

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.

<b>Indicator:</b>	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.
<b>Target:</b>	Use of new technologies and innovative techniques in Jersey City.
<b>Baseline:</b>	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.

### 3.3.2 Lead Implementing Agency

The Action Plan Matrix identifies one or more potential lead agencies for each Action. It is important to note that this document does not commit an outside agency to implementing or funding a specific Action. The identified potential lead implementation agency is the agency that would likely lead the Action through implementation. NJ TRANSIT, Port Authority NYNJ, North Jersey Transportation Planning Authority (NJTPA), Hudson County, NJDOT, and NJ Meadowlands had representation at Technical Advisory Committee (TAC) meetings and helped to identify many of the Actions with the understanding that this document is for planning purposes and does not commit these agencies to commence the projects nor fund them. Additionally, some of the recommendations in this Circulation Element were not offered by the agencies themselves, therefore, one should refer to the specific agency's capital or strategic plans for their approved projects and initiatives. However, the outside agencies that were part of the TAC are committed to working together and with Jersey City on improving circulation and increasing transit ridership in Jersey City. Therefore, in cases where the County, State, NJ TRANSIT, Port Authority NYNJ, NJ Turnpike, NJTPA, NJ Meadowlands, etc., are identified as a potential implementing agency, Jersey City should continue to work with these agencies and emphasize the importance of the Action to Jersey City and the region in order to advance these Actions.

### 3.3.3 Estimated Costs

To provide an order of magnitude cost for each Action, ranges of costs were identified. The ranges of costs pertain to administrative, design, construction, and/or inspection costs. The ranges of costs exclude operating and maintenance costs, as those costs have not been analyzed for any of the projects within the matrix. The costs ranges were established as indicated below:

Code	Group	Range
TBD	To Be Determined	To Be Determined
VL	Very Low	Under \$500,000
L	Low	\$500,000 - \$10,000,000
M	Medium	\$10,000,000 - \$35,000,000
H	High	\$35 million - \$100 million
VH	Very High	\$100 million or higher

The costs were, in many cases, obtained from the studies which recommended the specified Action. However, in other cases, the costs were estimated or derived through input from the potential implementation agency. It should be noted that these cost ranges are in current year 2009 dollars, and also that various economic factors could affect these costs in the future.

### 3.3.4 Potential Funding Sources

The potential funding sources include the potential implementation agency that would secure the funding, as well other agencies which typically have grants, loans, or programs that could fund a specific Action. Examples include, but are not limited to, Hudson County, New Jersey Department of Transportation (NJDOT), New Jersey Department of Community Affairs (NJDCA), New Jersey Department of Environmental Protection (NJDEP), NJ TRANSIT, Port Authority NYNJ, private capital, FTA- Federal Transit Administration (FTA), North Jersey Transportation Planning Authority (NJTPA), Public Service Energy and Gas (PSE&G), Jersey City, Jersey City Urban Enterprise Zone (UEZ). As previously noted, nothing in this document commits an outside agency or Jersey City to funding a specific Action.

Additional potential funding sources include public/private partnerships using Transportation Enhancement (TE) Districts or dedication of anticipated increases in property tax or other revenues using Revenue Allocation Districts (RAD).

While there are a variety of potential funding sources available, it should be noted that the majority of these funding sources are competitive grant programs and will, therefore, require submission of an applications for funding. It should also be noted that a variety of funding sources may be required to support any one action, and that for many of the actions funding has not yet been secured.

NJDOT provides funding and grants for the following project types under its Local Aid Program:

Municipal Aid Program: In the Municipal Aid Program, funds are appropriated by the Legislature for municipalities in each county based on a formula contained in legislation. Additional funding is allotted for those municipalities that qualify for Urban

Aid. Urban Aid is distributed by a formula that is computed by the Department of Community Affairs.

<http://www.state.nj.us/transportation/business/localaid/municaid.shtm>

County Aid Program: County Aid funds are appropriated by the Legislature annually for the improvement of public roads and bridges under County jurisdiction. Public transportation and other transportation projects are also included.

<http://www.state.nj.us/transportation/business/localaid/countyaid.shtm>

Centers of Place Program: The City can apply for funding to finance non-traditional transportation improvements that advance municipal growth management objectives.

<http://www.state.nj.us/transportation/business/localaid/centerplace.shtm>

Local Aid Infrastructure Fund Program: Subject to funding appropriation, a Local Aid Infrastructure Fund is established to address emergencies and regional needs throughout the State. Any county or municipality may apply at any time. These projects are approved at the discretion of the Commissioner. Payment of project costs is the same as the Municipal Aid Program. Under this program, a county or municipality may also apply for funding for pedestrian safety and bikeway projects.

<http://www.state.nj.us/transportation/business/localaid/descrfunding.shtm>

Bikeway Program: The City can apply for funding for grants for the construction of new bikeways that are separated from motorized vehicular traffic.

<http://www.state.nj.us/transportation/business/localaid/bikewaysf.shtm>

Safe Streets to Transit Program: This program provides funding to counties and municipalities in improving access to transit facilities and all modes of public transportation.

<http://www.state.nj.us/transportation/business/localaid/safe.shtm>

Transit Village Program: This program awards grants for non-traditional transportation-related projects to New Jersey municipalities designated as Transit Villages.

<http://www.state.nj.us/transportation/business/localaid/transitvillagef.shtm>

Safe Routes to School Program: Safe Routes to School (SRTS) is a federal, state and local effort to enable and encourage children, including those with disabilities, to walk and bicycle to school - and to make walking and bicycling to school safe and appealing.

<http://www.state.nj.us/transportation/community/srts/>

#### **New Jersey Department of Community Affairs (NJCA)**

Transfer of Development Rights (TDR) Grant Program: The State Transfer of Development Rights Act authorizes the State TDR Bank to provide planning assistance grants up to \$40,000, with a 50% local match, for the purpose of preparing the documents required by the legislation.

<http://www.state.nj.us/dca/divisions/osg/programs/tdr.html>

#### **New Jersey Department of Environmental Protection (NJDEP)**

Green Acres Program: Green Acres funding provides for the acquisition of land and the construction of parks throughout the State. This includes many parks that serve as cornerstones for redevelopment initiatives in our older suburbs and cities.

<http://www.state.nj.us/dep/greenacres/index.html>

### **Federal Transit Administration (FTA)**

Large Urban Cities Grant Program: This program (49 U.S.C. 5307) makes Federal resources available to urbanized areas and to Governors for transit capital and operating assistance in urbanized areas and for transportation related planning.

[http://www.fta.dot.gov/funding/grants/grants\\_financing\\_3561.html](http://www.fta.dot.gov/funding/grants/grants_financing_3561.html)

Major Capital Investments (New Starts & Small Starts) Program: The New Starts program provides funds for construction of new fixed guideway systems or extensions to existing fixed guideway systems. Eligible purposes are light rail, rapid rail (heavy rail), commuter rail, monorail, automated fixed guideway system (such as a “people mover”), or a busway/high occupancy vehicle (HOV) facility, or an extension of any of these.

[http://www.fta.dot.gov/funding/grants/grants\\_financing\\_3559.html](http://www.fta.dot.gov/funding/grants/grants_financing_3559.html)

Rail and Fixed Guideway Modernization Program: The transit capital investment program (49 U.S.C. 5309) provides capital assistance for three primary activities: modernization of existing rail systems, new and replacement buses and facilities, and new fixed guideway systems.

[http://www.fta.dot.gov/funding/grants/grants\\_financing\\_3558.html](http://www.fta.dot.gov/funding/grants/grants_financing_3558.html)

Bus and Bus Facilities: The Buses and Bus Related Equipment and Facilities program provides capital assistance for new and replacement buses, related equipment, and facilities. Eligible capital projects include the purchasing of buses for fleet and service expansion, bus maintenance and administrative facilities, transfer facilities, bus malls, transportation centers, intermodal terminals, park-and-ride stations, acquisition of replacement vehicles, bus rebuilds, bus preventive maintenance, passenger amenities such as passenger shelters and bus stop signs, accessory and miscellaneous equipment such as mobile radio units, supervisory vehicles, fare boxes, computers and shop and garage equipment.

[http://www.fta.dot.gov/funding/grants/grants\\_financing\\_3557.html](http://www.fta.dot.gov/funding/grants/grants_financing_3557.html)

Transportation for Elderly Persons and Persons with Disabilities: This program (49 U.S.C. 5310) provides formula funding to States for the purpose of assisting private nonprofit groups in meeting the transportation needs of the elderly and persons with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs. Funds are apportioned based on each State’s share of population for these groups of people.

[http://www.fta.dot.gov/funding/grants/grants\\_financing\\_3556.html](http://www.fta.dot.gov/funding/grants/grants_financing_3556.html)

Alternatives Analysis: The objective of the Alternatives Analysis program (49 U.S.C. 5339) is to assist in financing the evaluation of all reasonable modal and multimodal alternatives and general alignment options for identified transportation needs in a particular, broadly defined travel corridor. Funds may be used to assist State and local governmental authorities in conducting alternatives analyses when at least one of the alternatives is a new fixed guideway systems or an extensions to an existing fixed guideway system.

[http://www.fta.dot.gov/funding/grants/grants\\_financing\\_7395.html](http://www.fta.dot.gov/funding/grants/grants_financing_7395.html)

### **Jersey City Urban Enterprise Zone (UEZ)**

Approximately one-third of the City of Jersey City is designated as an Urban Enterprise Zone (UEZ). Under the UEZ designation, funds resulting from the sales-tax collections within the UEZ can be reinvested into capital improvements and municipal services projects that directly support economic development within the UEZ. Types of projects include, but are not limited to, streetscape projects; investments in public safety mechanisms, such as closed-circuit television (CCTV); and historic preservation and restoration. UEZ revenues have been listed as a potential funding source because of the broad scope of projects that may be financed through UEZ revenues, and because these revenues may be used to implement projects in a substantial portion of the City.

#### **3.3.5 Action Plan Matrix**

The action plan matrix provided below lists the Actions and identifies the Goal or Goals it supports. Additionally, the matrix indicates short-term, medium-term, and long-term timeframes, the potential lead agency responsible for implementation, potential funding sources, and the ranges of costs. As previously stated, the ranges of costs for capital projects exclude operating and maintenance costs, as these costs have not been analyzed for any of the projects within the matrix.

Action #	Action	Estimated Timeframe	Estimated Cost <sup>11</sup>	Potential Lead Implementing Agencies	Potential Funding Sources	Goal													
						1	2	3	4	5	6	7	8	9	10	11	12	13	14
G1-1	Adopt a form-based zoning code that has special exceptions for historic districts (see full Action G1-1).	Short-Term	VL	Jersey City	Jersey City, NJDCA	•													
G1-2	Market Jersey City as a transit-rich location and market the benefits of using mass transit.	Short-Term	VL	Jersey City	Jersey City, UEZ	•													
G1-3	Permit on-street parking that is designed to serve neighborhoods and buffer pedestrians from vehicular traffic.	Short-Term	VL	Jersey City	Not Applicable	•													
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.	Short-Term	VL	Private Developers, <sup>12</sup> Jersey City, <sup>13</sup> NJ TRANSIT, <sup>14</sup> PANYNJ	Private Capital, Jersey City, NJ TRANSIT, PA NYNJ	•													
G1-5	Adopt as City standard the use of durable, high-quality and attractive materials for sidewalks, curbs, tree pits, signposts, and street furniture.	Short-Term	VL	Jersey City	Jersey City	•													
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.	Short-Term	VL	Jersey City and PSE&G	PSE&G	•													
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.	Short-Term	VL	Jersey City	Jersey City, NJDCA	•													
G1-8 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).	Short-Term	VL	Jersey City	Jersey City	•													•

<sup>11</sup> For all capital projects, estimated cost does not include operation and maintenance costs.  
<sup>12</sup> Private developers would model traffic and transit impacts relative to zoning density variances and some proposed new redevelopment plans.  
<sup>13</sup> Jersey City would model traffic and transit impacts for proposed zoning changes and some new development plans.  
<sup>14</sup> NJ TRANSIT and Port Authority NJNY could assess development impacts to mass transit ridership.

Action #	Action	Estimated Timeframe	Estimated Cost <sup>11</sup>	Potential Lead Implementing Agencies	Potential Funding Sources	Goal													
						1	2	3	4	5	6	7	8	9	10	11	12	13	14
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.	Long-Term	VH	NJ TRANSIT	Private Capital, NJ TRANSIT	•													
G1-10	Advance a phased approach to transportation projects and policies that support the redevelopment of Journal Square.	Long-Term	VH	NJ TRANSIT, PANYNJ, Jersey City, Developers	NJ TRANSIT, PANYNJ, Jersey City, Private Capital	•													
G1-11 G2-50 G3-9 G8-14 G12-13	A capital investment prioritization study should be undertaken to develop an implementation schedule for transit improvements and use of capital resources.	Short-Term	VL	NJ TRANSIT, PANYNJ	NJ TRANSIT, PANYNJ, FTA	•	•	•					•					•	
G1-12	Permit use of commercial parking facilities by car sharing programs.	Short-Term	Negligible	Jersey City	Negligible	•													
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.	Medium	VL	Jersey City	Jersey City	•													
G1-14 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.	Short-Term	Negligible	Jersey City	N/A	•													•
G2-1	Implement the recommendations of the NJ TRANSIT/NJTPA/Jersey City bus study.	Short-Term	TBD	NJTPA, NJ TRANSIT, Jersey City, Private Bus Carriers	TBD		•												
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.	Short-Medium	L	NJ TRANSIT and Private Bus Carriers	NJ TRANSIT, Private Bus Carriers, FTA		•												

<sup>11</sup> For all capital projects, estimated cost does not include operation and maintenance costs.

Action #	Action	Estimated Timeframe	Estimated Cost <sup>11</sup>	Potential Lead Implementing Agencies	Potential Funding Sources	Goal													
						1	2	3	4	5	6	7	8	9	10	11	12	13	14
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.	Short-Medium	L	Private Bus Carriers, NJ Transit	Private Bus Carriers, NJ TRANSIT, FTA		•												
G2-4	Work with NJ TRANSIT and private carriers to provide bus service to medical facilities, social service providers and governmental facilities.	Short-Medium	L	Private Bus Carriers, NJ Transit	Private Bus Carriers, NJ TRANSIT,		•												
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.	Short-Term	VL	Private Bus Carriers, NJ Transit	NJ TRANSIT, Private Bus Carriers, FTA		•												
G2-6	Identify a strategy to reduce or eliminate the additional fare for bus transfers and transfers between bus and HBLR.	Short-Term	L	NJ TRANSIT, Private Bus Carriers	TBD		•												
G2-7	Create bus priority lanes and traffic light priority where buses are impeded by traffic congestion and other bus preferential treatment, where appropriate.	Short-Term	M	Jersey City, State of NJ, Hudson County	Jersey City, State of NJ, Hudson County, FTA, NJTPA		•												
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.	Short-Medium	L <sup>15</sup>	NJ TRANSIT, Private Bus Carriers, Jersey City	FTA		•												
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.	Short-Medium	L <sup>15</sup>	NJ TRANSIT, Private Bus Carriers, Jersey City	FTA		•												

<sup>11</sup> For all capital projects, estimated cost does not include operation and maintenance costs.

<sup>15</sup> This cost consists of purchase of additional vehicles, if necessary; otherwise all costs are operation and maintenance, which have not been analyzed.

Action #	Action	Estimated Timeframe	Estimated Cost <sup>11</sup>	Potential Lead Implementing Agencies	Potential Funding Sources	Goal													
						1	2	3	4	5	6	7	8	9	10	11	12	13	14
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.	Short-Medium	L	NJ TRANSIT, Jersey City	NJ TRANSIT, Hudson County, FTA, UEZ		•												
G2-11	Work with NJ TRANSIT and private carriers to install GPS units in buses and provide real-time bus status information to customers.	Short-Medium	L	NJ TRANSIT	NJ TRANSIT, FTA		•												
G2-12	Install bike racks on all local buses.	Short-Medium	VL	NJ TRANSIT, Private Bus Carriers	FTA, Private Capital, NJ TRANSIT		•												
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'.	Short-Term	TBD	NJ TRANSIT	NJ TRANSIT, FTA		•												
G2-14	Implement the recommendations of the 2007 Hudson County Bus Circulation and Infrastructure Final Report. Chapter 7 of this report identified recommendations for Jersey City that should be implemented (see full Action G2-14).	Short-Medium	L	Hudson County, NJ TRANSIT, Private Bus Carriers	NJ TRANSIT, Hudson County, Private Bus Carriers		•												
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.	Short-Medium	L	Jersey City, Hudson County, NJDOT, NJ Turnpike Authority	NJDOT, Hudson County, Jersey City, NJTPA, NJ TRANSIT, NJ Turnpike Authority, FTA		•												
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.	Short-Term	L <sup>15</sup>	Liberty State Park	Liberty State Park, NJDEP Division of Parks and Forestry		•												
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.	Short-Term	L <sup>15</sup>	NJ TRANSIT	Private Capital, FTA		•												

<sup>11</sup> For all capital projects, estimated cost does not include operation and maintenance costs.

<sup>15</sup> This cost consists of purchase of additional vehicles, if necessary; otherwise all costs are operation and maintenance, which have not been analyzed.

Action #	Action	Estimated Timeframe	Estimated Cost <sup>11</sup>	Potential Lead Implementing Agencies	Potential Funding Sources	Goal													
						1	2	3	4	5	6	7	8	9	10	11	12	13	14
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.	Short-Term	VL	NJ TRANSIT	Jersey City		•												
G2-19	Work with NJ TRANSIT to extend Westside Avenue branch of the HBLR 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.	Short-Term	VH	Jersey City, NJ TRANSIT	NJ TRANSIT, Private Capital, FTA		•												
G2-20 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.	Long-Term	VH	Jersey City, NJ TRANSIT	FTA		•						•						
G2-21 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.	Long-Term	VH	Jersey City, NJ TRANSIT	FTA		•						•						
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.	Short-Medium	M <sup>17</sup>	NJ TRANSIT	NJ TRANSIT FTA Private Capital <sup>16</sup>		•												
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.	Short-Medium	M	NJ TRANSIT	FTA, NJ TRANSIT		•												
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.	Short-Term	H	NJ TRANSIT	NJ TRANSIT, FTA		•												
G2-25	Work with NJ TRANSIT to install GPS units in HBLR and provide real-time HBLR status information to customers.	Short-Term	M	NJ TRANSIT	NJ TRANSIT, FTA		•												

<sup>11</sup> For all capital projects, estimated cost does not include operation and maintenance costs.

<sup>16</sup> Private capital may be a potential funding source in cases where a station is built to serve.

<sup>17</sup> Estimated cost is per HBLR station.

Action #	Action	Estimated Timeframe	Estimated Cost <sup>11</sup>	Potential Lead Implementing Agencies	Potential Funding Sources	Goal													
						1	2	3	4	5	6	7	8	9	10	11	12	13	14
G2-26	Work with NJ TRANSIT to install a HBLR bypass of the wye-intersection at 18 <sup>th</sup> Street to increase HBLR system capacity and flexibility.	Medium	L	NJ TRANSIT	NJ TRANSIT, FTA		•												
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.	Medium	VH	NJ TRANSIT	NJ TRANSIT, FTA, Private Capital		•												
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.	Short-Term	L	NJ TRANSIT	NJ TRANSIT, FTA, Private Capital		•												
G2-29	Work with NJ TRANSIT to construct New Danforth Interlocking for HBLR.	Short-Term	L	NJ TRANSIT	American Recovery and Reinvestment Act		•												
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.	Short-Medium	L	NJ TRANSIT, PANYNJ	NJ TRANSIT, FTA, PANYNJ		•												
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.	Short-Term	M	NJ TRANSIT	NJ TRANSIT, FTA		•												
G2-32 G8-15 G11-4 G12-14	Work with NJ TRANSIT to evaluate signal timing at all HBLR crossings and adjust signals were appropriate to minimize vehicular red time.	Short-Term	VL	NJ TRANSIT	NJ TRANSIT		•						•			•	•		

<sup>11</sup> For all capital projects, estimated cost does not include operation and maintenance costs.

Action #	Action	Estimated Timeframe	Estimated Cost <sup>11</sup>	Potential Lead Implementing Agencies	Potential Funding Sources	Goal													
						1	2	3	4	5	6	7	8	9	10	11	12	13	14
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.	Long-Term	H	PANYNJ	PANYNJ, FTA		•												
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.	Long-Term	VH	PANYNJ	PANYNJ, FTA		•												
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.	Short-Term	L <sup>15</sup>	PANYNJ	PANYNJ, FTA		•												
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.	Short-Term	L <sup>15</sup>	PANYNJ	PANYNJ		•												
G2-37	Work with the Port Authority NYNJ to make all PATH stations ADA accessible, including Grove Street station.	Short-Medium	M	PANYNJ	PANYNJ, FTA		•												
G2-38	Work with the Port Authority NYNJ to display real-time departure/arrival information at stations.	Medium	L	PANYNJ	PANYNJ, FTA		•												
G2-39	Work with the Port Authority NYNJ to improve all stations to accommodate ten (10) car trains, where feasible, to increase capacity.	Short-Medium	H	Port Authority	PANYNJ, FTA		•												
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.	Medium-Long	M	Port Authority	PANYNJ, FTA		•												
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.	Short-Term	VL	NJ TRANSIT, Private Bus Carriers	TBD		•												

<sup>11</sup> For all capital projects, estimated cost does not include operation and maintenance costs.

<sup>15</sup> This cost consists of the purchase of additional vehicles, if necessary; otherwise all costs are operation and maintenance, which have not been analyzed.

Action #	Action	Estimated Timeframe	Estimated Cost <sup>11</sup>	Potential Lead Implementing Agencies	Potential Funding Sources	Goal													
						1	2	3	4	5	6	7	8	9	10	11	12	13	14
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.	Short-Medium	L	TBD	NJ TRANSIT, PANYNJ, Private Bus Carriers, FTA, Ferry Companies		•												
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.	Short-Medium	L	PANYNJ, NJ TRANSIT, Ferry Companies, Jersey City	PANYNJ, NJ TRANSIT, Ferry Companies, Jersey City, NJDOT		•												
G2-44	Locate taxi stands in close proximity to transit stations and major activity centers. Allow open stands where any taxi can stop.	Short-Term	VL	Jersey City	Jersey City		•												
G2-45	Explore reserving on-street parking spaces for carshare vehicles.	Short-Term	VL	Jersey City	Jersey City, Private Capital		•												
G2-46	Evaluate current and future para-transit needs and service levels.	Short-Term	VL	NJ TRANSIT, Jersey City, Hudson TMA	NJ TRANSIT, Hudson County, NJTPA		•												
G2-47	Advertise the availability of the Hudson TMA's Resource Center, a central repository of mass transit information, including maps, schedules, and brochures.	Short-Term	VL	Hudson TMA	Hudson TMA		•												
G2-48	Work with taxi companies to establish central dispatch for taxis in Jersey City.	Short-Term	VL	Jersey City	Taxi Companies		•												
G2-49	Work with all mass transit providers to ensure that all mass transit stations are ADA compliant.	Short-Term	M	PANYNJ	PANYNJ, FTA		•												

<sup>11</sup> For all capital projects, estimated cost does not include operation and maintenance costs.

Action #	Action	Estimated Timeframe	Estimated Cost <sup>11</sup>	Potential Lead Implementing Agencies	Potential Funding Sources	Goal													
						1	2	3	4	5	6	7	8	9	10	11	12	13	14
G2- 50	A capital investment prioritization study should be undertaken to develop an implementation schedule for transit improvements and use of capital resources.	TBD	TBD	TBD	TBD		•												
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.	Short-Term	VL	NJ TRANSIT	NJ TRANSIT FTA		•												
G2-52 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.	TBD	TBD	TBD	TBD		•										•		
G3-1	Extend Jersey Avenue to connect the downtown waterfront and downtown historic districts with the Lafayette neighborhood and Liberty State Park.	Long-Term	M	Jersey City	Jersey City			•											
G3-2	Complete missing links in Hudson River Waterfront Walkway, including connection to Hoboken Terminal.	Short-Term	L	Hudson County, NJDEP	Federal, Private Capital, Hudson County, NJDEP <sup>18</sup> , NJDOT <sup>19</sup>			•											
G3-3	Require developers to construct the portion of the Hackensack RiverWalk that is adjacent to their property.	Short-Medium	L	NJDEP	Private Capital			•											
G3-5	Complete street grids as identified on Right-of Way Mapping, Figure 4.4-1, in order to increase connectivity.	Short-Medium - Long-Term	H	Jersey City	Jersey City, Private Capital, FHWA			•											
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.	Long-Term	VL <sup>20</sup>	Jersey City, Developers	Jersey City, Private Capital			•											
G3-7 G8-12 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.	Long-Term	H	Jersey City	TBD			•					•					•	

<sup>11</sup> For all capital projects, estimated cost does not include operation and maintenance costs.  
<sup>18</sup> NJDEP Green Acres Grant Program.  
<sup>19</sup> NJDOT Local Aid Safe Streets to Transit Grant Program.  
<sup>20</sup> This cost is per street, not for the summation of all street extensions on Figure 4.4-1.

Action #	Action	Estimated Timeframe	Estimated Cost <sup>11</sup>	Potential Lead Implementing Agencies	Potential Funding Sources	Goal													
						1	2	3	4	5	6	7	8	9	10	11	12	13	14
G3-8 G8-9	Complete study of connectivity between Jersey City and Hoboken in the vicinity of Paterson Plank Road.	Short-Term	VL	Jersey City, Hoboken, Hudson County	NJTPA			•					•						
G4-1 G5-1 G7-12	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.	Short-Term	VL	Jersey City	Jersey City, NJDCA, NJDOT, NJTPA, UEZ				•	•			•						
G4-2 G7-7	Install traffic calming devices on existing streets with problem location streets in accordance with the traffic calming plan that is contained in this Circulation Element.	Short-Medium	M	Jersey City	Jersey City, NJDOT, NJTPA				•				•						
G4-3 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.	Short-Term	VL	Jersey City	Jersey City				•				•						
G4-4 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.	Short-Term	VL	Jersey City	Private Capital, Jersey City, NJDEP <sup>18</sup>				•										•
G4-5	Prune trees to remove low branches to provide lines of sight for vehicular and pedestrian safety and security.	Short-Term	VL	Jersey City	Jersey City				•										

<sup>11</sup> For all capital projects, estimated cost does not include operation and maintenance costs.

<sup>18</sup> NJDEP Green Acres Grant Program.

Action #	Action	Estimated Timeframe	Estimated Cost <sup>11</sup>	Potential Lead Implementing Agencies	Potential Funding Sources	Goal													
						1	2	3	4	5	6	7	8	9	10	11	12	13	14
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.	Short-Medium	VL	Jersey City, Hudson County	Jersey City Hudson County				•										
G4-7 G5-3	Create a continuous greenway with pedestrian paths and bike lanes where the Morris Canal was filled in, where feasible.	Short-Medium-Long-Term	L	Jersey City	Jersey City, NJDEP <sup>18</sup>				•	•									
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.	Short-Term	VL	Hudson County, NJDEP	Hudson County, NJDEP				•										
G4-9	Construct the Lafayette Walkway parallel to the Hudson-Bergen Light Rail Line.	Short-Medium	L	Jersey City	Developers, Jersey City, NJDEP <sup>18</sup>				•										
G4-10	Extend the Morris Street Right-of-Way Pedestrian Extension to the waterfront and the Hudson River Waterfront Walkway.	Medium	L	Jersey City	Jersey City				•										
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.	Short-Term	VL	Jersey City	Jersey City				•										
G4-12	Conduct a focus study of Westside Avenue to determine the feasibility and appropriateness of Bus Rapid Transit (BRT), sidewalk widening, pedestrian safety measures and off-street parking.	Short-Medium	VL	Jersey City	Jersey City, NJTPA, UEZ				•										
G4-13	Advance recommendations from NJTPA Walkable Community Workshop in the Lafayette neighborhood (see full Action G4-13).	Medium	M	Jersey City	NJTPA, NJDEP, <sup>18</sup> NJDOT, <sup>19</sup> NJ TRANSIT, Jersey City				•										

<sup>11</sup> For all capital projects, estimated cost does not include operation and maintenance costs.

<sup>18</sup> NJDEP Green Acres Grant Program.

<sup>19</sup> NJDOT Local Aid Safe Streets to Transit Grant Program.

Action #	Action	Estimated Timeframe	Estimated Cost <sup>11</sup>	Potential Lead Implementing Agencies	Potential Funding Sources	Goal													
						1	2	3	4	5	6	7	8	9	10	11	12	13	14
G4-14 G7-17	Advance recommendations from NJTPA Regional Safety Priority Location Report for Central Avenue (see full Action G4-14).	Medium	L	Jersey City	NJTPA Jersey City				•			•							
G4-15 G7-18	Advance recommendations from NJTPA Regional Safety Priority Location Report for Martin Luther King Drive (see full Action G4-15).	Medium	L	Jersey City	NJTPA, Jersey City				•			•							
G4-16 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.	Short-Term	L	Jersey City	Jersey City, NJDOT <sup>21</sup>				•			•							
G4-17	Provide pedestrian access to Garfield Avenue HBLR station through Berry Lane Park.	Short-Term	VL	Jersey City. Redevelopment Agency	Jersey City NJDEP NJDOT <sup>19</sup>				•										
G4-18 G5-14	Preserve the abandoned Lehigh Valley Railroad right-of-way to create greenway trails.	Medium	L	Jersey City	NJDEP, <sup>18</sup> Jersey City				•	•									
G4-19 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.	Long-Term	M	Jersey City	Jersey City, NJDEP, <sup>18</sup> NJDOT <sup>22</sup>				•	•									
G5-2	Construct the Jersey Avenue extension with provisions for bikes lanes.	Short-Term	TBD	Jersey City	Jersey City, NJDEP <sup>18</sup> NJDOT <sup>19</sup>					•									
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.	Medium	L	Jersey City Hudson County	Hudson County, Jersey City NJDOT <sup>22</sup>					•									
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.	Short-Term	VL	Jersey City	Jersey City					•									

<sup>11</sup> For all capital projects, estimated cost does not include operation and maintenance costs.

<sup>18</sup> NJDEP Green Acres Grant Program.

<sup>19</sup> NJDOT Local Aid Safe Streets to Transit Grant Program.

<sup>21</sup> NJDOT Local Aid Safe Routes to School Program.

<sup>22</sup> NJDOT Local Aid Bikeway Grant Program.

Action #	Action	Estimated Timeframe	Estimated Cost <sup>11</sup>	Potential Lead Implementing Agencies	Potential Funding Sources	Goal															
						1	2	3	4	5	6	7	8	9	10	11	12	13	14		
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.	Short-Medium	L	Jersey City, Hudson TMA	Jersey City, PANYNJ, NJ TRANSIT, Board of Education, Hudson County, Ferry Companies, UEZ, Private Capital																
G5-8	Implement "Share the Road" campaign to educate bicyclists and drivers.	Short-Term	VL	Jersey City, Hudson TMA	Jersey City, Hudson County																
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.	Short-Term	VL	Jersey City, Hudson County	Jersey City, Hudson County																
G5-10	Encourage development of Bike Share businesses with dedicated bike stations at key facilities.	Medium	L	Jersey City	Jersey City, Private Capital																
G5-11	Organize an annual Jersey City bike tour.	Short-Term	VL	Jersey City, Hudson County	Jersey City, Hudson County																
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.	Medium	M	Jersey City	Jersey City, NJDOT <sup>22</sup>																
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.	Medium	L	NJ Meadowlands Commission	NJ Meadowlands Commission, NJDOT <sup>22</sup>																
G6-1	Adopt a capital improvement program (see full Action G6-1).	Medium	L	Jersey City	Jersey City, NJDOT																

<sup>11</sup> For all capital projects, estimated cost does not include operation and maintenance costs.

<sup>22</sup> NJDOT Local Aid Bikeway Grant Program.

Action #	Action	Estimated Timeframe	Estimated Cost <sup>11</sup>	Potential Lead Implementing Agencies	Potential Funding Sources	Goal													
						1	2	3	4	5	6	7	8	9	10	11	12	13	14
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.	Short-Term	VL	Jersey City	UEZ						•								
G6-3	Contract with a company or non-profit organization to clean sidewalks, particularly in retail districts.	Short-Term	L	Jersey City	UEZ						•								
G6-4	Allocate sufficient resources to rapidly repair potholes.	Short-Term	L	Jersey City, Hudson County, NJDOT	Jersey City, Hudson County, NJDOT						•								
G6-5	Work with PSE&G to install energy efficient lighting in street lights and to repair broken lights.	Medium	L	PSE&G	PSE&G						•								
G6-6	Monitor and report broken lighting, signage and traffic control devices to appropriate entity.	Short-Term	VL	Jersey City	Jersey City						•								
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.	Short-Term	L	Jersey City	Jersey City						•								
G6-8	Work with transportation agencies to upgrade or replace the transportation infrastructure (see full Action G6-8).	Long-Term	TBD	NJDOT, NJ Turnpike Authority, Hudson County, Jersey City	NJDOT Hudson County, Jersey City NJ Turnpike Authority						•								
G6-9	Work with all mass transit providers to ensure that all mass transit stations are ADA compliant.	Short-Term	M	NJ TRANSIT, PANYNJ, FTA	NJ TRANSIT, PANYNJ, FTA						•								
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.	Short-Term	VL	Jersey City	Jersey City						•								

<sup>11</sup> For all capital projects, estimated cost does not include operation and maintenance costs.

Action #	Action	Estimated Timeframe	Estimated Cost <sup>11</sup>	Potential Lead Implementing Agencies	Potential Funding Sources	Goal													
						1	2	3	4	5	6	7	8	9	10	11	12	13	14
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 adaption plan.	Short Term	VL	Jersey City	TBD						•								
G6-12 G7-21	Add 2, 3 or 4-way supplemental plates to all multi-way stop signs to avoid drive confusion on which car has the right-of-way.	Short-Term	VL	Jersey City	Jersey City						•	•							
G7-1	Connect Jersey City and NJ TRANSIT closed-circuit TV systems.	Medium	VL	NJ TRANSIT, Jersey City	NJ TRANSIT, Jersey City							•							
G7-2	Redevelop or rehabilitate vacant land and abandoned buildings.	Short-Medium	M	Jersey City	Private Capital, USHUD							•							
G7-3	Advise PSE&G of locations with inadequate street lighting.	Short-Term	VL	Jersey City	Negligible							•							
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.	Medium	L	Jersey City, State of NJ, Hudson County, NJTPA	NJTPA, Jersey City, Hudson County, NJDOT <sup>19</sup>							•							
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.	Short-Term	VL	Jersey City	Jersey City							•							
G7-6	Require new streets to incorporate traffic calming in accordance with the traffic calming plan that is contained in this Circulation Element.	Short-Term	VL	Jersey City	Jersey City, Private Funding, NJDOT <sup>23</sup>							•							
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.	Short-Term	VL	Hudson TMA	Hudson TMA							•							

<sup>11</sup> For all capital projects, estimated cost does not include operation and maintenance costs.

<sup>19</sup> NJDOT Local Aid Safe Streets to Transit Grant Program.

<sup>23</sup> NJDOT Local Aid Municipal Aid Grant Program.

Action #	Action	Estimated Timeframe	Estimated Cost <sup>11</sup>	Potential Lead Implementing Agencies	Potential Funding Sources	Goal													
						1	2	3	4	5	6	7	8	9	10	11	12	13	14
G7-9	Set traffic signal timings to provide adequate time for pedestrians to cross streets.	Short-Term	L	Jersey City, Hudson County	Jersey City, Hudson County								•						
G7-10	Evaluate the existing City street sign standards to facilitate visibility for seniors and the vision-impaired.	Short-Term	VL	Jersey City	Negligible								•						
G7-13 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.	Medium	L	Jersey City, Hudson County	Jersey City, Hudson County								•	•					
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.	Long-Term	M	Jersey City, NJ TRANSIT	Jersey City, NJ TRANSIT, NJDOT <sup>19</sup>								•						
G7-15	As recommended in the 2005 Liberty Access Study Final Report, maintain and enhance City wayfinding signage (see full Action G7-15).	Medium	VL	Jersey City	Jersey City								•						
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.	Short-Term	L	Jersey City	Private Capital								•						
G7-20 G8-11 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.	Long-Term	H-VH	NJ Turnpike Authority	NJ Turnpike Authority								•	•				•	
G8-1	Work with NJ TRANSIT, Port Authority NYNJ and private carriers to develop new regional passenger rail, light rail and bus rapid transit linkages to Jersey City to provide convenient mass transit service to Jersey City employment centers and entertainment destinations.	Short-Medium-Long-Term	TBD	NJ TRANSIT, PANYNJ, Private Bus Carriers, Ferry Companies	NJTPA, PANYNJ, NJ TRANSIT, Private Bus Carriers, Ferry Companies									•					

<sup>11</sup> For all capital projects, estimated cost does not include operation and maintenance costs.

<sup>19</sup> NJDOT Local Aid Safe Streets to Transit Grant Program.











### 3.3 Indicators, Targets and Baselines

The Goals, Objectives, Strategies and Actions represent the full vision of the Circulation Element. To enable Jersey City to monitor the attainment of its progress in implementing its Circulation Element, Indicators and Targets have been established for each Goal. The Indicators measure progress toward the Goals, Objectives and Strategies. The targets are a measurable milestone of achievement. Baselines are provided for comparison in the future, so that the City can measure its progress in implementing the Circulation Element.

#### 3.4.1 Matrix of Indicators

The Matrix of Indicators shows that many of the Indicators measure the attainment of several Goals, Objectives, and Strategies. This demonstrates the linkages between each goal. As indicated in the Matrix below, the progress towards the City's Goals is measured not only by changes in the travel behavior, but also by economic, environmental, and fiscal parameters, as well as accidents. Therefore, the attainment of the City's Goals would have a positive measurable impact on the overall quality of life for Jersey City's stakeholders.

INDICATOR	GOAL 1	GOAL 2	GOAL 3	GOAL 4	GOAL 5	GOAL 6	GOAL 7	GOAL 8	GOAL 9	GOAL 10	GOAL 11	GOAL 12	GOAL 13	GOAL 14
Percentage of workers commuting by public transit	X	X										X		
HBLR ridership	X	X						X				X		
Bus ridership	X	X										X		
PATH ridership	X	X						X				X		
Estimate of vehicle miles travelled in Hudson County	X	X										X		
Percentage of workers commuting by foot	X		X								X			
Annual number of accidents involving pedestrians	X		X	X			X							
Percentage of workers commuting by bicycle	X		X		X						X			
Percentage of workers commuting by public transit (<30 min)	X		X											
Percentage of workers commuting by transit/carpool (>30 min)	X							X						
Linear miles of gaps in Hudson and Hackensack river walks	X		X	X										
Linear miles of striped bike lanes	X		X		X									
Annual number of accidents involving bicyclists	X				X		X							
Budget appropriations/expenditures for infrastructure maintenance/repair	X					X								
Complaints for potholes, average response time to complaint	X					X								
Amount of money paid in insurance claims due to potholes	X					X								
Replacement cycle of all roads in Jersey City	X					X								

INDICATOR	GOAL 1	GOAL 2	GOAL 3	GOAL 4	GOAL 5	GOAL 6	GOAL 7	GOAL 8	GOAL 9	GOAL 10	GOAL 11	GOAL 12	GOAL 13	GOAL 14
Status of roadway projects	X					X								
Annual number of accidents involving 2 or more vehicles	X						X							
Commodity flow data (value and tonnage of freight)	X								X					
Adoption of revised Barricade Manual Ordinance	X									X				
Annual days with good air quality	X										X			
Deaths from chronic lower respiratory disease	X										X			
Deaths from heart disease	X										X			
Deaths from diabetes mellitus	X										X			
Percentage of workers driving to work alone	X											X		
Linear miles of streetscape projects in Jersey City	X												X	
Bi-decennial qualitative analysis/report	X													X



Photo Source: Jersey City Division of City Planning