

Let's Move JC

Appendix A: Recommendations

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Recommendations

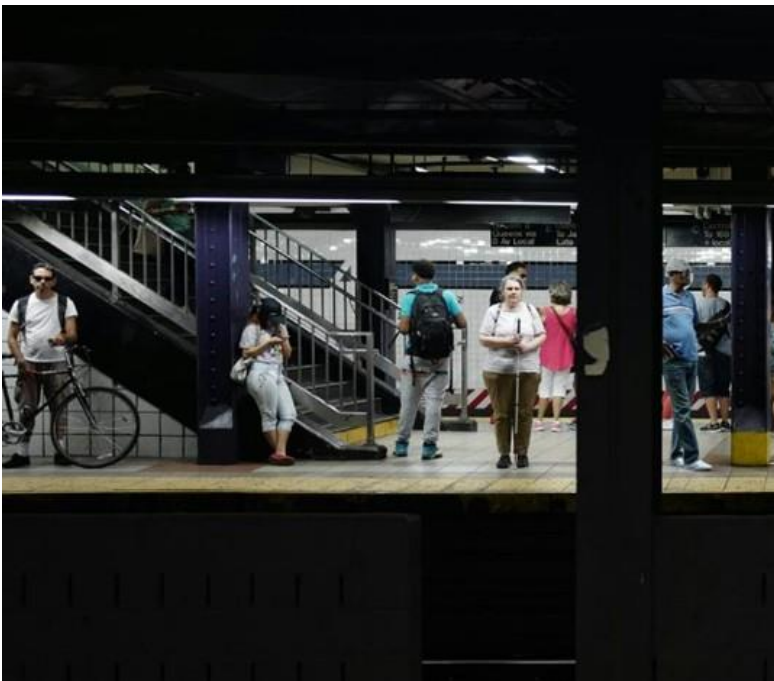
Transit and Multimodal

Recommendations | Transit and Multimodal

All-Day and Off-Peak Transit Service Enhancement

What does this mean?

Coordinate with NJ TRANSIT and PATH to better align transit service with resident travel needs and demand patterns. Prioritize service improvements that enhance all-day, off-peak, and weekend transit service, with the goal of improving frequency, reliability, and overall access to transit outside of traditional peak commuting hours.



Who is involved?

Lead:

- PATH
- NJ TRANSIT

Collaborators:

- City of Jersey City

Why?

Improved service outside of peak commuting periods makes transit a more practical option for non-traditional work schedules, discretionary trips, and recreational travel, helping reduce reliance on personal vehicles.

This aligns with survey results showing that 71% of respondents would be more likely to drive less or reduce the number of vehicles in Jersey City if transit were more frequent, more reliable, or offered longer service hours.

Goal Alignment



Inclusivity



Reliability



Affordability and Value



Quality of Life

Key Metrics

Cost



Coordination
Required
Organizational
Complexity
Technical
Complexity



Health Access



Active
Transportation



Sustainability



Recommendations | Transit and Multimodal

BRT Corridors

What does this mean?

Study and develop Bus Rapid Transit (BRT) along key corridors, for example JFK Boulevard in partnership with Hudson County and NJ TRANSIT, to improve transit speed, reliability, and capacity along a key north–south corridor. BRT would prioritize buses through treatments such as dedicated or priority lanes, transit signal priority, and improved stations.

Who is involved?

- Lead:**
 - Hudson County
- Collaborators:**
 - City of Jersey City



Why?

JFK Boulevard is a major transit corridor connecting neighborhoods across Jersey City, but bus service is often slowed by congestion and lack of priority. BRT would improve travel time and reliability, making transit a more competitive option and improving access to jobs, services, and major hubs like Journal Square.

Goal Alignment



Inclusivity



Reliability



Affordability and Value



Quality of Life

Key Metrics

Cost

- Coordination Required
- Organizational Complexity
- Technical Complexity



Health Access

- Active Transportation
- Sustainability



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Recommendations | Transit and Multimodal

Bus Priority – Transit Signal Priority

What does this mean?

Collaborate with NJ TRANSIT on a transit signal priority (TSP) pilot project where traffic signal equipment in Jersey City is compatible. Evaluate the feasibility of expanding transit signal priority deployment along additional bus routes throughout the city.

Who is involved?

Lead:

- City of Jersey City

Collaborators:

- NJ TRANSIT



Why?

TSP can help reduce bus travel times and improve on-time performance in key corridors where congestion currently limits service quality, without requiring additional street space.

By making bus service faster and more reliable, TSP can increase the competitiveness of transit compared to driving, supporting a shift toward more sustainable travel choices in Jersey City. These improvements also benefit transit-dependent riders by improving access to consistent and timely service.

Goal Alignment



Inclusivity



Reliability



Affordability and Value



Quality of Life

Key Metrics

Cost



Coordination
Required
Organizational
Complexity
Technical
Complexity



Health Access



Active
Transportation



Sustainability



Recommendations | Transit and Multimodal

Bus Stop Improvements

What does this mean?

Upgrade bus stops, including installation of real-time arrival information to improve trip predictability. Conduct a network-wide bus stop audit to assess existing conditions and identify priority locations for improvement. Implement upgrades such as shelters where feasible, or alternative amenities including seating, lighting, signage, and other street furniture.

Who is involved?

- Lead:**
 - City of Jersey City
- Collaborators:**
 - Hudson County
 - NJ TRANSIT



Why?

Improved bus stops can encourage transit usage by improving comfort, safety, and convenience. Better amenities such as shelters, seating, lighting, and real-time arrival information reduce uncertainty and exposure to weather, improving both the actual and perceived quality of transit service.

19% of Let’s Move JC survey respondents identified improved bus stop improvements as a factor that would help encourage them to take transit more.

Goal Alignment		Key Metrics			
	Inclusivity	Cost	\$\$\$\$\$	Health Access	
	Reliability	Coordination Required		Active Transportation	
	Affordability and Value	Organizational Complexity		Sustainability	
	Quality of Life	Technical Complexity			

Recommendations | Transit and Multimodal

E-Bike Voucher Program

What does this mean?

Pilot a public e-bike voucher program to reduce the upfront cost of e-bikes. The program should include a required safety education component, such as a training workshop or session, to support safe and responsible use. Design the voucher structure to provide financial assistance to lower-income applicants.



Who is involved?

- Lead:**
 - City of Jersey City
- Collaborators:**
 - Hudson TMA

Why?

A voucher program can directly expand access to micromobility options by reducing financial barriers to ownership. By lowering the upfront cost of e-bikes, the program can help all residents access sustainable transportation options. An income-tiered rebate structure can promote accessibility for all by directing greater support to those with the highest financial need, while required safety training helps ensure that all participants are equipped to use e-bikes safely and responsibly.

Goal Alignment



Inclusivity



Reliability



Affordability and Value



Quality of Life

Key Metrics

Cost



Coordination
Required
Organizational
Complexity
Technical
Complexity



Health Access



Active
Transportation



Sustainability



Recommendations | Transit and Multimodal

E-Mobility Charging Infrastructure

What does this mean?

Install dedicated charging infrastructure to support e-bikes, e-scooters, and other shared electric mobility programs at key locations across the city.

Who is involved?

- Lead:**
 - City of Jersey City
- Collaborators:**
 - NJ DOT
 - Shared mobility service providers



Why?

Safe charging infrastructure for micromobility devices can encourage greater usage and promote sustainable transportation options for short trips. Expanding access to safe and secure charging facilities can help keep e-bikes and e-scooters outside of buildings and transit vehicles while charging, where battery charging and storage can present fire risks, while also reducing the use of non-compliant batteries. Existing battery swap programs have proven successful.

Goal Alignment



Inclusivity



Reliability



Affordability and Value



Quality of Life

Key Metrics

Cost



Coordination
Required
Organizational
Complexity
Technical
Complexity



Health Access



Active
Transportation



Sustainability



Recommendations | Transit and Multimodal

East-West Transit Connection Enhancement

What does this mean?

Enhance service in local and intra-County transit, especially for east-west travel within Jersey City and Hudson County.

Consider more frequent express service, new bus routes, light rail extensions, and microtransit options.

Who is involved?

Lead:

- NJ TRANSIT
- PATH

Collaborators:

- City of Jersey City
- NJ Turnpike Authority



Why?

Growth in Jersey City and surrounding counties will continue to increase demand for reliable east-west travel.

Additional investment in these connections can help increase system capacity ahead of demand, improve redundancy, and better connect residents to employment centers and essential travel destinations.

Goal Alignment



Inclusivity



Reliability



Affordability and Value



Quality of Life

Key Metrics

Cost



Coordination
Required



Organizational
Complexity



Technical
Complexity



Health Access



Active
Transportation



Sustainability



Recommendations | Transit and Multimodal

Ferry Service Expansion

What does this mean?

Expand ferry service routes and hours of service to improve connectivity between neighborhoods and regional destinations, while not requiring additional road-based transit.

Who is involved?

- Lead:**
 - City of Jersey City
- Collaborators:**
 - Ferry operators

Why?

Jersey City is bound by two rivers, with significant residential and employment centers along their shores. Growth continues along the Hudson River waterfront, while new development is occurring along the Hackensack River. Ferry services provide critical connections along the waterfront, to New York City, and to other destinations along the Hudson River. Future ferry connections to Essex County and Newark are envisioned along the Hackensack River. Ferries also provide convenient transfer opportunities between transit modes and offer additional cross-river transportation redundancy.



Goal Alignment



Inclusivity



Reliability



Affordability and Value



Quality of Life

Key Metrics

Cost



Coordination Required



Organizational Complexity



Technical Complexity



Health Access



Active Transportation



Sustainability



Recommendations | Transit and Multimodal

Light Rail Extension – Route 440

What does this mean?

Support extending Hudson-Bergen Light Rail (HBLR) across NJ Route 440 towards the Bayfront development with a potential second phase towards Newark.

Who is involved?

- Lead:**
 - NJ TRANSIT
- Collaborators:**
 - Hudson County
 - City of Jersey City



Why?

Aligns with planned development at Bayfront across Route 440 and the NJ TRANSIT Capital Plan.
A direct extension across Newark Bay toward Newark Airport and Newark would provide future alternatives and redundancies to PATH, while linking new neighborhoods and creating a stronger east-west connection.

Goal Alignment		Key Metrics			
	Inclusivity	Cost	\$\$\$\$\$	Health Access	
	Reliability	Coordination Required		Active Transportation	
	Affordability and Value	Organizational Complexity		Sustainability	
	Quality of Life	Technical Complexity			

Recommendations | Transit and Multimodal

Light Rail / Transit Extension – Meadowlands

What does this mean?

Support extending a form of rapid transit from Jersey City to the Meadowlands and Secaucus Junction, including an interim bus rapid transit option.

Who is involved?

Lead:

- NJ TRANSIT

Collaborators:

- Hudson County
- City of Jersey City



Why?

Provides additional connections to the regional commuter rail network, MetLife Stadium, and additional destinations towards Meadowlands. Significant growth is expected west and north of Jersey City, and providing this link will connect the City to the NJ Transit Main Line, which provides additional options and redundancy for the City’s transit network.

Goal Alignment			Key Metrics		
	Inclusivity	Cost	Cost	Health Access	
	Reliability		Coordination Required	Active Transportation	
	Affordability and Value		Organizational Complexity	Sustainability	
	Quality of Life		Technical Complexity		

Recommendations | Transit and Multimodal

Light Rail Extension – Northern Extension

What does this mean?

Support extending the Hudson-Bergen Light Rail (HBLR) to Bergen County via Northern Branch Extension.

Who is involved?

Lead:

- NJ TRANSIT

Collaborators:

- Hudson County
- City of Jersey City



Why?

Aligns with the NJ TRANSIT Capital Plan and supports anticipated growth in transportation demand in Bergen County and northern Hudson County to Jersey City.

Extending the Hudson-Bergen Light Rail would provide additional system capacity while also improving regional connectivity across northern New Jersey. This expansion would better link residents to employment centers and strengthen access between Jersey City and surrounding communities, supporting more efficient and well-connected regional travel.

Goal Alignment		Key Metrics			
	Inclusivity	Cost		Health Access	
	Reliability	Coordination Required		Active Transportation	
	Affordability and Value	Organizational Complexity		Sustainability	
	Quality of Life	Technical Complexity			

Recommendations | Transit and Multimodal

Light Rail Station Expansion – 18th Street Station

What does this mean?

Support the construction of an in-fill station on Hudson Bergen Light Rail at the proposed 18th Street Station location.



Who is involved?

Lead:

- NJ TRANSIT

Collaborators:

- Hudson County
- City of Jersey City

Why?

Aligns with the NJ TRANSIT Capital Plan. Significant new development in northern Jersey City underscores the need for improved transit access in the area, where existing stations at 2nd Avenue (HBLR) and Hoboken Terminal (PATH, HBLR, ferry) are limited in proximity. An in-fill station at the proposed 18th Street location would support transit-oriented development, improve local transit access, and better connect residents and new development to the regional transit network.

Goal Alignment		Key Metrics			
	Inclusivity	Cost	\$\$\$\$\$	Health Access	
	Reliability	Coordination Required		Active Transportation	
	Affordability and Value	Organizational Complexity		Sustainability	
	Quality of Life	Technical Complexity			

Recommendations | Transit and Multimodal

Microtransit Expansion

What does this mean?

Coordinate public and private shuttles and demand-response services to better connect residents to transit hubs and major destinations.

Explore opportunities to optimize service through new zones, on-demand or fixed-pattern shuttle routes, and future integration of autonomous vehicle technology for first/last-mile connections.



Who is involved?

Lead:

- City of Jersey City

Collaborators:

- Shuttle or microtransit operators
- Hudson TMA

Why?

Microtransit and similar services complement fixed-route transit by filling first/last-mile gaps and serving areas where traditional transit is less efficient. Better coordination between microtransit, paratransit, and shuttle services can reduce duplication, improve resource allocation, and strengthen overall network connectivity. Fixed pattern routes, where appropriate, can be a cost-efficient way to provide more predictable service to riders.

Goal Alignment



Inclusivity



Reliability



Affordability and Value



Quality of Life

Key Metrics

Cost



Coordination Required



Organizational Complexity



Technical Complexity



Health Access



Active Transportation



Sustainability



Recommendations | Transit and Multimodal

Mobility Wallet Pilot

What does this mean?

Pilot mobility wallets (ex. transportation subsidy through pre-paid fare card or other method) across transit, microtransit, bikeshare, and other shared mobility services.

Who is involved?

- Lead:**
 - City of Jersey City
- Collaborators:**
 - NJ TRANSIT
 - PATH



Why?

A mobility wallet provides flexible transportation funds and can improve affordability, expand access to jobs and services, support multimodal travel, and advance transportation accessibility by helping residents choose the travel options that best meet their needs. Cities such as Los Angeles have implemented this using pilot programs to understand results prior to scaling.

Goal Alignment		Key Metrics			
	Inclusivity	Cost		Health Access	
	Reliability	Coordination Required		Active Transportation	
	Affordability and Value	Organizational Complexity		Sustainability	
	Quality of Life	Technical Complexity			

Recommendations | Transit and Multimodal

Public Car Share Incentives

What does this mean?

Support car share and other shared mobility services to reduce reliance on private car ownership by expanding partnerships, providing dedicated parking at City-owned sites, designating on-street parking spaces for public car share vehicles, offering operator incentives, and promoting services to residents.



Who is involved?

- Lead:**
 - City of Jersey City
- Collaborators:**
 - Car share companies

Why?

Car share programs provide an alternative to private car ownership for occasional drivers. This can support reducing the number of vehicles per household, supporting zero-car households, and improve utilization of limited curb and parking spaces.

Goal Alignment



Inclusivity



Reliability



Affordability and Value



Quality of Life

Key Metrics

Cost



Coordination
Required



Organizational
Complexity



Technical
Complexity



Health Access



Active
Transportation



Sustainability



Recommendations | Transit and Multimodal

PATH Service and Governance Coordination

What does this mean?

Increase City and County involvement in PATH planning through governance, collaboration, and potential financial participation in capital or service improvements benefit Jersey City residents directly.

Who is involved?

Lead:

- PATH

Collaborators:

- City of Jersey City
- Hudson County



Why?

A more coordinated approach to service planning and long-term system planning can improve alignment between service decisions and local travel demand, strengthen responsiveness to customer-facing issues, and ensure Jersey City priorities are reflected in regional transit planning.

Goal Alignment



Inclusivity



Reliability



Affordability and Value



Quality of Life

Key Metrics

Cost



Coordination
Required



Organizational
Complexity



Technical
Complexity



Health Access



Active
Transportation



Sustainability



Recommendations | Transit and Multimodal

PATH Service Enhancements and Extension

What does this mean?

Work with PATH to identify improvements to service and frequency as Jersey City’s primary rapid transit spine, and explore system expansions, including to Newark Airport.

Who is involved?

- Lead:
- PATH
- Collaborators:
- City of Jersey City



Why?

Improved off-peak and weekend service is critical for supporting off-peak employment, recreation, and the overall usability of the PATH system for non-commuting trips. The City should coordinate with PATH on opportunities for system and station expansions, particularly a westward extension to Newark Airport as per proposals in past agency Capital Plans. Newark Airport was ranked as the “most desired destination to travel to by transit” by public survey respondents.

Goal Alignment		Key Metrics			
	Inclusivity	Cost	\$\$\$\$\$	Health Access	
	Reliability	Coordination Required		Active Transportation	
	Affordability and Value	Organizational Complexity		Sustainability	
	Quality of Life	Technical Complexity			

Recommendations

Active Transportation & Safety

Recommendations | Active Transportation & Safety

Bike Lane Expansion

What does this mean?

Expand the bike lane network to provide safer, connected routes for all ages and abilities, supporting the 2030 goal of 97 miles: 46 protected, 38 shared-use, 13 conventional from the Bike Master Plan (Let’s Ride JC).



Who is involved?

- Lead:
- City of Jersey City

Why?

Bike lanes are an effective way to increase sustainable mode share, helping drive a 300% increase in cycling between 2019 and 2025. Expanding the bike lane network strongly supports the goals of Let’s Move JC and aligns with Let’s Ride JC, Jersey City’s Bicycle Master Plan. Additional bike lanes also advance the City’s sustainability goals and have demonstrated positive traffic safety benefits.

Goal Alignment		Key Metrics			
	Inclusivity	Cost	\$\$\$\$\$	Health Access	
	Reliability	Coordination Required		Active Transportation	
	Affordability and Value	Organizational Complexity		Sustainability	
	Quality of Life	Technical Complexity			

Recommendations | Active Transportation & Safety

Cargo Bike Share Program

What does this mean?

Partner with a cargo bike share provider to provide residents options to borrow cargo bikes for short trips (either integrating with existing bike share locations, or strategically located near retail areas).

Who is involved?

- Lead:**
 - City of Jersey City
- Collaborators:**
 - Bike share vendor



Why?

Cargo bikes can encourage residents to bike instead of using a car, particularly for short trips such as grocery or retail trips. The bikes can either be placed nearby existing bike share locations, or strategically located near retail areas.

Goal Alignment		Key Metrics			
	Inclusivity	Cost	\$\$\$\$\$	Health Access	
	Reliability	Coordination Required		Active Transportation	
	Affordability and Value	Organizational Complexity		Sustainability	
	Quality of Life	Technical Complexity			

Recommendations | Active Transportation & Safety

Low Traffic Neighborhoods

What does this mean?

Use traffic calming measures to reduce traffic in residential neighborhoods and to create more space for walking and cycling while maintaining emergency vehicle access.

Who is involved?

Lead:

- City of Jersey City

Collaborators:

- Neighborhood associations



Why?

Low-traffic neighborhoods can reduce cut-through traffic on residential streets, helping create calmer and safer conditions that make walking, bicycling, and other active transportation options more appealing. These measures can also enhance neighborhood quality of life by reducing noise and air pollution, discouraging large vehicles from using local streets not designed for through traffic, and supporting a more comfortable and people-oriented street environment.

Goal Alignment		Key Metrics			
	Inclusivity	Cost	\$\$\$\$\$	Health Access	
	Reliability	Coordination Required		Active Transportation	
	Affordability and Value	Organizational Complexity		Sustainability	
	Quality of Life	Technical Complexity			

Recommendations | Active Transportation & Safety

Community Routes Program

What does this mean?

Implement targeted improvements to create a branded, clearly identifiable network of safe, accessible, and low-stress pedestrian and active transportation routes connecting schools, parks, libraries, and other key community destinations.

Who is involved?

Lead:

- City of Jersey City

Collaborators:

- Neighborhood associations



Why?

Feeling safe while walking is a key factor in whether people choose to walk for everyday trips. A network of Community Routes would provide safe, comfortable, and clearly identifiable connections to parks, schools, libraries, transit, and other important destinations. By prioritizing safety-focused design, these routes can support users of all ages and abilities, from children to older adults, and encourage more walking throughout the city.

Goal Alignment



Inclusivity



Reliability



Affordability and Value



Quality of Life

Key Metrics

Cost



Coordination
Required
Organizational
Complexity
Technical
Complexity



Health Access



Active
Transportation



Sustainability



Recommendations | Active Transportation & Safety

Crossing Improvements

What does this mean?

Upgrade crossings for active mobility (pedestrian, cyclist, scooters, etc.) – with raised crossings, enhanced markings, signals, and safety features to make crossings safer and more accessible throughout the city. Apply to intersections, mid-block crossings, and other crossings, as outlined in the City's Traffic Calming Toolkit.



Who is involved?

- Lead:**
 - City of Jersey City
- Collaborators:**
 - Hudson County
 - NJDOT

Why?

Upgraded crossings improve safety and accessibility for all users, regardless of age or ability, by making it easier and more comfortable to navigate the street network. These improvements help reduce conflicts at intersections and mid-block crossings while encouraging more walking and active transportation by making pedestrian travel safer, more direct, and more convenient.

Goal Alignment		Key Metrics			
	Inclusivity	Cost	\$\$\$\$\$	Health Access	
	Reliability	Coordination Required		Active Transportation	
	Affordability and Value	Organizational Complexity		Sustainability	
	Quality of Life	Technical Complexity			

Recommendations | Active Transportation & Safety

East–West Active Transportation Connections

What does this mean?

Improve east–west connectivity for walking and biking through projects such as the Bergen Arches, Essex–Hudson Greenway, Morris Canal Greenway, neighborhood greenways and bike lanes.

Who is involved?

Lead:

- City of Jersey City

Collaborators:

- NJ TRANSIT
- NJ DEP
- Hudson County



Why?

A network of off–street and on–street low–stress connections for pedestrians and bicyclists is needed to safely connect residents throughout the city to key destinations and points of interest. Major recreational destinations, such as Liberty State Park and Lincoln Park, are located at the edges of the city, necessitating cross–city connections.

Goal Alignment



Inclusivity



Reliability



Affordability and Value



Quality of Life

Key Metrics

Cost



Coordination
Required
Organizational
Complexity
Technical
Complexity



Health Access



Active
Transportation



Sustainability



Recommendations | Active Transportation & Safety

Greenway Network Buildout

What does this mean?

Prioritize development of greenways, adding the portions in Jersey City that are specified in the Let's Ride JC Bicycle Master Plan and the Greenway Connectivity Plan.

Who is involved?

Lead:

- City of Jersey City



Why?

Developing a connected network of greenways is critical to achieving the City’s mode share goals and expanding safe, convenient, and low-stress active transportation options for residents and visitors.

Expanding the greenway network will help create comfortable corridors for people of all ages and abilities to travel throughout Jersey City while also strengthening regional connections to the broader North Jersey greenway network.

Goal Alignment



Inclusivity



Reliability



Affordability and Value



Quality of Life

Key Metrics

Cost



Coordination
Required



Organizational
Complexity



Technical
Complexity



Health Access



Active
Transportation



Sustainability



Recommendations | Active Transportation & Safety

“Learn to Ride” Initiatives

What does this mean?

Expand educational programs that teach children and adults safe cycling skills and provide helmets and other safety equipment. Partner with organizations such as the Hudson TMA and local bicycle advocacy groups to deliver and expand these programs across Jersey City.



Who is involved?

- Lead:**
 - City of Jersey City
- Collaborators:**
 - Hudson TMA

Why?

Education is a simple, cost-effective way to encourage children to bike and will encourage safe cycling practices through adulthood. Bicycle helmets also reduce the risk of serious head injuries.

Goal Alignment



Inclusivity



Reliability



Affordability and Value



Quality of Life

Key Metrics

Cost



Health Access



- Coordination Required
- Organizational Complexity
- Technical Complexity



Active Transportation



Sustainability



Recommendations | Active Transportation & Safety

Multilingual Micromobility Education and Outreach

What does this mean?

Expand multilingual education and community outreach for micromobility programs to improve safety, awareness, and equitable access. This may include safe charging, storage, and vehicle operation education.

Who is involved?

Lead:

- City of Jersey City



Why?

Education efforts are a relatively low-cost way to encourage safe use of micromobility devices. Providing outreach in multiple languages aids in encouraging safe and inclusive transportation. 16% of Jersey City residents have limited English Proficiency and 51% speak a language other than English at home.

Goal Alignment		Key Metrics			
	Inclusivity	Cost		Health Access	
	Reliability	Coordination Required		Active Transportation	
	Affordability and Value	Organizational Complexity		Sustainability	
	Quality of Life	Technical Complexity			

Recommendations | Active Transportation & Safety

Raised Bike Lane Implementation Framework

What does this mean?

Develop a framework for raised bike lanes above roadway level, including standard design specifications, suitability criteria, and priority corridors for implementation to coordinate with future development, infrastructure projects, and utility work.

Who is involved?

Lead:

- City of Jersey City



Why?

Raised bike lanes can provide significant safety benefits by creating greater separation between cyclists and vehicular traffic while improving visibility and comfort for riders.

Developing a citywide framework will support long-term planning efforts by establishing standard design specifications and a consistent approach for the deployment of raised bike lanes across Jersey City. The framework will also help ensure raised bike lanes are feasible from an engineering and utility perspective and are incorporated into redevelopment projects where appropriate.

Goal Alignment			Key Metrics		
	Inclusivity	Cost	\$\$\$\$\$	Health Access	
	Reliability			Active Transportation	
	Affordability and Value			Sustainability	
	Quality of Life				
		Coordination Required			
		Organizational Complexity			
		Technical Complexity			

Recommendations | Active Transportation & Safety

School Safety and Access Program

What does this mean?

Partner with schools on safe access improvements including school streets, low-traffic neighborhoods, safer pickup and drop-off designs, leading pedestrian intervals, and shorter crossings to improve safety around schools citywide and help ensure safe journeys for students and families.

Who is involved?

Lead:

- City of Jersey City

Collaborators:

- Local schools



Why?

30% of survey respondents with children in their household noted that they currently drive their children to school. Of these respondents, 85% said that improvements to walking, bicycling, or public transit would encourage them to drive to school less often. Reducing driving around schools and improving safety around schools can reduce crash exposure risks for children while supporting safer and more convenient active transportation options for students and families.

Goal Alignment



Inclusivity



Reliability



Affordability and Value



Quality of Life

Key Metrics

Cost



Coordination
Required



Organizational
Complexity



Technical
Complexity



Health Access



Active
Transportation



Sustainability



Recommendations | Active Transportation & Safety

Sidewalk Condition and ADA Upgrade

What does this mean?

Upgrade sidewalk infrastructure citywide to address ADA compliance, tree pit conditions, drainage, and trip hazards, improving safety and accessibility for all users. Ensure the sidewalk network provides continuous coverage across the entire city.

Who is involved?

- Lead:**
 - City of Jersey City
- Collaborators:**
 - Private Developers



Why?

While Jersey City has an extensive sidewalk network, there are areas where accessibility upgrades and gap closures are needed to ensure safe and reliable access for all users. These improvements are critical to enabling residents to age in place, supporting people of all abilities to safely navigate the city, and encouraging more walking and rolling. This work also aligns with the City’s Vision Zero goals.

Goal Alignment



Inclusivity



Reliability



Affordability and Value



Quality of Life

Key Metrics

Cost



- Coordination Required
- Organizational Complexity
- Technical Complexity



Health Access



Active Transportation



Sustainability



Recommendations | Active Transportation & Safety

Vision Zero High-Injury Network Safety Improvement

What does this mean?

Implement the recommendations of the updated Vision Zero Action Plan, with a focus on improving safety along High Injury Network corridors and at high-risk intersections throughout Jersey City.

Who is involved?

Lead:

- City of Jersey City



Why?

The Vision Zero Action Plan serves as Jersey City’s guiding traffic safety framework, identifying engineering, education, enforcement, and policy strategies to systematically improve safety throughout the city. Advancing the recommendations of the Plan is critical to achieving Jersey City’s goal of eliminating traffic fatalities and serious injuries on City streets.

Goal Alignment



Inclusivity



Reliability



Affordability and Value



Quality of Life

Key Metrics

Cost



Coordination Required



Organizational Complexity



Technical Complexity



Health Access



Active Transportation



Sustainability



Recommendations

Infrastructure & Resilience

Recommendations | Infrastructure & Resilience

Electric Vehicle Charging Permit Program

What does this mean?

Develop a City permitting system that provides property owners with a clear permitting process to install electric vehicle charging infrastructure in the public right-of-way.

Who is involved?

- Lead:**
 - City of Jersey City
- Collaborators:**
 - NJTPA



Why?

New Jersey’s long-term goal is an 100% EV sales mandate for light-duty vehicles by 2035 and EV uptake is increasing in Jersey City. As many households lack the ability to charge their vehicles at home, publicly accessible charging stations may help encourage EV adoption.

Goal Alignment		Key Metrics			
	Inclusivity	Cost	\$\$\$\$\$	Health Access	
	Reliability	Coordination Required		Active Transportation	
	Affordability and Value	Organizational Complexity		Sustainability	
	Quality of Life	Technical Complexity			

Recommendations | Infrastructure & Resilience

Fleet Electrification for City Vehicles

What does this mean?

Transition the Jersey City municipal fleet to 100% electric by 2030, including investment in the charging infrastructure needed to support fleet operations.

Who is involved?

- Lead:
- City of Jersey City



Why?

Helps advance the City’s sustainability goals by reducing carbon emissions and improving local air quality impacts in neighborhoods across Jersey City. This recommendation also aligns with the goals of the Jersey City Climate and Energy Action Plan.

Goal Alignment

	Inclusivity
	Reliability
	Affordability and Value
	Quality of Life

Key Metrics

Cost	\$\$\$\$\$	Health Access	
Coordination Required		Active Transportation	
Organizational Complexity		Sustainability	
Technical Complexity			

Recommendations | Infrastructure & Resilience

Green Infrastructure Integration in New Projects

What does this mean?

Develop a project review framework that evaluates transportation and development projects for appropriate green infrastructure, stormwater management, and climate adaptation measures. Create a menu of design strategies and best practices to support implementation while complementing existing City and State regulations.



Who is involved?

- Lead:**
 - City of Jersey City
- Collaborators:**
 - Hudson County

Why?

Flooding and climate change pose growing risks to Jersey City’s transportation network. Incorporating green infrastructure and climate adaptation measures into transportation and development projects can reduce stormwater runoff, improve resilience, and mitigate urban heat island impacts. Evaluating these opportunities during project design and construction helps to maximize benefits of investments already being made in public and private infrastructure.

Goal Alignment



Inclusivity



Reliability



Affordability and Value



Quality of Life

Key Metrics

Cost

Cost

Cost

Cost

Cost

Cost

Coordination Required

Coordination Required

Coordination Required

Coordination Required

Coordination Required

Coordination Required

Organizational Complexity

Organizational Complexity

Organizational Complexity

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Organizational Complexity

Organizational Complexity

Technical Complexity

Technical Complexity

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Technical Complexity

Health Access

Health Access

Health Access

Health Access

Health Access

Health Access

Active Transportation

Active Transportation

Active Transportation

Active Transportation

Active Transportation

Active Transportation

Sustainability

Sustainability

Sustainability

Sustainability

Sustainability

Sustainability

Recommendations | Infrastructure & Resilience

Hoboken Terminal Pedestrian Connections

What does this mean?

Work with NJ TRANSIT on resilience projects and potential to provide new pedestrian link between Hoboken and Jersey City under or over Hoboken Yard / Terminal.

Who is involved?

Lead:

- NJ TRANSIT

Collaborators:

- City of Jersey City
- City of Hoboken



Why?

Walking and cycling trips between northern Jersey City and Hoboken currently require indirect trips around Hoboken Yard. This challenge is expected to grow as additional residential and commercial development is constructed on both sides of the rail yard. A direct connection could reduce trips by up to 0.5 miles each way while providing a safer and more convenient walking and bicycling connection that reduces conflicts with drivers. Coordination with ongoing resilience infrastructure projects will be needed to advance and implement a new connection.

Goal Alignment



Inclusivity



Reliability



Affordability and Value



Quality of Life

Key Metrics

Cost



Coordination
Required
Organizational
Complexity
Technical
Complexity



Health Access



Active
Transportation



Sustainability



Recommendations | Infrastructure & Resilience

Holland Tunnel Area Circulation and Safety

What does this mean?

Work with the Port Authority to improve local circulation and safety across the 12th and 14th Street corridors, including evaluating multimodal improvements along both streets. Consider converting select north–south two-way streets to one-way (e.g., Grove Street and Marin Boulevard), while implementing safety enhancements to improve pedestrian and bicycle crossings throughout the network.

Who is involved?

- Lead:**
 - Port Authority of NY & NJ
- Collaborators:**
 - City of Jersey City



Why?

Growth in the surrounding area requires safer crossings along 12th and 14th Streets. Improving safety for all users will help better connect adjacent neighborhoods across the Holland Tunnel approach and encourage more walking and biking trips by making the area feel safer and more accessible.

Goal Alignment

	Inclusivity
	Reliability
	Affordability and Value
	Quality of Life

Key Metrics

Cost	\$\$\$\$\$	Health Access	
Coordination Required		Active Transportation	
Organizational Complexity		Sustainability	
Technical Complexity			

Recommendations | Infrastructure & Resilience

Journal Square Area Improvements

What does this mean?

Work with the Port Authority on operational constraints, bus circulation, public realm enhancements and capacity improvements at the Journal Square Transportation Center.

Who is involved?

- Lead:**
 - Port Authority of NY & NJ
- Collaborators:**
 - City of Jersey City
 - Hudson County



Why?

Journal Square is a critical transit hub for the City, and proactive investment is needed to modernize the station to accommodate growing transit demand and surrounding neighborhood development. As the area continues to intensify, demands on the station and its access points will increase, requiring improved circulation within and around the facility. Enhancing pedestrian, bicycle, and transit connections will help support car-free and car-light lifestyles and ensure efficient transfers between modes in a growing, multimodal district.

Goal Alignment		Key Metrics			
	Inclusivity	Cost	\$\$\$\$\$	Health Access	
	Reliability	Coordination Required		Active Transportation	
	Affordability and Value	Organizational Complexity		Sustainability	
	Quality of Life	Technical Complexity			

Recommendations | Infrastructure & Resilience

Public Electric Vehicle Charging Program

What does this mean?

Develop a guide that includes electric vehicle charging siting guidance and design standards for on-street locations and within private development. This should include continued expansion of City-led electric vehicle charging programs, including Level 2 chargers in parking lots and at the curbside (e.g., lamppost-based chargers), as well as Level 3 fast chargers on City-owned lots in partnership with utilities.



Who is involved?

- Lead:**
 - City of Jersey City
- Collaborators:**
 - NJ DEP
 - Hudson County

Why?

Guidelines including best practices and design standards can assist developers encourage EV adoption, which in turn achieves sustainability goals for the city. Guidelines can be coordinated regionally to ensure consistency between municipalities.

Goal Alignment		Key Metrics		
	Inclusivity	Cost	Health Access	
	Reliability	Coordination Required	Active Transportation	
	Affordability and Value	Organizational Complexity	Sustainability	
	Quality of Life	Technical Complexity		

Recommendations | Infrastructure & Resilience

Route 139 Corridor Redesign

What does this mean?

Work with NJDOT on a Concept Development Study to redesign Route 139 as a safer, more multimodal corridor that better serves people walking, biking, taking transit, and driving.

Who is involved?

- Lead:**
 - NJ DOT
- Collaborators:**
 - City of Jersey City



Why?

Route 139 is a dangerous corridor and crash hotspot, but is not a City-owned street. Significant development is planned in the area, making improvements to safety, walkability, and multimodal access critical to quality of life in this fast-growing neighborhood. Route 139 also currently serves as a barrier between the Heights and Journal Square neighborhoods, and redesigning the corridor presents an opportunity to better reconnect these communities while supporting enhanced transit access, including potential direct bus connections through the Holland Tunnel to Manhattan.

Goal Alignment		Key Metrics			
	Inclusivity	Cost		Health Access	
	Reliability	Coordination Required		Active Transportation	
	Affordability and Value	Organizational Complexity		Sustainability	
	Quality of Life	Technical Complexity			

Recommendations | Infrastructure & Resilience

Route 440 Corridor Redesign

What does this mean?

Work with NJDOT to redesign Route 440 as a safer, multimodal corridor that better serves people walking, biking, taking transit, and driving. Prioritize safe and accessible crossings that better connect adjacent neighborhoods to the Hackensack River waterfront, retail destinations, and other key activity centers.



Who is involved?

- Lead:
- Collaborators:
- NJ DOT
 - City of Jersey City

Why?

Route 440 is on the High Injury Network and has experienced a high number of fatal crashes, reflecting its current high-speed, high-risk conditions and its function as a barrier between neighborhoods and key destinations. To accommodate planned growth on the West Side and along the Hackensack River, the corridor should be re-envisioned to better support surrounding neighborhoods and facilitate a safer, more multimodal future.

Goal Alignment



Inclusivity



Reliability



Affordability and Value



Quality of Life

Key Metrics

Cost



Coordination
Required



Organizational
Complexity



Technical
Complexity



Health Access



Active
Transportation



Sustainability



Recommendations | Infrastructure & Resilience

Route 440 / US 1 & 9 Intersection Improvements

What does this mean?

Work with NJDOT to advance improvements to improve safety for all users and enhance overall operational efficiency. Prioritize safe and accessible pedestrian and bicycle crossings to better support multimodal movement through the intersection.

Who is involved?

- Lead:**
 - NJ DOT
- Collaborators:**
 - City of Jersey City
 - NJ TRANSIT



Why?

This intersection is a safety concern for all users and a barrier to accessing Lincoln Park, the future Hackensack River waterfront greenway, and crossing the Route 1/9 bridge on foot or by bike. It also serves as a key connection for NJ TRANSIT Route 1, an important regional link between Jersey City and Newark. In addition to safety challenges, this area is a bottleneck that contributes to traffic spillover into nearby neighborhoods and impacts reliable goods movement. Improving safety and efficiency at this location will improve regional connectivity and safe access to recreational and open space west of Route 1/9.

Goal Alignment



Inclusivity



Reliability



Affordability and Value



Quality of Life

Key Metrics

Cost



Coordination
Required



Organizational
Complexity



Technical
Complexity



Health Access



Active
Transportation



Sustainability



Recommendations | Infrastructure & Resilience

Rail Corridor Cap in Journal Square Area

What does this mean?

Coordinate with PATH to evaluate strategies to cap the rail corridor east and west of Journal Square Transportation Center to create additional open space and connect surrounding neighborhoods.

Who is involved?

Lead:

- PANYNJ

Collaborators:

- Private developers
- Jersey City
- Hudson County



Why?

The PATH rail cut creates a major barrier in Journal Square, with only three crossings west of the Transportation Center. A cap would build vital open space and provide safe separated pedestrian and bicycle connections to accommodate rising pedestrian and vehicle volumes. These adjustments could also align with localized station improvements.

Goal Alignment		Key Metrics			
	Inclusivity	Cost	\$\$\$\$\$	Health Access	
	Reliability	Coordination Required		Active Transportation	
	Affordability and Value	Organizational Complexity		Sustainability	
	Quality of Life	Technical Complexity			

Recommendations | Infrastructure & Resilience

Under-Highway Public Realm Improvements

What does this mean?

Activate underutilized highway underpasses with community space, resiliency features, lighting, and public realm improvements to create safer, more welcoming connections between neighborhoods.

Who is involved?

- Lead:**
 - NJ Turnpike Authority
 - NJDOT
- Collaborators:**
 - City of Jersey City



Why?

Major transportation corridors such as the I-78 Extension, Route 139, Route 1/9, the Pulaski Skyway, and the Route 7 Bridge create barriers between neighborhoods and key community destinations, including parks, schools, and commercial areas. Activating and improving underutilized spaces beneath and adjacent to these facilities can help reconnect communities, enhance comfort and safety for people walking and biking, and create community-focused spaces that strengthen neighborhood identity and sense of place.

Goal Alignment



Inclusivity



Reliability



Affordability and Value



Quality of Life

Key Metrics

Cost



- Coordination Required
- Organizational Complexity
- Technical Complexity



Health Access



Active Transportation



Sustainability



Recommendations

Parking, Freight & Curb Management

Recommendations | Parking, Freight & Curb Management

Camera Assisted Parking/Loading Enforcement

What does this mean?

Pilot camera-assisted parking and loading enforcement using camera-based technology to detect, alert, and enforce violations of loading zone and curb regulations.

Who is involved?

Lead:

- City of Jersey City



Why?

Enforcement of curb regulations is a community concern that can be improved through camera-assisted enforcement. This approach can help reduce illegal double parking, keep loading zones clear to support safe and efficient deliveries, and improve safety for pedestrians, cyclists, and transit operations. More consistent enforcement can also improve overall corridor safety and support more reliable use of limited curb space.

Goal Alignment



Inclusivity



Reliability



Affordability and Value



Quality of Life

Key Metrics

Cost



Coordination
Required



Organizational
Complexity



Technical
Complexity



Health Access



Active
Transportation



Sustainability



Recommendations | Parking, Freight & Curb Management

Citywide Central Parking Inventory

What does this mean?

Create a centralized database of all publicly accessible parking spaces, for example, City-owned spaces and all publicly accessible, privately-owned garages.

Who is involved?

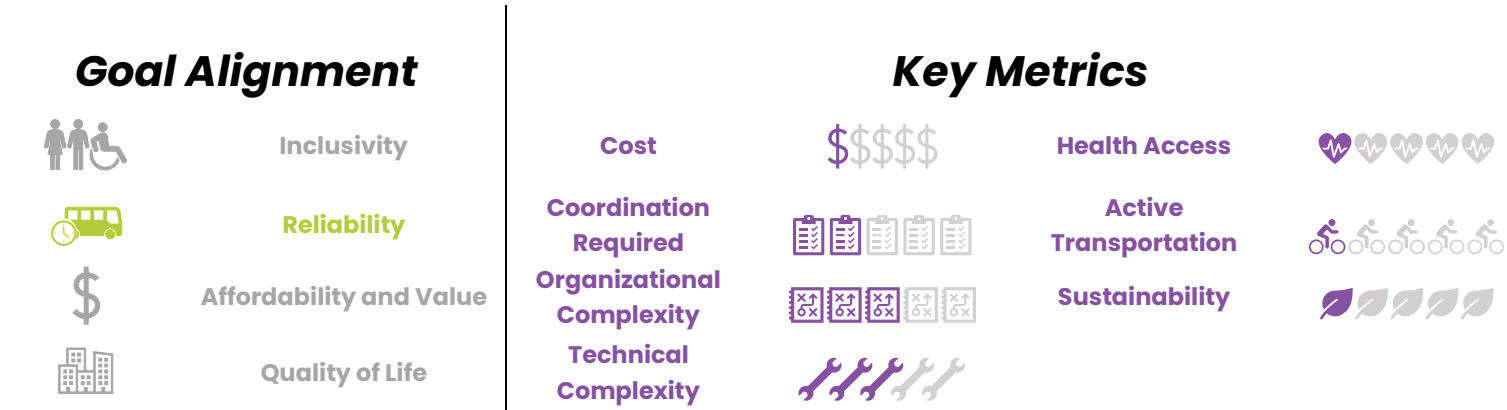
Lead:

- City of Jersey City



Why?

Creating a centralized inventory of publicly accessible parking spaces will improve citywide parking management, planning, and coordination with business districts. This supports more effective policy development, better utilization of existing supply, and improved public-facing information tools.



Recommendations | Parking, Freight & Curb Management

Citywide Digital Curb Inventory

What does this mean?

Using a uniform data standard such as Curb Data Specification (CDS) standards, systematically document and categorize all curb space and regulations in the city.

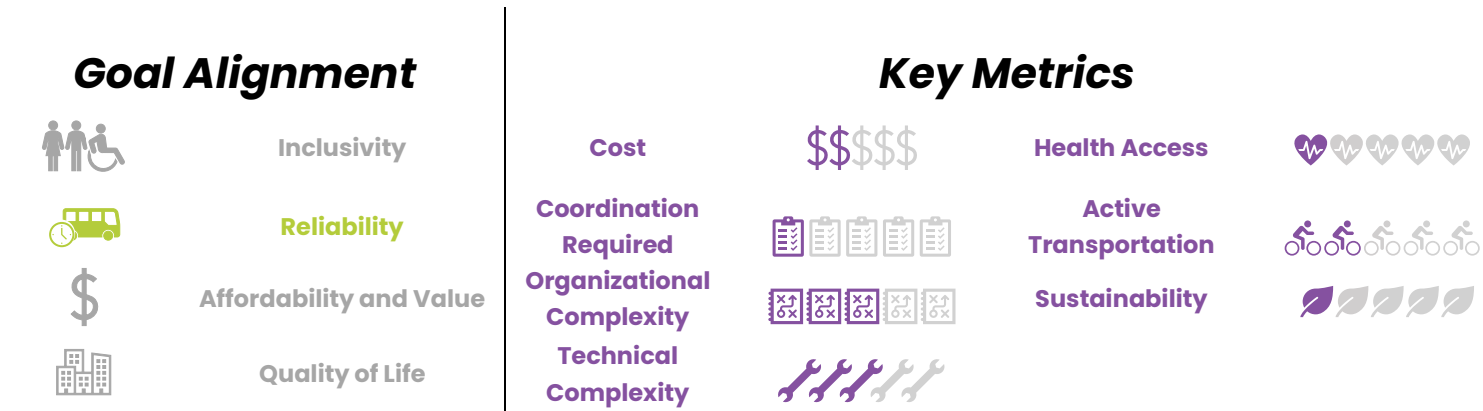
Who is involved?

- Lead:
- City of Jersey City



Why?

Documenting the existing curb and regulations is essential to improving curb management across the City. A clear, consistent inventory of curb space will support more effective use of the curb, enable better decision-making, and allow the system to adapt as neighborhood conditions and demands evolve.



Recommendations | Parking, Freight & Curb Management

Commercial Vehicle Curb Access Program

What does this mean?

Develop a list of loading zone candidate locations in commercial and residential areas and identify a typology of loading zones for certain corridors to match demand with appropriate regulations.

Who is involved?

Lead:

- City of Jersey City

Collaborators:

- Special Improvement Districts



Why?

Dedicated loading zones with appropriate regulations are needed to facilitate safe and efficient deliveries and reduce double parking and illegal parking, thereby improving traffic flow and safety on commercial and residential streets.

Goal Alignment



Inclusivity



Reliability



Affordability and Value



Quality of Life

Key Metrics

Cost



Coordination
Required
Organizational
Complexity
Technical
Complexity



Health Access



Active
Transportation



Sustainability



Recommendations | Parking, Freight & Curb Management

Curbside Parking Pricing Review

What does this mean?

Review current curbside parking pricing for adjustments and benchmarking with comparable cities (including other cities in New Jersey, New York City, and other mid-sized cities), and explore differentiated pricing by zone based on parking demand.



Who is involved?

- Lead:
- City of Jersey City

Why?

Jersey City’s curbside parking rates are lower than those of comparable cities, which can contribute to low turnover and reduced availability of on-street parking in high-demand areas. This can result in inefficient use of curb space, increased congestion from drivers searching for parking, and more frequent double-parking and illegal stopping. Aligning pricing with local demand can improve turnover and support more efficient use of curb space.

Goal Alignment



Inclusivity



Reliability



Affordability and Value



Quality of Life

Key Metrics

Cost



Coordination
Required



Organizational
Complexity



Technical
Complexity



Health Access



Active
Transportation



Sustainability



Recommendations | Parking, Freight & Curb Management

Dynamic Curb Pricing Pilot

What does this mean?

Pilot dynamic curb pricing using real-time cameras or sensors to adjust meter rates by time of day or occupancy, improving parking turnover along a busy commercial corridor pilot program location.



Who is involved?

- Lead:**
 - City of Jersey City
- Collaborators:**
 - Special Improvement Districts

Why?

Improving parking turnover helps ensure that on-street parking remains available in high-demand areas to support local business districts. Better turnover reduces time spent circling for parking and helps decrease illegal parking while improving overall traffic flow and curb management efficiency.

Goal Alignment

- **Inclusivity**
- **Reliability**
- **Affordability and Value**
- **Quality of Life**

Key Metrics

- Cost**
- Coordination Required**
- Organizational Complexity**
- Technical Complexity**
- Health Access**
- Active Transportation**
- Sustainability**

Recommendations | Parking, Freight & Curb Management

E-Cargo Bike Pilot Program

What does this mean?

Partner with delivery and logistics companies to launch an e-cargo bike pilot program for last-mile package delivery, testing the feasibility of shifting select deliveries from trucks to cargo bikes in dense urban areas and along bike lane networks. Evaluate performance and scalability for potential expansion citywide.

Who is involved?

- Lead:**
 - City of Jersey City
- Collaborators:**
 - NJ DOT
 - Private carriers



Why?

Improve sustainability and reduce truck traffic, thereby reducing emissions and improving safety. Cargo bikes have been successfully implemented in other cities as a viable last-mile delivery solution. Expanding their use can further reduce congestion and double-parking associated with larger delivery vehicles, improve safety by reducing the presence of large trucks on local streets, and decrease wear on city infrastructure.

Goal Alignment		Key Metrics			
	Inclusivity	Cost	\$\$\$\$\$	Health Access	
	Reliability	Coordination Required		Active Transportation	
	Affordability and Value	Organizational Complexity		Sustainability	
	Quality of Life	Technical Complexity			

Recommendations | Parking, Freight & Curb Management

Off-Hours Delivery Program

What does this mean?

Develop an off-hour delivery program that provides guidance and incentives to encourage commercial deliveries during off-peak periods. This should include clear operational guidelines, designated off-hour delivery zones where appropriate, and incentive structures to support participation, developed in coordination with business districts and key stakeholders.



Who is involved?

Lead:

- City of Jersey City

Collaborators:

- Special Improvement Districts and Businesses

Why?

Off-hours delivery programs can reduce daytime congestion and improve traffic flow by taking trucks off busy streets during the day. Adding incentives for quieter equipment can help mitigate noise impact.

Goal Alignment



Inclusivity



Reliability



Affordability and Value



Quality of Life

Key Metrics

Cost



Coordination Required



Organizational Complexity



Technical Complexity



Health Access



Active Transportation



Sustainability



Recommendations | Parking, Freight & Curb Management

Package Delivery Micro Hub Program

What does this mean?

Establish strategically located micro hubs to support last mile delivery, for example package consolidation centers or package lockers.

Who is involved?

- Lead:**
 - City of Jersey City
- Collaborators:**
 - Private couriers



Why?

Streamlines logistics and reduces requirements for vehicle deliveries, particularly deliveries that require multiple attempts, in dense areas of the city, thus reducing safety and congestion issues.

Goal Alignment		Key Metrics			
	Inclusivity	Cost	\$\$\$\$\$	Health Access	
	Reliability	Coordination Required		Active Transportation	
	Affordability and Value	Organizational Complexity		Sustainability	
	Quality of Life	Technical Complexity			

Recommendations | Parking, Freight & Curb Management

Parking Permit System Review

What does this mean?

Revise Jersey City’s residential permit parking program by evaluating permit pricing, zone boundaries, permit types, enforcement practices, and program administration. Develop a modernized parking management system that better reflects local parking demand, improves compliance, and supports transportation and public realm goals.



Who is involved?

- Lead:**
 - City of Jersey City
- Collaborators:**
 - Special Improvement Districts

Why?

According to outreach efforts, the current residential permit parking system is challenging to navigate, with questions related to zone boundaries, permit eligibility, application procedures, and enforcement. Simplifying the program can improve transparency, increase compliance, and ensure that parking policies better align with the City’s transportation, mobility, and neighborhood goals.

Goal Alignment		Key Metrics			
	Inclusivity	Cost		Health Access	
	Reliability	Coordination Required		Active Transportation	
	Affordability and Value	Organizational Complexity		Sustainability	
	Quality of Life	Technical Complexity			

Recommendations | Parking, Freight & Curb Management

Parking Signage Standardization

What does this mean?

Improve parking signage clarity and consistency citywide through standardized formats, placement, and messaging.

Who is involved?

Lead:

- City of Jersey City



Why?

Clear, consistent parking signage helps make curb regulations easier to understand and follow, improving compliance while reducing confusion, unnecessary circulation, and congestion.

Goal Alignment



Inclusivity



Reliability



Affordability and Value



Quality of Life

Key Metrics

Cost



Coordination
Required
Organizational
Complexity
Technical
Complexity



Health Access



Active
Transportation



Sustainability



Recommendations | Parking, Freight & Curb Management

Satellite or Remote Parking Implementation

What does this mean?

Identify and develop satellite parking sites and explore partnerships with private entities for shared parking resources and feeder shuttle services (e.g., shared parking program at Newport Centre Mall or Hudson Mall).

Who is involved?

- Lead:**
 - City of Jersey City
- Collaborators:**
 - Private property owners



Why?

Excess parking capacity, particularly in areas on the periphery of the City, can be used to reduce pressure on high-demand curb space and help meet parking demand. Utilizing these off-street resources can help avoid expanding parking supply in areas where curb space is limited and structured parking would be costly, while supporting more efficient use of existing parking resources.

Goal Alignment



Inclusivity



Reliability



Affordability and Value



Quality of Life

Key Metrics

Cost



Coordination
Required



Organizational
Complexity



Technical
Complexity



Health Access



Active
Transportation



Sustainability



Recommendations | Parking, Freight & Curb Management

Truck Route Program

What does this mean?

Develop an updated set of truck routes that complement state and county routes to facilitate the safe and efficient movement of freight. This effort should include updated maps, improved signage, and coordinated enforcement actions, supported by resident reporting tools to help identify and address non-compliant truck activity.



Who is involved?

- Lead:**
 - City of Jersey City
- Collaborators:**
 - Hudson County
 - NJ DOT

Why?

An updated truck route network is needed to safely and efficiently move freight on appropriate corridors designed for these vehicle types, while complementing state and county routes. Clearly communicating where trucks are permitted will help keep larger trucks off neighborhood streets, improving safety for all users.

Goal Alignment



Inclusivity



Reliability



Affordability and Value



Quality of Life

Key Metrics

Cost



Health Access



Coordination
Required
Organizational
Complexity



Active
Transportation



Technical
Complexity



Sustainability



Recommendations | Parking, Freight & Curb Management

Zero-Emissions Delivery Zone(s)

What does this mean?

Develop a zero-emission delivery zone program that includes dedicated curb space for electric and zero-emission vehicles only. This should include clear operational guidelines, designated zero emission delivery zones, and incentive structures to support participation, developed in coordination with business districts and key stakeholders.

Who is involved?

Lead:

- City of Jersey City

Collaborators:

- Freight carriers



Why?

Encouraging the use of zero-emission vehicles for deliveries in dense areas of the city can reduce local air pollution, while also reducing noise impacts. When paired with complementary delivery strategies such as last-mile electric cargo bike deliveries, delivery microhubs, and coordinated curb management programs, the program can further improve freight efficiency and reduce overall emissions in commercial areas.

Goal Alignment



Inclusivity



Reliability



Affordability and Value



Quality of Life

Key Metrics

Cost



Coordination
Required
Organizational
Complexity
Technical
Complexity



Health Access



Active
Transportation



Sustainability



Recommendations Policies & Programs

Recommendations | Policies & Programs

Active Transportation Construction Access Policy

What does this mean?

Provide pedestrian and bicycle access during construction by enforcing continuous sidewalks, prohibiting mid-block closures, and requiring clear signage, ADA-accessible ramps, and safe detours. Standardize and clarify construction access requirements to ensure consistent implementation across all projects.



Who is involved?

- Lead:**
 - City of Jersey City
- Collaborators:**
 - Developers

Why?

While policies to maintain pedestrian and bicycle access during construction already exist, they should be revisited to ensure consistent implementation and enforcement across all project types. Clear and standardized requirements will help prioritize pedestrian and cyclist safety during construction while providing developers and contractors with a predictable framework for compliance.

Goal Alignment



Inclusivity



Reliability



Affordability and Value



Quality of Life

Key Metrics

Cost



Coordination
Required



Organizational
Complexity



Technical
Complexity



Health Access



Active
Transportation



Sustainability



Recommendations | Policies & Programs

Grocery Access Program

What does this mean?

Identify strategies to improve citywide grocery access in coordination with JC Planning and JCEDC, including zoning updates, partnerships with grocery providers, and transportation improvements. Support safe and convenient access to existing and future grocery stores for people walking, biking, taking transit, and driving.



Who is involved?

- Lead:**
 - City of Jersey City
- Collaborators:**
 - Developers and property owners

Why?

Grocery stores are the #1 location cited in the citywide survey as a place that people would like to walk to but find it hard to get to. Creative partnerships to improve food access in local neighborhoods will encourage reducing car trips while improving access to healthy food, which is a social determinant of health.

Goal Alignment



Inclusivity



Reliability



Affordability and Value



Quality of Life

Key Metrics

Cost



Coordination Required



Organizational Complexity



Technical Complexity



Health Access



Active Transportation



Sustainability



Recommendations | Policies & Programs

Inter-Agency Coordination Roundtable

What does this mean?

Establish a recurring collaborative working group of City, County, NJDOT, NJ Transit, PATH, PANYNJ, NJTPA, Turnpike, and private partners.

Who is involved?

Lead:

- City of Jersey City

Collaborators:

- All regional partner agencies



Why?

Due to Jersey City’s position as a regional hub, it is important to maintain communication and partnerships with regional agencies. An organized working group can provide updates on initiatives, resolve implementation challenges, and track progress.

Goal Alignment



Inclusivity



Reliability



Affordability and Value



Quality of Life

Key Metrics

Cost



Coordination Required
Organizational Complexity
Technical Complexity



Health Access



Active Transportation



Sustainability



Recommendations | Policies & Programs

Micromobility Charging Guidance

What does this mean?

Develop guidance for the permitting and installation of e-bike and e-scooter charging infrastructure, including both indoor and outdoor installations, to ensure alignment with site planning requirements and fire safety standards.

Who is involved?

Lead:

- City of Jersey City



Why?

Coordinated guidelines can help property owners more easily install micromobility charging facilities while improving safety, through standardizing the equipment. The City’s existing battery-swapping pilots have proven successful and popular.

Goal Alignment



Inclusivity



Reliability



Affordability and Value



Quality of Life

Key Metrics

Cost



Coordination
Required
Organizational
Complexity



Technical
Complexity



Health Access



Active
Transportation



Sustainability

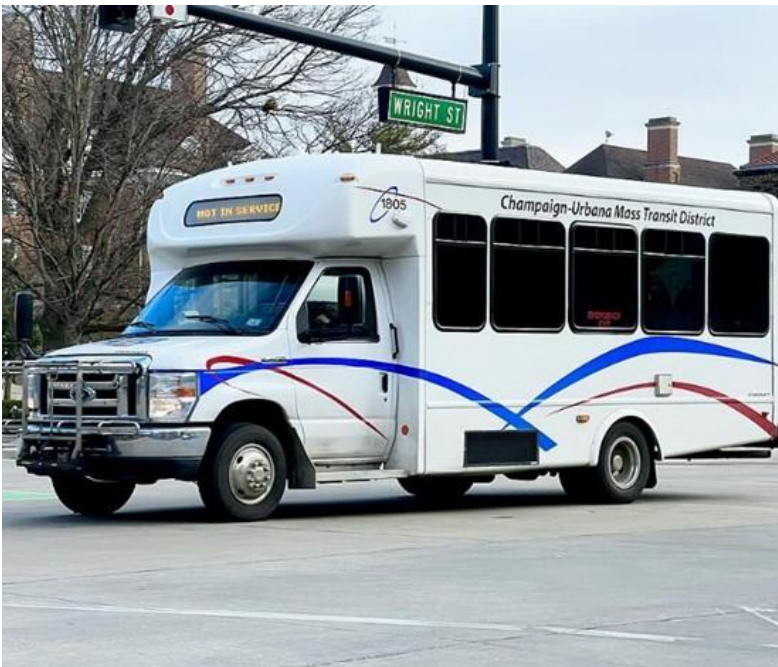


Recommendations | Policies & Programs

Regional Shuttle and Jitney Coordination

What does this mean?

Coordinate private shuttles and jitneys at a regional or county scale through partnerships with Transportation Management Associations (TMAs). Improve coordination of routes, schedules, fares, and rider information to reduce duplication of service and make these mobility options more accessible and easier to use.



Who is involved?

Lead:

- City of Jersey City

Collaborators:

- Hudson TMA

Why?

Improving coordination of private shuttles and jitneys can create a more transparent and cohesive mobility network. Many services currently operate with limited public information and weak integration with fixed-route transit, reducing their ability to effectively fill gaps or complement existing service. Better coordination can reduce duplication while improving access and usability for riders.

Goal Alignment



Inclusivity



Reliability



Affordability and Value



Quality of Life

Key Metrics

Cost



Coordination
Required



Organizational
Complexity



Technical
Complexity



Health Access



Active
Transportation



Sustainability



Recommendations | Policies & Programs

Safe Routes to School (SRTS) Program

What does this mean?

Develop a Safe Routes to School program that advances safety improvements identified through school travel plan and coordinates walk-to-school and bike-to-school events with schools, students, families, and community stakeholders.



Who is involved?

Lead:

- City of Jersey City

Collaborators:

- School boards and individual schools
- Hudson TMA

Why?

Many serious injury crashes occur near schools and along school travel routes. Advancing the recommendations of the Jersey City School Travel Plan and prioritizing safety improvements around schools can make walking and biking safer, increase parents' comfort with allowing children to use these modes, and reduce vehicle congestion in school zones.

Goal Alignment



Inclusivity



Reliability



Affordability and Value



Quality of Life

Key Metrics

Cost



Coordination Required



Organizational Complexity



Technical Complexity



Health Access



Active Transportation



Sustainability



Recommendations | Policies & Programs

Safe Routes to Transit for Seniors

What does this mean?

Work with seniors and senior advocacy groups to identify and improve common routes to transit by addressing barriers such as sidewalk quality, lighting, crosswalk timing, and vehicle speeds. Incorporate amenities such as benches and other comfort features to make transit access safer and more convenient for older adults.



Who is involved?

Lead:

- City of Jersey City

Why?

Jersey City’s senior population will increase at a faster rate than the remainder of the population, reinforcing the need to ensure that street design and public transportation is also accessible to an aging population.

Goal Alignment		Key Metrics			
	Inclusivity	Cost	\$\$\$\$\$	Health Access	
	Reliability	Coordination Required		Active Transportation	
	Affordability and Value	Organizational Complexity		Sustainability	
	Quality of Life	Technical Complexity			

Recommendations | Policies & Programs

Transit-Oriented Development (TOD) Strategy

What does this mean?

Coordinate with City Planning and NJ TRANSIT on transit-oriented development initiatives, including TOD zoning, transit improvements, and development on NJ TRANSIT-owned properties. Ensure projects integrate first/last mile connections, pedestrian and bicycle access, car share, transit access, EV charging, and other neighborhood mobility needs.



Who is involved?

Lead:

- City of Jersey City

Collaborators:

- NJ TRANSIT

Why?

Proactive involvement in transit-oriented development helps ensure that new development aligns with local transportation needs, incorporates transportation demand management strategies, and supports the goals of the NJ TRANSIT LAND Plan. Transit-oriented development maximizes the value of transit investments while supporting car-optional lifestyles and advancing the City’s mode share and sustainability goals.

Goal Alignment



Inclusivity



Reliability



Affordability and Value



Quality of Life

Key Metrics

Cost



Coordination Required



Organizational Complexity



Technical Complexity



Health Access



Active Transportation



Sustainability



Recommendations | Policies & Programs

Transportation Impact Policy

What does this mean?

Coordinate with responsible entities to develop and implement Transportation Demand Management (TDM) that reduce vehicle trips and encourage walking, biking, transit, and shared mobility.

Potential strategies include:

- 1. Mandatory TDM Plans funded by new development
- 2. Municipal TDM fee, collected through taxes
- 3. Development-based TDM fees, based on impact assessments



Who is involved?

Lead:

- City of Jersey City

Why?

TDM helps align new development with the City’s mobility goals and support sustainable growth by proactively managing travel demand. A consistent policy provides clear expectations for developers while helping fund improvements needed to accommodate growth and mitigate impacts of new development.



Recommendations | Policies & Programs

Value Capture & Financing Strategy

What does this mean?

Develop funding strategies (e.g., tax increment financing or value capture) to support infrastructure, transportation, and public realm improvements, particularly linked to new development.

Who is involved?

- Lead:**
 - City of Jersey City
- Collaborators:**
 - NJ TRANSIT



Why?

Value capture or tax-increment financing can be used as tools for the City or NJ TRANSIT to fund transportation projects over time. As land use is a local matter, a partnerships are required to coordinate value capture between transit agencies and local governments, for example for joint development.

Goal Alignment



Inclusivity



Reliability



Affordability and Value



Quality of Life

Key Metrics

Cost



Coordination
Required
Organizational
Complexity
Technical
Complexity



Health Access



Active
Transportation



Sustainability

