed construction, cartway width and turning radii for truck routes, where needed, in port and industrial areas. Truck routes in Jersey City should be complete streets that accommodate pedestrians, bicycles and buses in accordance with the Roadway Typical Sections in this Circulation Element.
- Action G9-3: Remove Linden Avenue jog between Route 185 and Caven Point Road, as recommended in 2005 Jersey City Liberty Access Study, as indicated on the Right-of-Way Needs Mapping, Figure 4.4-1.
- Action G9-4: Support the construction of Portway projects to improve the freight connections to, from and within Jersey City
- Action G9-5: Support efforts by PANYNJ, NJDOT, NJTPA and other entities to advance capacity expansion within existing port lands, as well as port improvement efforts, including, but not limited to, the following:
- a. Increasing the vertical clearances of the two rail tunnels that connect New Jersey to the North American rail system.

b. Channel dredging.

Action G9-6: Implement operational improvements to the Secaucus Road and Postal Service Road intersection as recommended in the 2007 Meadowlands District Transportation Plan

3.2.10 **Goal 10: Accommodate the local delivery of goods and services through community-sensitive practices**

In order for Jersey City to achieve its vision for a world-class center with employment and business opportunities as well as a range of housing and retail options, then the City must use context-sensitive design and community-sensitive practices to accommodate the local delivery of goods. In order to meet this goal, the following objectives should be achieved:

Objective G10-1: Provide access and mobility for delivery vehicles.

Objective G10-2: Minimize the negative impacts of trucks.

Objective G10-3: Use alternative means to deliver goods and services.

Objective G10-4: Minimize the vehicle-miles traveled within Jersey City of delivery vehicles.

Indicator:	Status of revised Traffic Barricade Manual Ordinance in Jersey City (Jersey City Division of Engineering).
Target:	Adoption of revised Traffic Barricade Manual Ordinance.
Baseline:	As of February 2009, the revised Traffic Barricade Manual Ordinance was not adopted.

The Strategies to achieve Goal 10 are as follows:

Strategy G10-A: Ensure that truck routes within Jersey City provide access to existing and planned industrial and commercial areas.

Strategy G10-B: Design truck route streets to accommodate trucks with context sensitive design.

Strategy G10-C: Design streets to accommodate parcel delivery services.

Strategy G10-D: Design new commercial buildings so that receiving docks and trucks at receiving docks are not visible from the street and sidewalks and landscaping are provided between the street and the property.

Strategy G10-E: Restrict truck size and hours of operation, where appropriate.

Strategy G10-F: Develop alternative means to deliver goods.

The Actions that should be implemented to achieve Goal 10 are as follows:

Action G10-1: Compare existing, designated truck routes with existing and planned commercial, industrial and port areas to determine if there is a need to add additional routes or eliminate obsolete routes, including, but not limited to, repealing Communipaw Avenue from Pacific Avenue to the eastern terminus, Johnston Avenue from Pacific Avenue to Monitor Street, Monitor Street as truck routes, and Merritt Street west of Avenue C. Evaluate 10th Street to determine if it should be deleted as a truck route.

Action G10-2: Adopt a capital improvement plan to upgrade roadbed construction, cartway width and turning radii for truck routes, where needed, in port and industrial areas. Truck routes in Jersey City should be complete streets that accommodate pedestrians, bicycles and buses in accordance with the Roadway Typical Sections in this Circulation Element.

Action G10-3: Adopt regulations to restrict truck size and hours of operation, where appropriate.

Action G10-4: Adopt zoning to require screening of receiving docks and truck areas with building interior loading docks and/or wing walls with landscaping and sidewalks.

Action G10-5: Adopt the new Traffic Barricade Manual Ordinance.

Action G10-6: Develop City policy and regulation to encourage local deliveries by box trucks rather than by tractor trailers.

Action G10-7: Investigate a shared-use strategy for HBLR to carry freight to local destinations.

Action G10-8: Remove substandard clearances in Coles and Monmouth Streets north of 10th Street. These are both truck routes, but have clearances of approximately 11 feet.

Action G10-9: Advance the recommendation(s) for the boulevard and complete street along the Route 440/Routes 1&9T corridor between the Bayonne border and Route 7 identified by the final report for the Route 440/Routes 1&9T Multi-Use Urban Boulevard and Through Truck Diversion Concept Development Study dated May 2011 prepared by Jacobs Engineering. The recommendations include separation of local and through traffic to accommodate through-truck movement as well as local deliveries. See Route 440 and Routes 1&9T Boulevard and Complete Street Plan and Right-of-Way Needs Map in Appendix for details.

3.2.11 **Goal 11: Reduce the amount of energy that is used to travel, improve air and water quality, reduce greenhouse gas emissions, and encourage healthier lifestyles.**

The City's vision includes sustainable development and transforming the City into a green, world-class center. To accomplish its vision, the City aims to reduce the distances people travel using smart growth strategies to encourage the use of energy

efficient vehicles and to promote the use of environmentally-sensitive materials. Additionally, to encourage healthier lifestyles and support physical activity, the circulation system should be designed to accommodate bicycles and pedestrians. To meet this goal, the following Objectives should be achieved:

- Objective G11-1: Minimize the distances that people travel.
- Objective G11-2: Minimize the amount of energy that is used by vehicles.
- Objective G11-3: Increase the number of passengers per vehicle.
- Objective G11-4: Minimize the aggregate amount of greenhouse gas and other emissions that are generated by all trips.
- Objective G11-5: Minimize the detrimental impacts of storm water runoff by reducing storm water quantity and improving storm water quality.
- Objective G11-6: Provide a built environment that supports physical activity.

Indicator:	Annual number of days with good air quality in Jersey City, as reported by US Environmental Protection Agency, Bureau of Air Data.
Target:	Increase and maintain annual number of days where air quality is good.
Baseline:	In 2007, the US Environmental Protection Agency reported 222 days with good air quality (60.8 percent of all days; US Environmental Protection Agency, Bureau of Air Data).

Indicator:	State Department of Health data on number of deaths with underlying cause of chronic lower respiratory disease (includes asthma, but does not include tuberculosis) in Jersey City, as compared to the County.
Target:	Decreased annual percentage of deaths with underlying cause of chronic lower respiratory disease.
Baseline:	In 2005, 3.79 percent of all reported deaths in Jersey City were attributed to chronic lower respiratory disease; county-wide this cause of death attributed to 4.33 percent of all deaths.

Indicator:	State Department of Health data on number of deaths with underlying cause of heart disease in Jersey City, as compared to the County.
Target:	Decreased annual percentage of deaths with underlying cause of heart disease.

Baseline: In 2005, 27.67 percent of all reported deaths in Jersey City were attributed to heart disease; county-wide this cause of death attributed to 30.91 percent of all deaths.

Indicator: State Department of Health data on number of deaths with underlying cause of diabetes mellitus in Jersey City, as compared to the County.

Target: Decreased annual percentage of deaths with underlying cause of diabetes mellitus.

Baseline: In 2005, 5.08 percent of all reported deaths in Jersey City were attributed to diabetes mellitus; county-wide this cause of death attributed to 4.97 percent of all deaths.

Indicator: Annual estimate of percentage of workers commuting to work by bicycle, as provided in American Community Survey (ACS) Table No.: B08301, US Census Table No.: P30 and private studies, if available.

Target: Increase and maintain percentage of workers aged 16 and over commuting to work by bicycle, as measured by annual ACS estimates during inter-decennial years and future US Censuses.

Baseline: 0.03 percent of all Jersey City-resident workers aged 16 and over commute to work by bicycle (2007 ACS).

Baseline: In 2000, 0.25 percent of all Jersey City resident workers aged 16 and over commuted to work by bicycle (2000 US Census).

Baseline: In 2008, 15.0 percent of Jersey City residents commuted to work by walking or biking (2008 Jersey City Survey, Marketing Segments 2 and 3).

Indicator: Annual estimate of percentage of workers commuting to work by foot, as provided in American Community Survey (ACS) Table No.: B08301, US Census Table No.: P30 and private studies, if available.

Target: Increase and maintain percentage of workers aged 16 and over commuting to work by foot, as measured by annual ACS estimates during inter-decennial years and future US Censuses.

Baseline:	8.0 percent of all Jersey City resident workers aged 16 and over commute to work by foot (2007 ACS).
Baseline:	In 2000, 8.0 percent of all Jersey City resident workers aged 16 and over commuted to work by foot (2000 US Census).
Baseline:	In 2008, 15.0 percent of Jersey City residents commuted to work by walking or biking (2008 Jersey City Survey, Marketing Segments 2 and 3).

The Strategies to achieve Goal 11 are as follows:

- [Strategy G11-A:](#) Improve bicycle, pedestrian and mass transit access to all destinations.
- [Strategy G11-B:](#) Encourage the operation and expansion of bicycle sharing programs.
- [Strategy G11-C:](#) Work with employers to encourage telecommuting to reduce the number of commuter vehicular trips.
- [Strategy G11-D:](#) Use environmentally-friendly materials that improve quality of storm water runoff when maintaining, repairing or constructing streets and sidewalks.
- [Strategy G11-E:](#) Encourage the development of green roofs when greenways are not feasible in order to offset impacts of storm water runoff and greenhouse gas emissions.
- [Strategy G11-F:](#) Provide preferential parking for carpools and high efficiency vehicles.
- [Strategy G11-G:](#) Promote active use of streets and public space by providing or encouraging street furniture, outdoor cafes and dining, and venues for festivals and community events.
- [Strategy G11-H:](#) Support efforts to integrate alternative non-polluting forms of personal transportation into the transportation system.
- [Strategy G11-I:](#) Work with area healthcare providers and schools to emphasize and encourage use of pedestrian and bikeway networks.

The Actions that should be implemented to achieve Goal 11 are as follows:

- [Action G11-1:](#) Require that all new development projects and improvements to existing developments provide sidewalks, bike lanes, and other amenities to connect to planned and/or existing bicycle lanes and pedestrian areas.
- [Action G11-2:](#) Work with NJ TRANSIT and private carriers to run low-emission and emission-free buses.

Action G11-3: Implement Actions under Goals 2, 3, 4, 5, 7, 8, 9, 10 and 12.

Action G11-4: Work with NJ TRANSIT to evaluate signal timing at all HBLR crossings and adjust signals where appropriate to minimize vehicular red time.

Action G11-5: Advance the creation of trolley service to, from, and/or in Liberty State Park. The trolley route may connect the nearby stations of the Hudson-Bergen Light Rail, various points of interest in or adjacent to Liberty State Park, and businesses and residences in or adjacent to Liberty State Park. Historic trolley cars may be reused.

3.2.12 **Goal 12: Mitigate congestion and reduce the use of the single occupancy vehicles (SOV) in Jersey City**

In order to minimize congestion to, from and within Jersey City, hotspots must be mitigated, accidents minimized, single occupancy vehicles reduced, and information systems should be enhanced. Additionally, there should be a shift in the modal split to more mass transit use, specifically by those who work and live in Jersey City, as indicated by the 2050 Mobility Survey. To accommodate this, the circulation system should be improved in accordance with the Circulation Element, and the following Objectives should be achieved:

Objective G12-1: Eliminate hot spots (i.e., intersections or corridors that are regularly congested) in roadway network.

Objective G12-2: Minimize delays caused by unforeseen roadway incidents (e.g., accidents, weather events).

Objective G12-3: Disseminate information on roadway conditions, travel delays, incidents and accidents in a timely and efficient manner to drivers.

Objective G12-4: Provide a comprehensive multi-modal transportation system that reaches all areas of Jersey City and links to destinations outside of Jersey City to provide residents, workers and visitors access to non-SOV modes of transport.

Objective G12-5: Minimize the percentage of daily SOV commuters who drive to Jersey City.

Indicator:	Annual estimate of percentage of workers commuting to work with public transportation, as provided in American Community Survey (ACS) Table No.: B08301, US Census Table No.: P30 and private studies, if available.
Indicator:	American Community Survey (ACS) Table No.: B08301 and US Census Table No.: P30
Target:	Increase and maintain percentage of workers aged 16 and over commuting to work with public transportation, as measured by annual ACS estimates during inter-decennial years and future US Censuses.
Baseline:	45.2 percent of all Jersey City resident workers aged 16 and over commute to work with public transportation, excluding taxicab (2007 ACS).

Baseline: In 2000, 39.1 percent of all Jersey City resident workers aged 16 and over commuted to work with public transportation, excluding taxicab (2000 US Census).

Baseline: In 2008, 52.8 percent of Jersey City residents commute to work with public transportation (2008 Jersey City Survey, Marketing Segments 2 and 3).

Indicator: HBLR ridership (data from NJ TRANSIT).

Target: Increase and maintain HBLR ridership.

Baseline: In July 2008, there was an average of 29,125 weekday passenger boardings at stations in Jersey City. This figure includes the station at 9th Street and Congress Street in Hoboken, which is linked to Jersey City via an elevator to Jersey City Heights.

Indicator: Bus ridership (Data from NJ TRANSIT).

Target: Increase and maintain bus ridership.

Baseline: In 2008, there were 21,677,159 annual passenger trips on NJ TRANSIT bus lines in Jersey City.

Indicator: PATH ridership (data from the Port Authority of New York and New Jersey).

Target: Increase and maintain PATH ridership.

Baseline: In 2008, there were 22,799,783 passengers using PATH to/from Jersey City. This represents a 6.6 percent increase over the 21,381,255 passengers using PATH to/from Jersey City in 2007.

Indicator: Estimate of vehicle miles travelled within Hudson County (source: from NJTPA).

Target: Decreased number of vehicle miles travelled.

Baseline: NJTPA data for 2005 indicates that 6.2 million miles per day were driven in Hudson County.

Indicator:	Annual estimate of percentage of workers commuting to work by driving alone, as provided in American Community Survey (ACS) Table No.: B08301, US Census Table No.: P30 and private studies, if available.
Target:	Decreased percentage of workers aged 16 and over commuting to work by driving alone, as measured by annual ACS estimates during inter-decennial years and future US Censuses.
Baseline:	32.7 percent of all Jersey City resident workers aged 16 and over commute to work by driving alone (2007 ACS).
Baseline:	In 2000, 36.4 percent of all Jersey City resident workers aged 16 and over commuted to work by driving alone (2000 US Census).
Baseline:	In 2008, 29.0 percent of Jersey City residents commuted to work by single occupancy vehicles (2008 Jersey City Survey, Marketing Segments 2 and 3).

The Strategies to achieve Goal 12 are as follows:

- Strategy G12-A: Implement Transportation System Management (TSM) city-wide, such as signal optimization and other mechanisms, to manage vehicle flows.
- Strategy G12-B: Encourage Intelligent Transportation Systems (ITS) and other technology to inform drivers of accidents, incidents and delays.
- Strategy G12-C: Work with regional agencies to identify mass transit opportunities outside Jersey City that serve Jersey City.
- Strategy G12-D: Encourage carpooling, van pooling and ride sharing to reduce the use of the SOV.
- Strategy G12-E: Increase incentives to use non-SOV modes of transportation.
- Strategy G12-F: Limit commuter parking in Jersey City.
- Strategy G12-G: Locate intercept parking facilities outside Jersey City with convenient access to mass transit services that serve Jersey City.
- Strategy G12-H: Recognize that traffic impacts of development are cumulative and area wide and not only site-specific.
- Strategy G12-I: Within existing retail and mixed-use corridors, maximize pedestrian accommodations within the existing rights-of-way.
- Strategy G12-J: Within new retail and mixed-use corridors, maximize pedestrian accommodations within the existing rights-of-way and use building setbacks to increase pedestrian accommodations, where appropriate.
- Strategy G12-K: Convert vehicular streets to pedestrian streets, where appropriate.

Strategy G12-L: Work with Hudson TMA (Transportation Management Association) to promote existing congestion mitigation and SOV reduction programs.

The Actions that should be implemented to achieve Goal 12 are as follows:

Action G12-1: Use technology (e.g., television broadcasts, radio announcements, internet, text messages, e-mail alerts) to inform drivers of roadway conditions and travel delays. Encourage subscription to existing ITS that inform drivers of delays such as NJDOT 511, NJ TRANSIT Travel Alerts, PATH Travel Alerts, TRANSCOM, and the Hudson TMA's real-time traffic alert system.

Action G12-2: Work with emergency services to develop an action plan for incident management that minimizes the delays caused by incidents on traffic flow.

Action G12-3: Optimize traffic signal timing city-wide.

Action G12-4: Require that traffic congestion mitigation measures for new development take into account area-wide traffic congestion impacts, as well as impact to key corridors.

Action G12-5: Develop intersection treatments to reduce gridlock, including, but not limited to, markings for "Don't Block the Box".

Action G12-6: Work with regional transportation agencies to construct the 11th Street Viaduct Extension and grade separation of 14th Street with possible phasing, which will mitigate congestion on local Jersey City streets.

Action G12-7: Construct Center and Merseles Street Tunnel under Montgomery Street, as recommended in the 2007 Jersey City Regional Waterfront Access and Downtown Circulation Study Final Report.

Action G12-8: Prohibit new commuter park-and-ride parking as recommended in the 2007 Jersey City Regional Waterfront Access and Downtown Circulation Study Final Report.

Action G12-9: Develop a substitution ratio to reduce on-site parking requirements for various zone districts with the on-site accommodation of car sharing programs (e.g., Zipcar).

Action G12-10: Locate on-street parking for scooters, where feasible.

Action G12-11: Create intercept parking facilities in conjunction with other agencies and municipalities. Such intercept parking facilities could include:

- a) An intercept parking facility in Elizabeth to be coupled with the proposed ferry service.
- b) Using Meadowlands Sports Complex Parking together with the proposed HBLR Extension to the Meadowlands to improve access to the regional employment center.

- c) A facility west of Newark Bay.
- d) An intercept facility at Senator Frank R. Lautenberg Station, as recommended by September 2008 New Jersey's Long Range Transportation Plan- Urban Supplement Report.
- e) Intercept parking at an unused rest stop on the NJ Turnpike Extension between Mile Posts 63 and 64. There should be pedestrian connectivity between intercept parking facility and the Richard Street HBLR station.

Action G12-12: Encourage use of incentives and trip-reduction programs of the Hudson TMA, such as Commuter Choice (pre-tax benefit promotion for transit pass purchases), mass transit use incentive program (switch to Mass Transit offers certain employees discounts on monthly transit passes to encourage mass transit use), rideshare matching services, rideshare incentive programs and vanpool incentive programs.

Action G12-13: A capital investment prioritization study should be undertaken to develop an implementation schedule for transit improvements and use of capital resources.

Action G12-14: Work with NJ TRANSIT to evaluate signal timing at all HBLR crossings and adjust signals where appropriate to minimize vehicular red time.

Action G12-15: Advance the recommendation(s) for the boulevard and complete street along the Route 440/Routes 1&9T corridor between the Bayonne border and Route 7 identified by the final report for the Route 440/Routes 1&9T Multi-Use Urban Boulevard and Through Truck Diversion Concept Development Study dated May 2011 prepared by Jacobs Engineering. The recommended design operates more efficiently. Key features include the addition of signalized intersections, a design speed of 30 MPH, the replacement of infrequent jughandles with more frequent single lane left-turn lanes, and the addition of more travel lanes in the central section between Danforth and Communipaw Avenues, where the highest amount of redevelopment is anticipated to occur. The recommendations include the reconfiguration of the intersection of Route 440, Routes 1&9T, Communipaw Avenue, and Lincoln Highway that consists of an at-grade intersection that accommodates all through movements and right-turn movements and a decked traffic circle above the intersection with clockwise traffic flow that accommodates left-turn movements, which will accommodate vehicles, pedestrians, and bicyclists more safely and efficiently, and which also provides a public park in the center of the decked traffic circle. See Route 440 and Routes 1&9T Boulevard and Complete Street Plan and Right-of-Way Needs Map in Appendix for details.

3.2.13 Goal 13: Design transportation infrastructure in a manner that beautifies the city

The City strives to make Jersey City a world-class center with a multi-modal transportation system that is attractive. The City realizes the importance of

meaningful gateways and context-sensitive design on pedestrians and the local economy. The City aims to become a world-class center, and in order to achieve this goal, the transportation infrastructure must be designed in a manner that beautifies the City. To accomplish this goal, the following objectives must be achieved:

- Objective G13-1: Design new transportation infrastructure, including bridges, overpasses, streets and sidewalks, and mass transit stops and stations, to be attractive and context-sensitive.
- Objective G13-2: Improve the aesthetics of existing transportation infrastructure.
- Objective G13-3: Provide attractive and meaningful gateways at City and neighborhood entry points.

Indicator:	Linear miles of Streetscape Project in Jersey City (source: Jersey City Division of Engineering).
Target:	Increase linear miles of streetscape projects constructed, monitored on a 5 year cycle.
Baseline:	From January 1, 2004 to December 31, 2008, a total of 1.02 linear miles of streetscape projects were constructed in Jersey City.

The Strategies to achieve Goal 13 are as follows:

- Strategy G13-A: Develop a handbook on transportation infrastructure design as a reference tool.
- Strategy G13-B: Incorporate public art in and around transportation infrastructure (e.g., medians, mass transit stations).
- Strategy G13-C: Preserve and create scenic corridors and view sheds as identified in land use plan element

The Actions that should be implemented to achieve Goal 13 are as follows:

- Action G13-1: All city, county and state capital projects shall be submitted to the Jersey City Planning Board in accordance with N.J.S.A. 40:55D-31.
- Action G13-2: Design and build a multi-use urban boulevard along Route 440 and Route 1&9 Truck corridor between the Bayonne border and Route 7. Divert through trucks from the Route 440 and Route 1&9 Truck corridor to alternate route. Advance the recommendation(s) for the boulevard and complete street along the Route 440/Routes 1&9T corridor between the Bayonne border and Route 7 identified by the final report for the Route 440/Routes 1&9T Multi-Use Urban Boulevard and Through Truck Diversion Concept Development Study dated May 2011 prepared by Jacobs Engineering. The recommendations include Urban Design Guidelines that provide an overview of the design concepts and palette

of materials for the construction of a boulevard and complete street along the Route 440/Routes 1&9T corridor between the Bayonne border and Route 7.

- [Action G13-3:](#) Design and build a multi-use urban boulevard along the length of Christopher Columbus Drive and coordinate burying the overhead utility lines.
- [Action G13-4:](#) Preserve the NJ Turnpike Newark Bay Extension scenic corridor, as discussed in the Land Use Element of the 2000 Jersey City Master Plan.
- [Action G13-5:](#) Adopt zoning that requires the design of new buildings to consider the public realm in building orientation, articulation, materials and relationship to the street.
- [Action G13-6:](#) Adopt standards for screening of loading and parking areas from view using landscaping, decorative walls and decorative fencing.
- [Action G13-7:](#) Explore incorporating landscape requirements into the annual licensing requirements for parking lots.
- [Action G13-8:](#) Install street trees spaced at a maximum of 30 feet on center to provide shade and a pleasant pedestrian environment and establish a municipal street tree fund to which developers can contribute when trees cannot be installed. Street trees should be of a variety with high branching systems so that lower branches may be pruned to maintain sight lines for public safety purposes.
- [Action G13-9:](#) Adopt a policy of 1% for public art, whereby new development projects provide 1% of the cost of construction to a Jersey City public art trust fund.
- [Action G13-10:](#) Work with PSE&G and BPU to locate existing utilities underground, where feasible.
- [Action G13-11:](#) Adopt zoning and redevelopment plans to require that new development projects locate all utilities underground, where feasible.
- [Action G13-12:](#) Conduct design competitions and use the results to create a design handbook for Jersey City transportation infrastructure.

3.2.14 **Goal 14: Encourage the use of new technologies and innovative techniques that are supportive of the other goals**
 Moving forward, the City should encourage the use of new technologies and techniques that support all of its Goals.

Indicator:	Qualitative report every 5 years to be prepared by Jersey City Division of Planning that describes new technology and innovative techniques used by Jersey City to achieve the Goals of the Circulation Element.
Target:	Use of new technologies and innovative techniques in Jersey City.

Baseline: Existing technology in 2009

3.3 Action Plan

The Actions that are contained in the Circulation Element are derived from the Goals, Objectives and Strategies. The Actions consist of projects and policies that are designed to support Jersey City's current and future transportation needs over the short, medium and long-term. This will provide mobility to Jersey City's current resident, workers and visitors. It will also provide the capital infrastructure and public transportation systems that are needed to support planned development and redevelopment over the long-term.

An Action Plan Matrix is provided in Subsection 3.3.5 which provides estimated cost, potential implementing agency and potential funding sources. It should be noted that for each action that is a capital investment, the ranges of costs pertain to administrative, design, construction, and/or inspection costs. For capital projects, the ranges of costs exclude operating and maintenance costs. Operating and maintenance costs are significant factors in assessing project feasibility and a viable operating and maintenance funding plan is an essential component of project advancement.

3.3.1 Timeframes

Timeframes are identified for each Action as short-term, medium-term, and long-term and represent the following timeframes:

- Short-Term: within the next 5 years; 2009-2014
- Medium-Term: within the next 5 to 10 years; 2014-2019
- Long-Term: greater than 10 years; 2019 - beyond

The timeframe of the Actions in many cases coincide with Jersey City's short-term, medium-term, and long-term needs, however, other factors, such as permitting, or the number of agencies involved, also has an affect on the timing. It should be noted that some actions may have activities and phases that may continue through more than one time period, therefore, the timeframe indicated represents the completion date of the respective action. In identifying the timeframes, for short, medium and long-term Actions, the implementing agencies were taken into account. For example, fewer agencies involved in implementation may result in more flexibility or efficiency.

Short-term Actions typically include policy and administrative actions, smaller scale changes to the transit system, as well as City, County, State, or other agency projects that have already been initiated. The medium-term projects typically include larger scale changes to the transit system, and medium scale roadway infrastructure projects that involve multiple agencies, or moderate analysis, permitting, and/or design. Medium term Actions may also include items that are currently in the feasibility stage. The long-term actions typically include large scale projects, such as new rail lines and large scale roadway infrastructure projects that may involve multiple agencies and/or multiple phases, and for which funding has not been secured. These long-term Actions, in many cases, involve detailed analysis, permitting, and/or design.