
LET'S MOVE JC

TRANSPORTATION MASTER PLAN





Appendix E: Small Area Plans

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Prepared for:



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ARUP

STREETPLANS



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Executive Summary

The **Let's Move JC** Transportation Master Plan is a multi-modal transportation master plan that will map out a strategy for transportation across the City. The plan is an update to the Circulation Element of the city's Master Plan, which was previously updated in 2011.

As part of the Transportation Master Plan, focus has been given to two neighborhoods within Jersey City: Journal Square, and the West Side. These two areas of the City have a large amount of ongoing and planned development, and as a result will see significant increases in population. Along with planned residential development, there will be increased demand for retail and services, as well as freight trips to support this demand.

The Small Area Plans component of the Transportation Master Plan looks at each of these areas of the City and provides recommendations to improve transportation from a multimodal perspective, covering walking, cycling, transit, street network circulation, and neighborhood freight. The recommendations are distinct for the two neighborhoods and divided into short, medium, and long term timeframes.

Each neighborhood Small Area Plan is also intended to complement the City-wide master plan, which includes policies and programs that span across the entire city. The intent of the Small Area Plans is to provide highly localized recommendations that are at a higher level of detail than the citywide recommendations.

The Small Area Plans were developed through detailed consultation with local community members and government agency stakeholders. These were held over two days on December 8-9, 2025.



Figure 1: Future Concept of Bergen Avenue at Sip Avenue



Figure 2: Future Concept of West Side Avenue at Communipaw Avenue

1 | Introduction and Background

The Journal Square and West Side neighborhoods are the focus of these Small Area Plans due to a number of factors: high population growth, significant change in land use which is driving change in population, and a lack of previous comprehensive transportation planning work.

The transportation options in these areas include bus, light rail, PATH, as well as cycling and a primarily complete sidewalk network. These maps are provided in the section “Workshop Maps” of this document.

The travel demand patterns in the West Side and Journal Square are particularly notable when looking at origin–destination patterns, shown in Figure 1 and Figure 2. There are very clear weekday commuter patterns in Journal Square, which point to its importance as a hub. The weekend patterns are particularly strong on the West Side, due to retail anchors such as the Hudson Mall, and recreational spaces.

Anticipated Growth

Jersey City is expected to continue to grow, particularly in neighborhoods outside of downtown, as shown in Table 1 which summarizes projected growth.

Table 1: Population Growth by Ward (Source: Jersey City)

	Ward A	Ward B	Ward C	Ward D	Ward E	Ward F	Citywide
	Greenville	West Side	Journal Square	The Heights	Downtown	Bergen-Lafayette	
2020	48,438	45,715	39,487	41,886	67,248	49,362	292,136
2050	58,965	58,348	50,706	52,143	80,879	63,607	364,648
% Change	22%	28%	28%	24%	20%	29%	25%



Figure 3: Weekday Origin and destination travel patterns



Figure 4: Weekend Origin and Destination travel patterns

Transit Ridership

Several of the busiest bus routes in Jersey City use Journal Square as a key journey point or serve the West Side. There are notable trends in ridership on these lines, as all of them have reported ridership increases since 2019, despite an overall reduction in transit trips due to the COVID-19 pandemic. Several lines, such as Route 119 and Route 10 that use JFK Boulevard, have seen their ridership nearly double on some days of the week.

Route 10 has also seen extremely strong ridership growth between 2019–2024, and almost doubling on weekends. Route 10 connects Journal Square with Bayonne, via JFK Boulevard – a critical spine connecting both the West Side and Journal Square with The Heights and Bergen-Lafayette and Greenville. This route is an effective “feeder” route for customers transferring to PATH, which is not particularly well captured in data as the two systems use different payment systems but can be observed in the field.

Route 119 is another particularly popular bus route that serves JFK Boulevard, as it connects the West Side with the Port Authority Bus Terminal in Manhattan via Journal Square. Its weekend ridership is particularly notable – almost doubling on weekends compared to 2019.

Route 80 is the main local route that serves West Side Avenue, and connects Greenville / Society Hill with either Exchange Place or Journal Square. Route 80 is also shown to have strong bus ridership growth, particularly on weekends.

Route 87 is another route that provides a key transfer to the Journal Square Transportation Center. Route 87 is the second busiest route in the city based on data provided by NJ TRANSIT and is also a highly important feeder route to PATH services at both Journal Square and further afield to Hoboken Terminal.

Journal Square serves as the central hub for numerous neighborhoods where buses are the primary transit option. Notably, routes serving the West Side have seen significant ridership growth, underscoring the urgent need for bus transit improvements in both areas. Enhancing service reliability and quality is essential to support these expanding

parts of the city. This can be achieved through targeted bus priority treatments, infrastructure upgrades, and closer coordination with operating agencies.

Average Bus Weekday Ridership by Route, 2019 and 2024

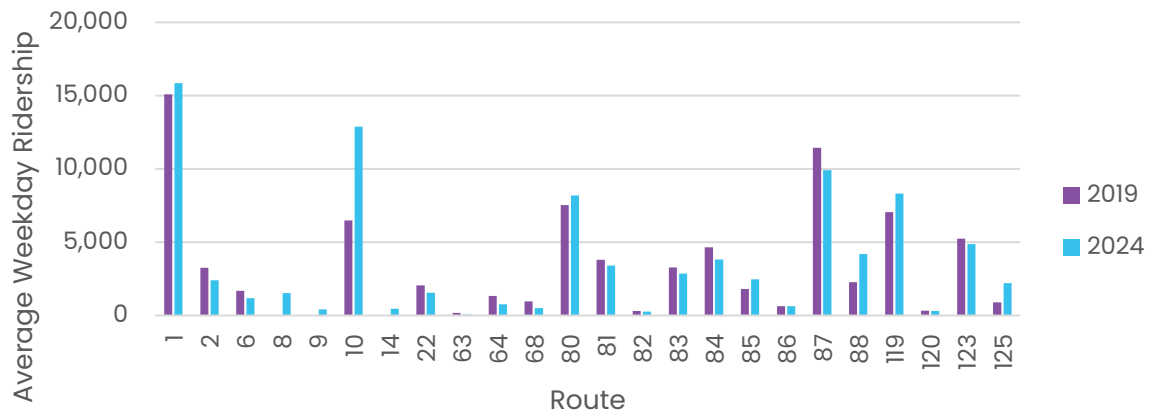


Figure 5: Average Bus Weekday Ridership by Route (Source: NJ TRANSIT)

Average Bus Weekend Ridership by Route, 2019 and 2024

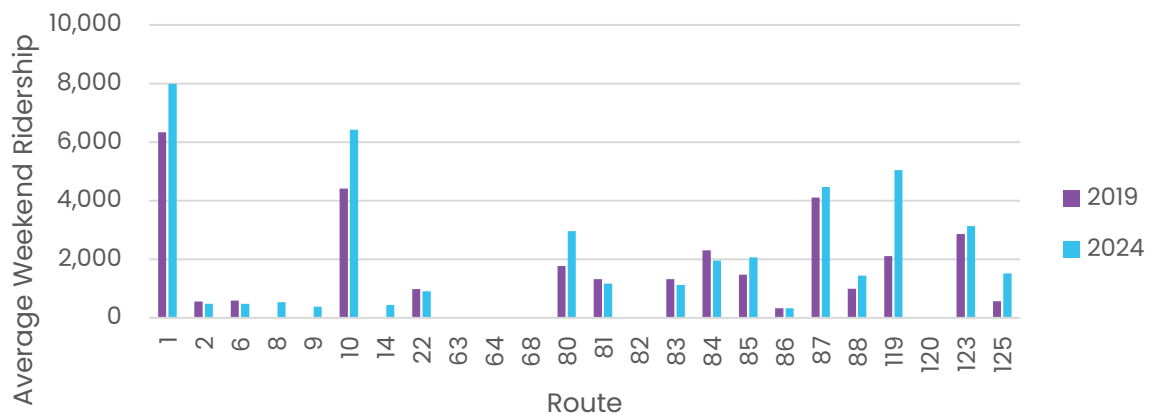


Figure 6: Average Bus Weekend Ridership by Route (Source: NJ TRANSIT)

Median Age

An analysis of the change in median age by Zip Code shows that the population of 07304, 07305, and 07306 are seeing an overall increase in their median age. This implies that either older residents are moving in, or the existing population is aging in place. An older population drives the additional need for localized safety improvements and non-automobile transportation options.

Table 2: Median Age in Jersey City by Zip Code (Source: US Census)

Zip Code	2011	2023	% Change
07302 (Downtown)	32.9	34.4	+5%
07304 (Communipaw)	34.8	34.6	-1%
07305 (Greenville, Bergen-Lafayette)	33.2	35.7	+8%
07306 (Journal Square)	33.4	35.7	+7%
07307 (The Heights)	33.3	36.4	+9%
07310 (Newport)	30.4	30.7	+1%

Income

Relative to the rest of the city, Journal Square and the West Side have a higher percentage of the population living within 200% of the federal poverty level. (See Figure 5 for diagram).

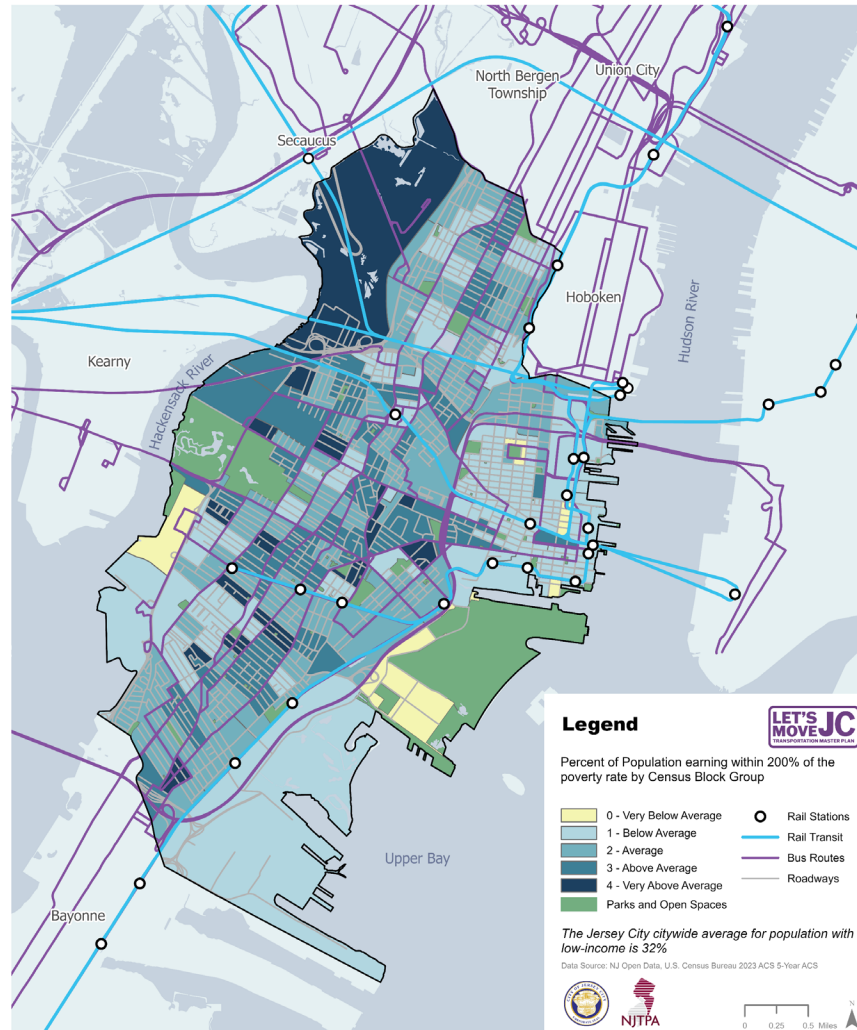


Figure 7: Low income households in Jersey City

2 | Engagement Feedback

The Let's Move JC team held public engagement workshops, pre-workshop meetings with local stakeholders, and neighborhood walks (“walkshops”) to solicit public feedback for the Small Area Plans.

The workshops were held at the following locations:

West Side Workshop

- Date and Time: Monday, December 8, 2025, 3pm – 8pm
- Location: Hank Gallo Community Center, 175 Lincoln Park, Jersey City, NJ 07304

Journal Square Workshop:

- Date and Time: Tuesday, December 9, 2025, 3pm – 8pm
- Location: Hudson County Community College Culinary Arts School and Conference Center, 161 Newkirk Street, Jersey City, NJ 07306

Prior to each workshop, the JC team led neighborhood walking tours with various stakeholder representatives to identify and discuss on-the-ground challenges in real time. The walks focused on evaluating existing infrastructure conditions, alongside broader localized issues and opportunities. Following each tour, the JC team met with representatives from the following organizations to gather ideas and input:

- Port Authority Trans-Hudson (PATH) Operations, Engineering, Real Estate and Planning
- Hudson County: Engineering and Planning
- New Jersey Transit: Bus Planning, Bus Operations
- West Side Special Improvement District
- Journal Square Special Improvement District

West Side Walking Tour



Figure 8: West Side Walking Tour Route Map

Route: The West Side Walking Tour started at the West Side Avenue Hudson Bergen Light Rail station, moved south on West Side Avenue to Carbon Place, west on Carbon Place to Route 440, north on Route 440 to Claremont Avenue, east on Claremont Avenue to West Side Avenue, and then north on West Side Avenue to enter Lincoln Park at Belvedere Avenue and meet at the Hank Gallo Community Center.

Date and Time: Monday, December 8, 2025, 1 pm – 2 pm

Attendees: 9

Journal Square Tour:

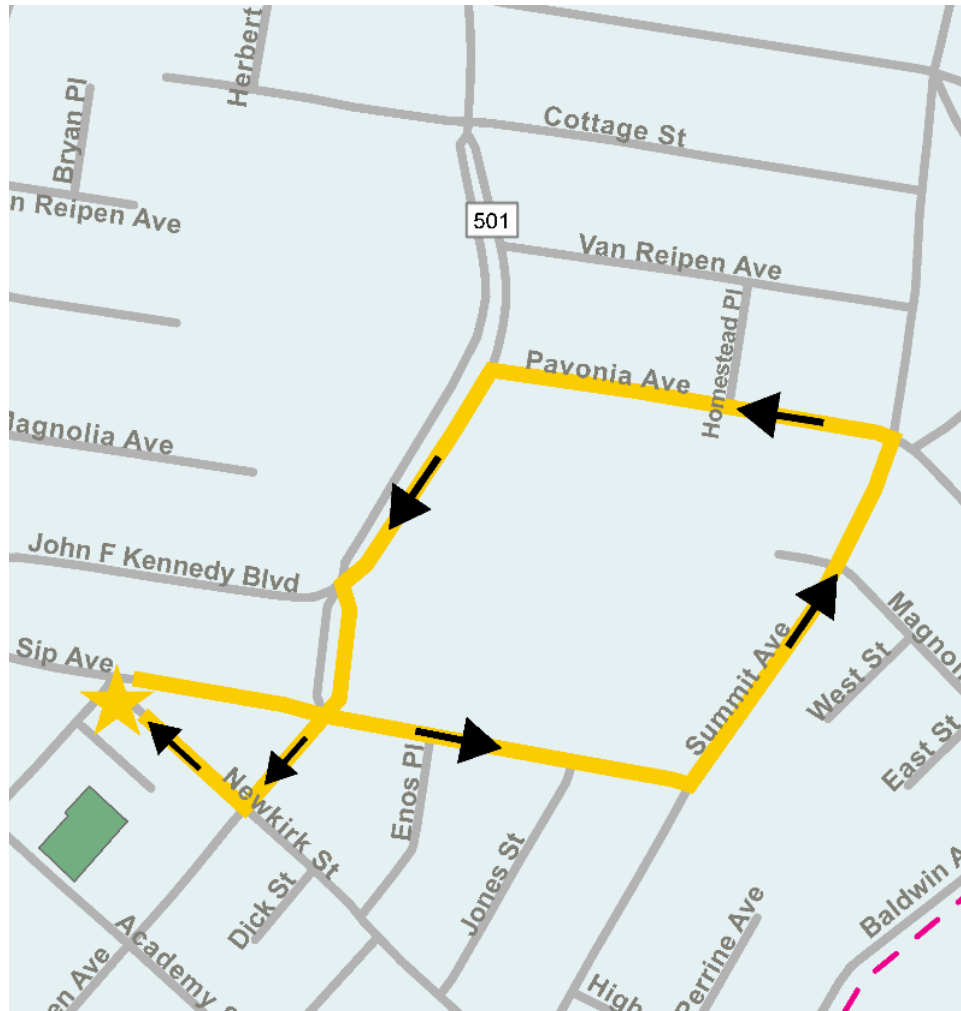


Figure 10: Journal Square Walking Tour Route

Route: The Journal Square walking tour walked the perimeter roads of the Journal Square PATH station. It started at the intersection of Sip Avenue and Newkirk Street, moved east along Sip Avenue to Summit Avenue, north on Summit Avenue to Pavonia Avenue, West on Pavonia Avenue to JFK Boulevard, south on JFK Boulevard to Newkirk Street, and West on Newkirk Street to the starting point.

Date and Time: Tuesday, December 9, 2025, 12 pm – 1 pm

Attendees: 16



Figure 11: Journal Square Walking Tour

2.1 Workshop Format

During both workshops, participants were asked to provide feedback on a similar set of topics and to identify potential neighborhood improvements, including:

- Public transit (stops, shelter, access)
- Pedestrian safety (sidewalk conditions, crossings)
- Biking (bike lanes, safety)
- Streets and Traffic (flow, congestion, speed)
- Other

Maps (Figure 30 – Figure 44) were displayed around the room. Facilitators from the City and from the consultant team were available to ask participants about issues in the neighborhood and about desired improvements.

At the end of the workshop sessions, feedback and ideas were consolidated and presented to attendees. This was done to provide transparency and to solicit real-time feedback on the project team's understanding of neighborhood needs and priorities.

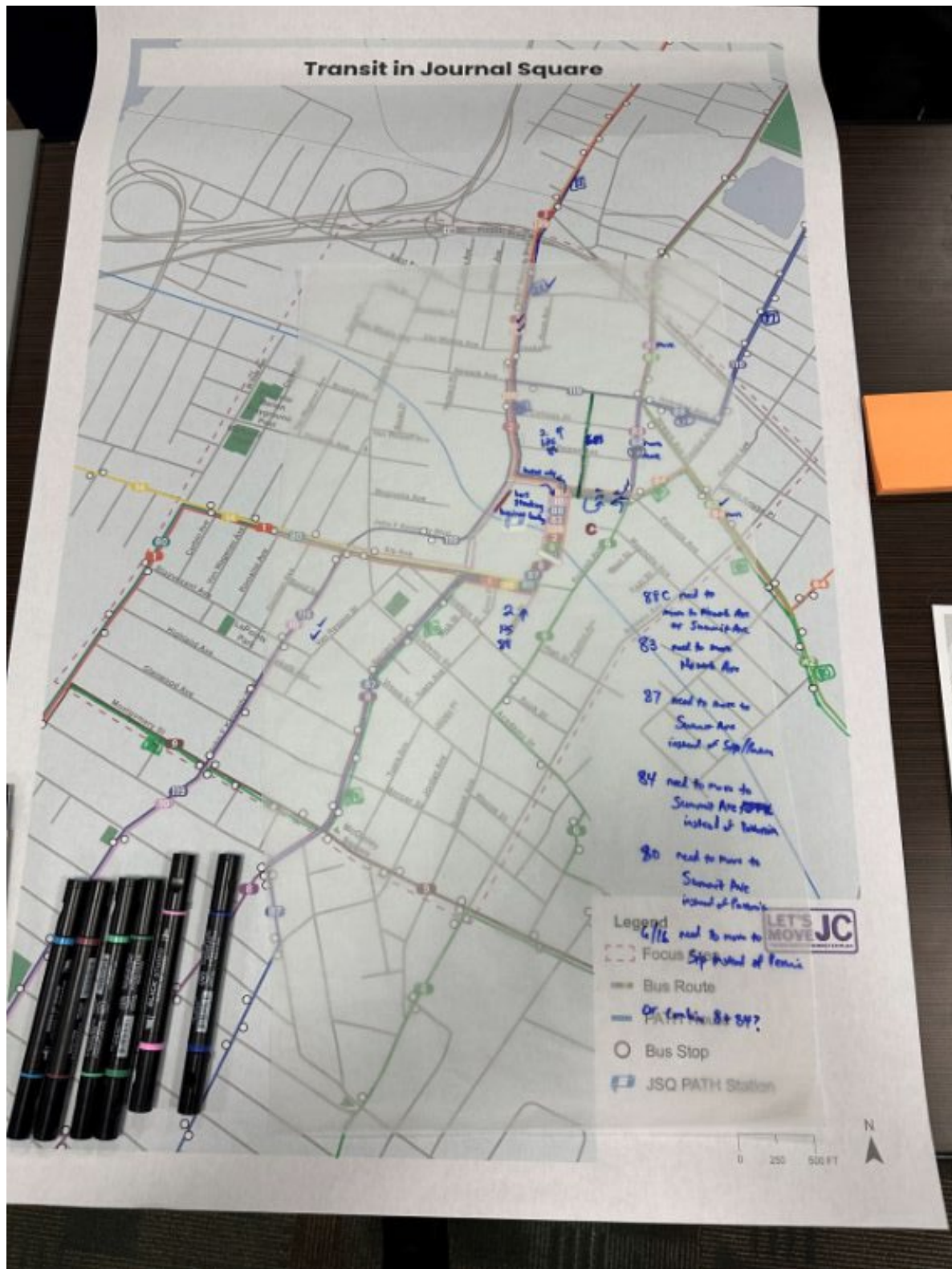


Figure 12: Comments on Workshop Board



Figure 13: Journal Square Workshop



Figure 14: West Side Workshop

3 | West Side Workshop

3.1 Feedback on issues

Key themes and issues in the neighborhood include:

New Jersey State Route 440

- Gaps in the pedestrian network, for example discontinuous sidewalks along Route 440 and lack of frequent crossings.
- Feels unsafe to pedestrians – too much traffic, traffic moving too fast

West Side Ave

- Current configuration of on-street parking with limited parking for businesses (trucks, etc) does not meet certain needs
- Busy corridor with conflicts between travel and trip purpose

Communipaw Ave

- Dangerous crossings at multiple intersections including: Mallory Avenue, West Side Avenue, Route 440 and JFK Boulevard

Parking

- Lack of parking which leads to safety concerns, such as double parking or blocking bus stops and loading zones
- Illegal driveway curb cuts on residential and commercial streets
- Challenging residential parking permit process (challenges such as navigating residential permit system and understanding the existing rules of the permit system)

Enforcement

- Lack of traffic law enforcement (ex. For drivers parking in improper places, running through traffic lights, speeding, or narrowly avoiding

collisions), improper use of bike lanes (ex. Cars and trucks blocking bike lanes)

General mobility

- Conflicts between multiple users along roadways and within intersections – Emergency vehicles, delivery vehicles, e-bikes, school buses, drivers
- Concerns about putting bike lanes on narrow neighborhood streets

Transit

- Bus stops are too close to each other
- Buses are too slow to be useful
- #80 and #119 buses are full, often slow and unreliable
- #9 bus does not show up sometimes
- #1 bus does circuitous route through Kearny
- Too many transfers in the current system
- NJ Transit app does not update on time



Figure 15: West Side Avenue, nearby Hudson Bergen Light Rail Station

3.2 Improvements suggested by workshop participants

Workshop participants were asked what improvements they would like to see. Below is a summary of their responses. This input was important for developing the study recommendations (outlined beginning on page 42).

Question: What public transit improvements would you make to the neighborhood?

- **Bus frequency:** Increase frequency, on weekdays, weekends, and overnight. For example, every five to ten minutes between 6am-midnight, and every 20 mins overnight. The #9 route and #80 routes were called out as particularly important to access Journal Square and PATH services.
- **Bus stop improvements:** Add more shelters, improved seats, service information and brighter lighting at bus stops.

- **Bus speeds:** Improve bus speeds along West Side Avenue and JFK Boulevard through bus priority projects and consolidating some bus stops so buses stop every three to four blocks in some areas instead of every one to two blocks.
- **Bus Routing:** Add more direct routes going to downtown Jersey City or to Newark where there are significant employment opportunities.
- **On-demand transit service:** Continue improving Via service, which residents—particularly seniors, people with disabilities, and Greenville/West Side residents—noted as valuable; expand service to Sundays and late-night hours.
- **JFK Boulevard:** Make improvements to JFK Boulevard – for example safety improvements through a road diet or transit improvements by adding bus rapid transit (BRT).
- **Additional transit service:** Improve reliability of Hudson Bergen Light Rail service on West Side Avenue branch and extend the line across NJ Route 440.
- **Fare policy:** Provide additional fare discounts, free fares for children, and exemptions to Jersey City Board of Education’s current distance-based rules for student bus passes – for example, allowing student bus passes for students who must cross busy or dangerous streets but do not live far enough from school to qualify today.
- **Fare payment technology:** Improve awareness and communication around existing “tap-to-pay” options on NJ TRANSIT, including clearer notifications and rider education about paying fares with credit cards.
- **Ferry service:** Investigate ferry service to Bayfront to expand transit access.



Figure 16: NJ TRANSIT Bus 119, which serves the West Side community (Credit: City of Jersey City)

Question: What pedestrian improvements would you make to the neighborhood?

- **Communipaw Avenue & West Side Avenue:** Improve pedestrian safety at this intersection by restricting cars cutting through the corner gas station and eliminating/controlling some turning movements.
- **Communipaw Avenue improvements:** Implement other safety measures at key intersection along Communipaw Avenue including Mallory Avenue and JFK Boulevard.
- **No right turn on red:** Restrict right turns on red at busy intersections to improve pedestrian safety.
- **Intersection and crosswalk improvements:** Add flashing crosswalk beacons, intersection daylighting, bump outs, left turn traffic calming, raised crosswalks, and better marked crosswalks to improve safety. Bergen Square was cited as an example of a much-improved space that utilizes these improvements.
- **Caven Point Recreation & Camp Liberty Access:** Improve access to key recreation facilities such as the Caven Point Recreation Fields and Camp Liberty.
- **Bayfront access:** Improve pedestrian access to Bayfront with safer at-grade crossing across NJ Route 440. Pedestrian overpasses of Route 440 were also suggested to connect to Bayfront and Hudson Mall.
- **Public spaces:** Increase “third places” in public space (for example: community sports and recreation areas and gathering spaces) that support walking and neighborhood activity.



Figure 17: Cars obstructing sidewalk on Culver Avenue, facing west towards Route 440

Question: What biking improvements would you make to the neighborhood?

- **Bike lanes:** Install bike lanes the full length of Bergen Avenue with a focus on extending the Bergen Avenue bike lane from Montgomery Street to Communipaw Ave and extend the Claremont Ave bike lane across Route 440 to future development.
- **Mallory Avenue Bike Lane:** Improve the Mallory Avenue bike lane to make it safer to cross, especially for kids.
- **Bike lane connections:** Improve safe bicycle connections between West Side and Journal Square and along east-to-west routes serving key destinations, including Lincoln Park, Camp Liberty, the Caven Point Recreation Complex, and Liberty State Park.
- **Protected bike lanes:** Add more protected bike lanes, particularly from Duncan Avenue at West Side Avenue to McGinley Square via Montgomery Street.
- **Bike lane maintenance:** Improve maintenance of existing bike lanes, including surface conditions on Bergen Avenue.
- **Development contributions:** Require new development to fund bicycle infrastructure improvements.



Figure 18: New bike lane on Carbon Place

Question: What streets & traffic improvements would you make to the neighborhood?

- **Left turn restrictions:** Add left turn restrictions at key intersections to help improve traffic flow through the neighborhood.
- **Traffic enforcement:** Strengthen enforcement of traffic laws, including penalties for red-light running, automated red-light cameras, and enforcement of turning regulations.
- **Loading zones:** Add additional loading zones on West Side Avenue for neighborhood delivery trucks to reduce double parking.
- **Street conditions:** Improve pavement conditions and repave streets where needed.
- **Municipal speed limit:** Lower the speed limit to 20mph citywide.
- **Streetscaping:** Add more street trees, bioswales, native plants, parklets and fill empty tree pits on West Side Avenue.
- **School Streets:** Consider closing some streets to through traffic or limiting traffic during busy periods for schools to facilitate safer pick up and drop off.
- **Wayfinding and information:** Add directional signage along streets to help orient pedestrians. Informational kiosks including news and transit information, such as the CityPost system, can help provide information on local businesses.



Figure 19: Existing planters on West Side Avenue

Other Feedback:

- **Parking Policy:** Encourage higher-density buildings to include resident, retail, shared, and visitor parking, and develop a reformed universal permit parking system.
- **Development:** Encourage denser development near high frequency transit and key commercial and employment areas, and discourage new Bayonne box style development (due to driveways and curb cuts and their effects on walkability).
- **Congestion and freight management:** Explore physical and policy interventions to reduce commuter cut-through traffic and ban tractor trailers and large trucks on neighborhood streets.
- **Development Incentives:** Introduce incentives for medical offices and healthcare uses in new developments and encourage grocery stores to reduce automobile dependency.
- **Urban connectivity:** Complete street grids and reduce megablocks.
- **Community amenities:** Build community amenities, such as a youth recreation or community center.



Figure 20: Large truck on West Side Avenue

4 | Journal Square Workshop

4.1 Feedback on issues

In this workshop, the project team collected a wide range of feedback from the public and stakeholders. The project team categorized this feedback by major themes.

Key themes and issues in the neighborhood include:

Complicated street grid

- Complicated intersections and five-way intersections, for example at Summit Avenue & Pavonia Avenue and at Summit Avenue & Newark Avenue
- Streets that don't go in intuitive directions

JFK Boulevard

- Lots of traffic, unsafe crossings
- Lots of buses and bus stop locations can be confusing
- Lack of connections for bike lanes
- Tough to get everywhere you want safely on a bike

Sidewalks and pathways

- Some sidewalks are not well connected to the rest of the sidewalk network
- Signalized intersections: signal timings are not optimal for pedestrians. Crossing complex or multi-leg intersections can be challenging, unsafe and take a long time due to geometry and signal timings, particularly across wide streets like JFK Boulevard or five-way intersections like Summit Avenue at Pavonia Avenue & Central Avenue

- Crosswalks are not always in the right places or direct line of travel

Street organization

- Deliveries are often blocking streets due to trucks double parking in the street
- Shuttle buses (private developer contracted vehicles or jitneys) are not organized in the neighborhood

Transit

- Buses are delayed due to traffic congestion around the neighborhood
- Lack of bus shelters
- Wayfinding to bus stops around Journal Square and to the PATH trains from street level can be challenging
- Not enough frequent service around the city
- Challenging to get to some neighborhoods like The Heights



Figure 21: Access to Journal Square Transportation Center through Journal Squared Development

Journal Square Station Environs

- Pedestrian environment could be more welcoming
- Challenging to navigate around buses and traffic as a pedestrian (ie. vehicles or buses blocking sidewalks or driveways)
- Bike parking – not enough, placement could be improved
- Accessibility – Elevators inconvenient for families and strollers, escalators and elevators are crowded in the transit center
- Shuttle buses and jitneys are not organized in the area – lack of clear signage and curb space
- Lots of barricades that make circulation challenging



Figure 22: Magnolia Square Pedestrian Plaza

4.2 Suggested Improvements

Feedback from participants included:

Question: What public transit improvements would you make to the neighborhood?

- **Bus frequency:** More frequency on PATH trains and NJ TRANSIT buses and better reliability on routes through Journal Square Transportation Center.
- **Bus stop improvements:** Add bulb out bus stops on Bergen Avenue and on Newark Avenue, and add more bus shelters at high ridership stops
- **Additional transit service:** Additional ways to get from Journal Square to downtown without relying on PATH trains and wanted more rapid transit connecting north and south of Journal Square.
- **Technology and information:** Improved NJ TRANSIT app for tracking buses, more real-time digital signage indicating Arrival/Departure times.
- **Bus Rapid Transit / Transit priority:** Implement bus rapid transit with dedicated bus lanes on JFK Boulevard and transit signal priority to Journal Square area, implement low-traffic busway on Bergen Avenue (like 14th St in Manhattan)
- **Environmental improvements:** Electrify bus fleet to reduce emissions and improve air quality within neighborhood.
- **Fare policy:** Implement a unified fare system between PATH and NJ TRANSIT.
- **PATH Station improvements:** Add more connections from PATH train platforms to the street level due to pedestrian congestion on escalators and stairs, and improve wayfinding around station.

Question: What pedestrian improvements would you make to the neighborhood?

- **Traffic safety improvements:** Reduce speeds and conduct a road diet on JFK Boulevard, implement no right-turn on red at busy intersections, implement safety improvements at intersection of Sip and Summit.
- **Sidewalk use enforcement:** Enforce sidewalk restrictions for scooters and bicycles.
- **Sidewalk Maintenance:** Repair uneven sidewalks (ex. Tree roots on Gifford Avenue between JFK Boulevard and West Side Avenue) and improve snow and ice removal from sidewalks in winter.
- **Wind mitigation:** Reduce wind tunnel effects, particularly between the Journal Squared building and Sip Avenue, and study wind conditions in the area.
- **Journal Square PATH Plaza Activation:** Add amenities such as seating, greenery, events, restaurants, and retail.



Figure 23: Pedestrians near Journal Square PATH Station

- **Pedestrian plazas:** Convert a section of Newark Avenue between Summit Avenue and Central Avenue to pedestrian plaza, similar to the Newark Avenue Pedestrian Plaza between Grove Street and Jersey Avenue in downtown Jersey City.
- **Rail corridor crossings:** Provide more crossings across the PATH train rail cut to improve connectivity in the pedestrian network.
- **Intersection and crosswalk improvements:** Create pedestrian crossings at all intersections with signals, improve crosswalk signs at Montgomery Avenue & Summit Avenue, and Montgomery Avenue & Baldwin Avenue. Widen sidewalks on some constrained streets, such as Bergen Avenue.
- **Street trees and greenery:** Add street trees, planters, or other vegetation to reduce sun exposure and wind exposure.
- **Magnolia Landing:** Improve separation between pedestrians and cars for safety.
- **Homestead Place:** Improve pedestrian connectivity between development and Journal Square Transportation Center

What biking improvements would you make to the neighborhood?

- **Bike lanes:** Install protected bike lanes on north-south streets (ie. Summit Avenue, Bergen Avenue, JFK Boulevard), add protected bike lanes connecting to the Heights, and implement an east-west bike lane between West Side Avenue and Journal Square. Add protection for bike lanes with barriers or planter boxes.
- **Bike lane maintenance:** Improve maintenance of existing bike lanes, including fixing potholes on the Montgomery Street bridge bike lanes.
- **Network connectivity:** Create connections to regional facilities such as the Bergen Arches and the proposed greenways.
- **Lighting:** Provide better lighting for bike lanes and bike paths.



Figure 24: Summit Avenue Bike Lane

What streets & traffic improvements would you make to the neighborhood?

- **East-west connectivity:** Improve east-west travel through Journal Square.
- **Parking management:** Improve parking management on Bergen Avenue near JFK Boulevard.
- **Traffic enforcement:** Strengthen enforcement of traffic laws, including penalties for red light running, automated red-light cameras, and enforcement of turning regulations.
- **Turning restrictions:** Restrict left turns or right turns at certain congested intersections to improve flow and reduce conflicts.
- **Intersection design:** Redesign intersections with pedestrian islands and refuge areas where appropriate.
- **Truck restrictions:** Limit trucks from certain streets, for example St. Pauls Street.
- **Traffic calming:** Implement traffic calming measures to reduce vehicle speeds, particularly through neighborhoods and nearby schools.

Other Feedback:

- **Green space:** Add additional green space and improve connections to neighborhood parks, sports fields, and playgrounds.
- **Neighborhood feel:** Develop more commercial, retail, sit-down restaurants to add to sense of place in the neighborhood & improve walkability.
- **Community engagement:** Improve communication with communities, particularly regarding parking and car traffic.



Figure 25: New residential developments under construction in Journal Square neighborhood

5 | West Side Small Area Plan

Community and stakeholder feedback, along with data gathered on existing conditions and observations from neighborhood walkshops, have been collated into a list of suggested transportation improvements for the West Side neighborhood.

The proposed recommendations are separated according to implementation timeframe. These timeframes are indicative and may vary depending on resources and funding allocations.

Short-term recommendations focus on “quick-to-implement” recommendations that improve safety, access, and day-to-day mobility. These include pedestrian-focused intersection upgrades at Communipaw Avenue and West Side Avenue, school zone and Safe Routes to School pilots, and a Low-Traffic Neighborhood pilot to reduce cut-through traffic. Bicycle recommendations, such as the Bergen Avenue protected bike lane extension and the Union Street Neighborhood Greenway strengthen local connectivity at relatively low cost and capital effort.

Short-term efforts also introduce approaches to freight, curb management, and local transit. Dedicated loading zones on West Side Avenue and a proposed neighborhood delivery hub aim to reduce congestion and better manage goods movement. A fixed-route microtransit pilot would test flexible transit options within the neighborhood, complementing existing bus and rail service. Funding solutions, such as a Transportation Impact Fund, would establish a mechanism to finance future transportation improvements, helping ensure projects can scale over time as the neighborhood develops.

Medium-term recommendations shift focus toward corridor-scale and more permanent improvements, particularly along West Side Avenue and Route 440. Proposed bus priority measures on West Side Avenue—including transit signal priority, queue jumps, stop consolidation, and service enhancements—

would improve reliability and connectivity to key retail destinations. A comprehensive redesign of Route 440, coordinated with NJDOT, would address safety and walkability through removal of slip lanes and jughandles, new pedestrian crossings, upgraded sidewalks, and accommodations for transit and multimodal travel. Additional mid-term recommendations include a protected bike lane on West Side Avenue south of Claremont Avenue, traffic calming to support lower speeds, streetscaping enhancements, and supporting efforts to redevelop of the West Side Avenue HBLR parking lot (currently owned by NJ TRANSIT) to support transit-oriented development and improve the site's integration with the neighborhood.

Long-term recommendations represent transformative investments that expand regional connectivity and redefine the neighborhood's relationship to its waterfront and transit network. These include completion of the Hackensack River Waterfront Greenway to provide continuous bicycle and pedestrian access, extension of the Hudson-Bergen Light Rail beyond its current terminus to Bayfront as is currently under development or across Newark Bay, and potential ferry service connecting the Bayfront area with Hudson and Essex County destinations. While higher in cost and complexity, these long-term initiatives would significantly enhance mobility options, support growth, and position the West Side neighborhood as a well-connected, multimodal hub.



Figure 26: Future Vision for West Side Ave and Communipaw Ave

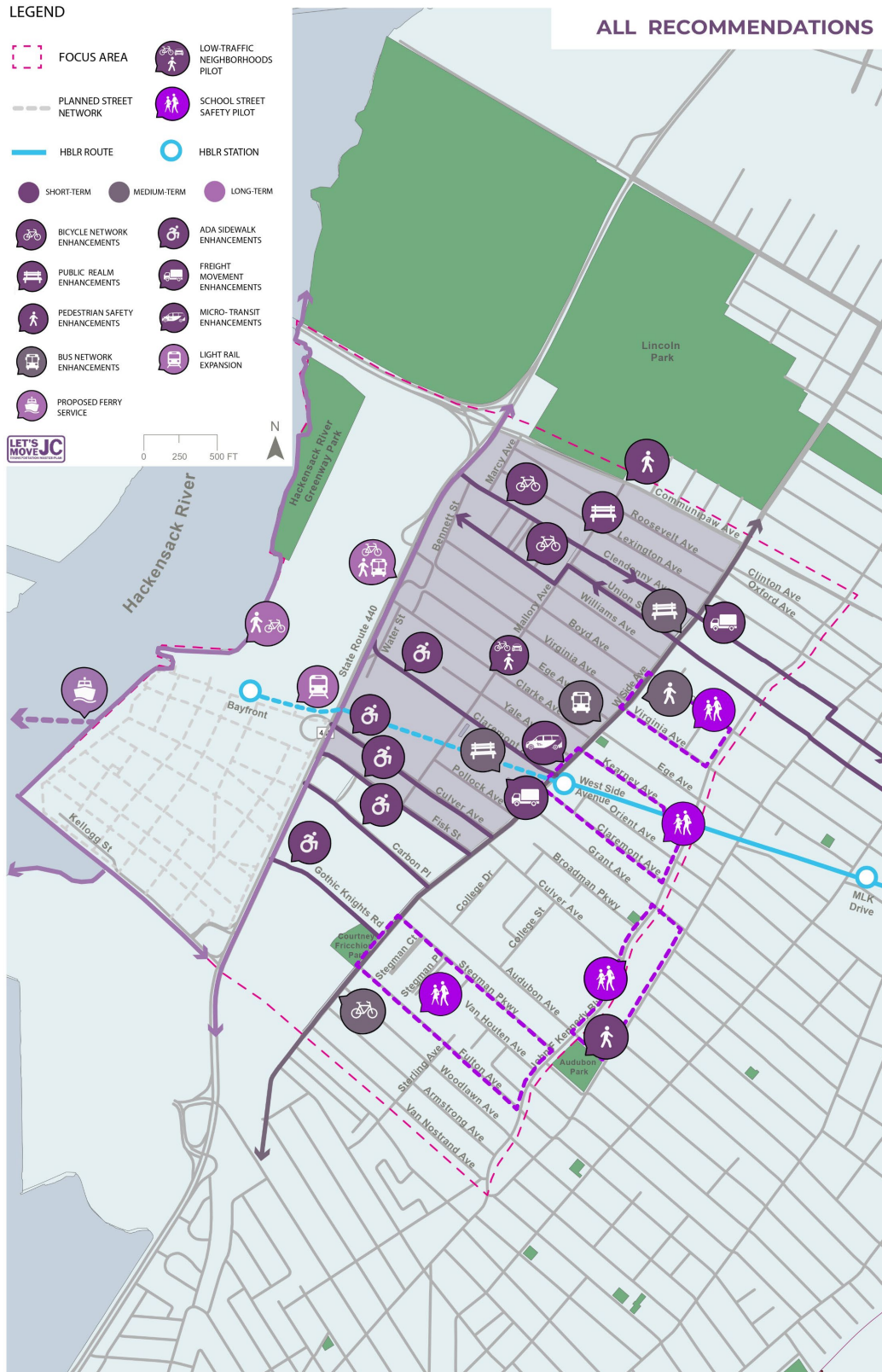


Figure 27: West Side Small Area Plan

5.1 West Side: Proposed Short-Term Recommendations

Recommendation #1: Communipaw Avenue and West Side Avenue Intersection Improvements

Description: Provide traffic signal timing upgrades for pedestrians, for example implementing leading pedestrian intervals.

Work on safety improvements including widened crosswalks. Coordinate with BP Gas Station on improvements to driveway access to site and explore closure of this driveway if site is redeveloped.

Why? Improve pedestrian safety at an intersection that is a key access point to Lincoln Park and frequently cited as dangerous and uncomfortable to cross.

Estimated Cost: \$\$

Recommendation #2: West Side Avenue Loading Zone Pilot

Description: Test dedicated loading zones (on-street parking spaces) for local businesses on West Side Avenue. A study of loading patterns and consultation with business owners is recommended to decide on the specific locations.

Why? West Side Avenue does not currently have dedicated loading zones for many businesses, and trucks often need to stop in the street to make deliveries, creating traffic safety concerns.

Estimated Cost: \$

Partners: West Side SID



Figure 28: Delivery van loading packages in a neighborhood

Recommendation #3: School Streets Pilot

Description: Work with local schools on Safe Routes to Schools programs and travel strategies to address car pick up/drop off and school zone congestion concerns. This may include closing streets to through traffic during pick-up and drop-off hours, creating highly visible crosswalks and signage, or introducing traffic calming measures such as speed bumps or curb extensions.

Why? Creating safer conditions around schools is critical to encouraging more students to walk to school and reduce school area congestion. Additional traffic contributes to crashes, to which school children are more vulnerable.

Estimated Cost: \$

Partners: Local schools: Schools identified in neighborhood include Jersey City Elementary School #24, James F. Murray Elementary School, Academy 1 Middle School, and Innovation High School

Recommendation #4: Neighborhood Delivery Hub – West Side

Description: Consider package consolidation in the form of package lockers, with a potential location in the parking lot of the West Side Avenue Hudson Bergen Light Rail Station.

Why? Providing a central location for residents to pick up their packages can reduce the number of trips that delivery vans make in the neighborhood to deliver packages. Post offices are generally on the edge of the neighborhood and may not be convenient to walk to.

Estimated Cost: \$

Partners: NJ TRANSIT, Private couriers/contractors



Figure 29: Package locker example

Recommendation #5: Fixed Route Microtransit Pilot

Description: Pilot an on-demand fixed route for Jersey City's microtransit service within the West Side neighborhood, anchored by the West Side Avenue HBLR station.

Why? West Side Avenue is the current end of the HBLR within the neighborhood and there is substantial demand to areas such as the Hudson Mall. New residential developments are being constructed which will increase where demand is concentrated.



Figure 30: Jersey City on-demand microtransit vehicle

A published, fixed route provides clarity for potential on-demand transit riders which can increase the riders per trip which helps make the service more cost-effective, and can help the service provider provide better schedules, which improves service reliability.

Estimated Cost: \$\$

Partners: Microtransit contractor

Recommendation #6: Bergen Avenue Protected Bike Lane

Description: Extend the existing Bergen Avenue protected bike lane, in a two-way configuration, south to Duncan Avenue.

Why? A protected bike lane on Bergen Avenue provides safer bike connectivity to Journal Square, which is a transit hub for many on the West Side, and can provide connection to other protected bike lanes in the city.



Figure 31: Protected bike lane example

Estimated Cost: \$\$

Recommendation #7: Low-Traffic Neighborhood Pilot

Description: Pilot Low-Traffic Neighborhood (LTN) between Route 440, Communipaw Avenue, Fisk Avenue, and West Side Avenue.

Why? Low traffic neighborhoods discourage cut-through traffic through physical interventions, encourage residents to walk, and can support local retail and economic growth, provide cleaner air and noise pollution, and reduce injuries caused by crashes for a relatively low cost.

Estimated Cost: \$

Recommendation #8: Mallory Avenue Plaza and Median Redesign

Description: Provide placemaking and open space for neighborhood on Mallory Avenue, between Roosevelt Avenue and Clendenny Avenue, including parklet conversion, providing additional trees or seating.

Why? Currently, these blocks of Mallory Avenue have on-street parking on 4 sides (on two parallel street segments). This space could be used more productively for stormwater management and resilience, or placemaking and recreation.

Estimated Cost: \$\$



Figure 32: Existing Mallory Avenue right-of-way

Recommendation #9: Union St Neighborhood Greenway

Description: Neighborhood Greenway linking West Side neighborhood to Liberty State Park. A greenway would connect from Route 440 via Clendenny Avenue and Williams Avenue as one-way connection pairs to Union Street. (Note: Union is a one-way street that runs in opposing directions east and west of West Side Avenue. As such – this may need another parallel street to pair the bike lane, such as Clendenny Avenue or Bramhall Street, unless bi-directional cycling would be allowed along the length of Union Street).

Why? A neighborhood greenway on Union Street provides clear bike connections to Bergen-Lafayette, and Liberty State Park, which enhances access to green space and recreation

Estimated Cost: \$\$

Recommendation #10: Parks Access Study

Description: Study Safe Access to Parks in Neighborhood (ie. Lincoln Park).

Why? Focused study of access to parks allows for easier coordination of resources and initiatives.

Access to Lincoln Park requires crossing Communipaw Avenue and NJ Route 1/9, which are high speed roads with limited pedestrian crossing opportunities. Future development in Bayfront will increase access demands from the south and west.

Estimated Cost: \$

Partners: Hudson County, NJ DOT, NJ DEP



Figure 33: Existing entry to Lincoln Park

Recommendation #11: ADA Sidewalk Upgrades

Description: Provide continuous, ADA-compliant sidewalks on both sides of Fisk Street, Claremont Avenue, Culver Avenue, Gothic Knights Road, and Carbon Place between West Side Avenue and Route 440.

Why? Safe, continuous sidewalks are critical for neighborhood connectivity. Sidewalks are required to be built to ADA minimum standards. Sidewalk upgrade responsibilities fall to individual redevelopment projects.

Estimated Cost: \$\$

Partners: Private developers

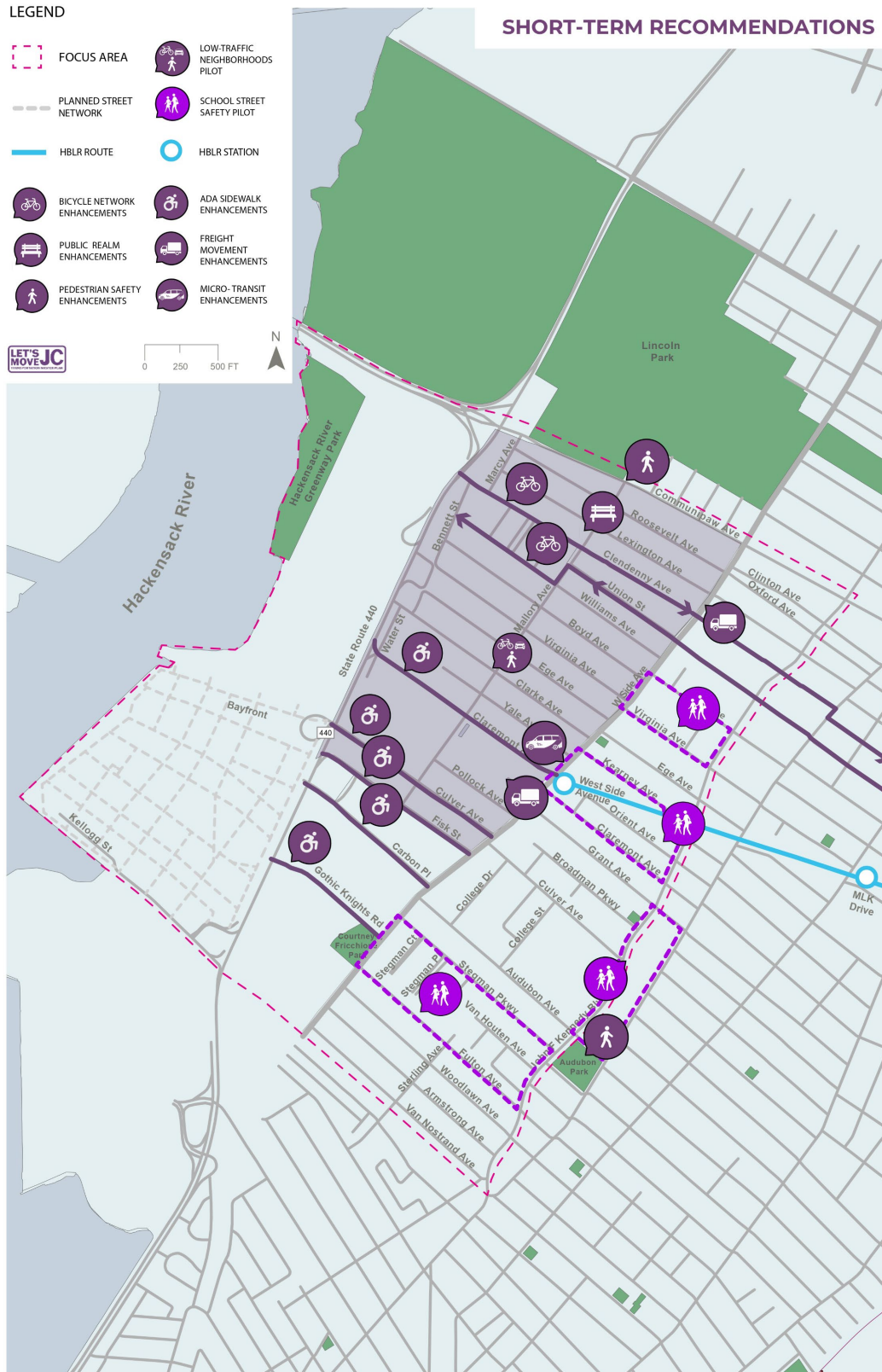


Figure 34: West Side Small Area Plan, Short-Term Recommendations

Table 3: West Side: Proposed Short-Term Recommendations Summary

#	Recommendation	Type	Partners	Cost
1	Communipaw Avenue and West Side Avenue Intersection Improvements	Circulation, Pedestrian Safety		\$\$
2	West Side Avenue Loading Zone Pilot	Freight Movement, Circulation	West Side SID	\$
3	School Streets Pilot	Pedestrian Safety	Local schools	\$
4	Neighborhood Delivery Hub – West Side	Freight Movement	NJ TRANSIT; Private couriers	\$
5	Fixed Route Microtransit Pilot	Transit Improvements	Microtransit contractor	\$\$
6	Bergen Avenue Protected Bike Lane	Bicycle Safety		\$\$
7	Low-Traffic Neighborhood Pilot	Pedestrian Safety		\$\$
8	Mallory Avenue Redesign	Public Realm		\$\$
9	Union Street Neighborhood Greenway	Bicycle Safety		\$\$
10	Parks and Schools Access Study	Pedestrian Safety	Hudson County, NJDOT	\$
11	ADA Sidewalk Upgrades	Development Coordination	Private developers	\$\$

5.2 West Side: Proposed Medium-Term Recommendations

Recommendation #13: Bus Improvement Measures: West Side Ave

Description: Investigate bus priority measures, such as queue jump lanes and transit signal priority on West Side Avenue, or study West Side Avenue busway restricting through movements.

Work with NJ Transit to consolidate or move bus stops where they are closely spaced on West Side Avenue and JFK Boulevard and to identify service improvements (ex. Improving frequency, reliability) of #9 and #80 routes. Consider additional bus service to directly connect West Side with Downtown Jersey City



Figure 35: NJT Route 80 bus through West Side

Why? West Side Avenue has many bus routes and closely spaced bus stops. Bus stops that are less than 500 ft apart can often lead to slower and less efficient operations due to frequent stopping. Faster buses can allow transit agencies to run more service with the same number of buses and faster journeys for passengers on the bus.

Providing more bus service on routes that connect directly with downtown without requiring a transfer to PATH improves transit fare affordability as only one fare is needed to travel downtown, and helps alleviate pressure on PATH.

NJ TRANSIT Route #1 and Route #80, which both connect the West Side with Downtown Jersey City, are amongst the bus routes that have experienced the highest ridership increases in Jersey City according to NJ TRANSIT data.

Estimated Cost: \$\$

Partners: NJ TRANSIT

Recommendation #15: West Side Avenue Protected Bike Lane

Description: Install protected bike lane south of Claremont Avenue on West Side Avenue (west side of street).

Why? Limited bicycle infrastructure extending south of the West Side Ave Light Rail station. Many destinations are south of Claremont Ave, including New Jersey City University, College Towers, numerous retail areas, and new development between West Side Ave and Route 440 between Claremont Avenue and Gothic Knights Road.

Two-way protected bike lane connection can be made at Claremont Avenue, which then connects to Mallory Avenue, Lincoln Park and the Morris Canal Greenway.

Estimated Cost: \$\$

Partners: West Side SID

Recommendation #16: West Side Avenue Streetscaping Improvements

Description: Improve streetscaping, including improved street trees, street furniture, and transit facilities on West Side Avenue.

Why? West Side Avenue is an important commercial segment for the neighborhood. Improved streetscaping and public realm can serve as both a way to encourage more walking in the neighborhood and boost local economic activity.



Figure 36: West Side Avenue retail shops

Estimated Cost: \$\$\$

Partners: West Side SID

Recommendation #17: West Side Avenue Traffic Calming

Description: Implement designs to support vehicle speed reductions on West Side Avenue and Communipaw Avenue (traffic calming, lane narrowing, etc).

Why? Traffic calming measures can be coordinated with improvements to streetscape and public realm to encourage more people to walk and visit businesses on West Side Avenue. Safety improvements at West Side Avenue and Communipaw Avenue, Communipaw Avenue and Mallory Avenue, and West Side Avenue and Gifford Street were suggested by stakeholder groups.

Estimated Cost: \$\$

Recommendation #18: West Side Avenue – Parking Lot Redevelopment

Description: Coordinate with NJ Transit to support future transit-oriented development planned for the West Side Ave parking lot.

Why? Future redevelopment of the West Side Ave surface parking lot may yield significant community integration opportunities that can reduce car dependent transportation in the neighborhood.

For example, a grocery store within walking distance of new West Side developments can reduce grocery-related car trips and car ownership and reduce neighborhood congestion. With appropriate City coordination, a grocery store-sized place with appropriate loading facilities can be planned in the site development.

Estimated Cost: \$\$\$

Partners: NJ TRANSIT



Figure 37: West Side Ave today

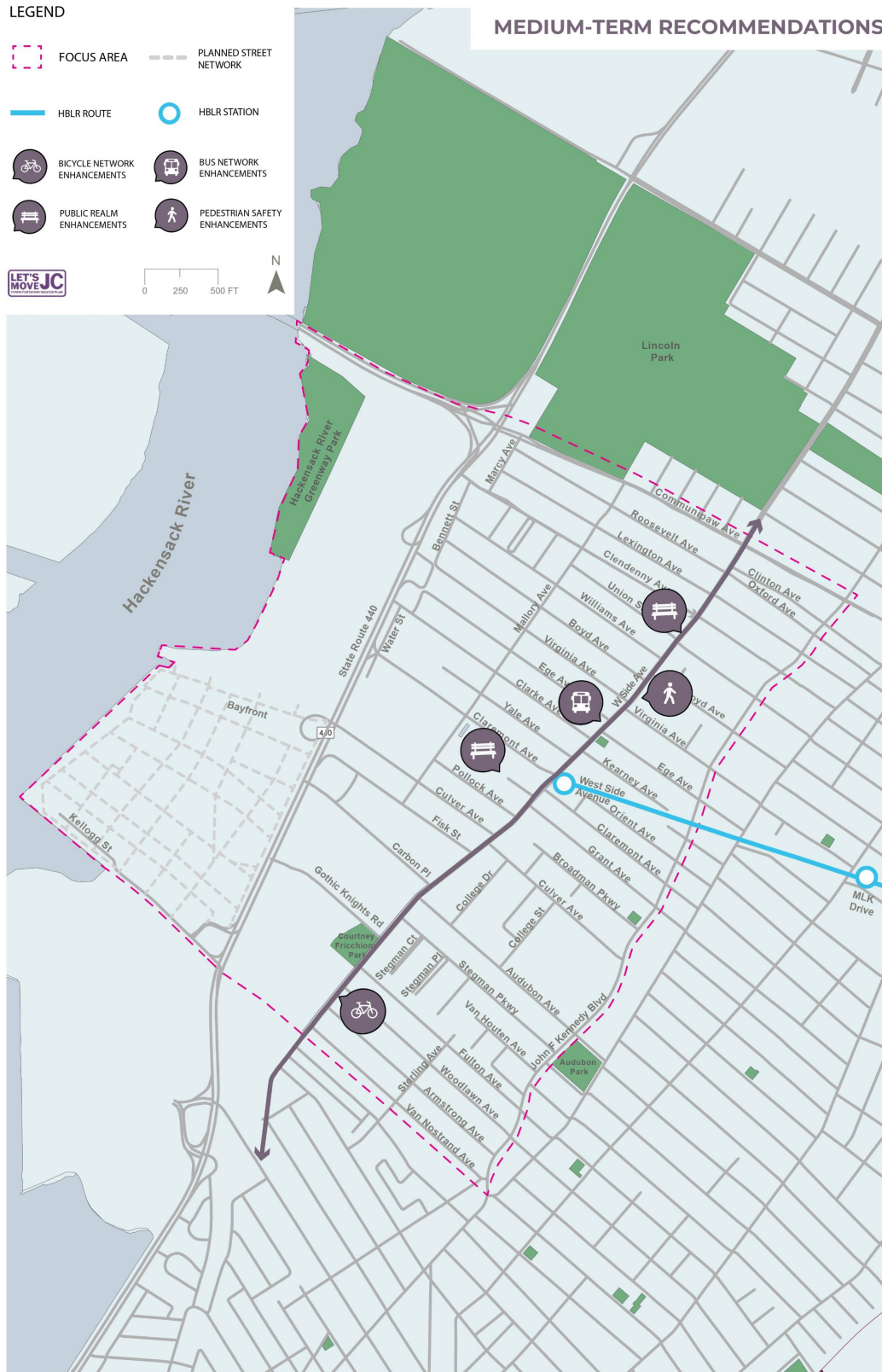


Figure 38: West Side Small Area Plan, Medium-Term Recommendations

Table 4: West Side: Proposed Medium-Term Recommendations Summary

	Recommendation	Type	Partners	Cost
13	Bus Improvement Measures: West Side Avenue	Bus Improvements	NJ TRANSIT	\$\$
14	West Side Avenue Protected Bike Lane	Bicycle Safety	West Side SID	\$\$
15	West Side Avenue Streetscaping Improvements	Public Realm	West Side SID	\$\$\$
16	West Side Avenue Traffic Calming	Pedestrian Safety		\$\$
17	West Side Avenue – Parking Lot Redevelopment	Public Realm	NJ TRANSIT	\$\$\$

5.3 West Side: Proposed Long-Term Recommendations

Recommendation #18: Route 440 Redesign

Description: Work with NJ DOT on a redesign of Route 440 to improve safety and walkability, including:

- Safety improvements including removing jughandle turns and slip lanes
- Pedestrian infrastructure upgrades including providing wider sidewalks, continuous sidewalk coverage, reducing excessively wide shoulders, and improving existing crossings
- Additional pedestrian crossings of Route 440. Candidate crossing locations include: Kellogg Street, Carbon Place, Culver Avenue, and Claremont Avenue
- Transit and multi-modal considerations including transit priority lanes and bus stops along Route 440 to accommodate potential service
- Redesign intersection of Communipaw Avenue and Route 1&9

Why? Route 440 will see significant future development and attention to improving safety and accessibility for pedestrians and cyclists is important to enhance quality of life in the Bayfront area.

Estimated Cost: \$\$\$

Partners: NJDOT



Figure 39: NJ Route 440 today

Recommendation #19: Hackensack River Waterfront Greenway

Description: Complete waterfront greenway alongside Hackensack River.

Why? A north-south greenway provides active transportation access and a continuous, off-street pathway where it currently does not exist. Significant residential development at Bayfront and in the West Side will drive demand for recreation and outdoor space.



Figure 40: Hackensack River Greenway

Estimated Cost: \$\$\$

Partner: Hudson County

Recommendation #20: Hudson Bergen Light Rail – 440 Extension

Description: Coordinate Hudson Bergen Light Rail extension past West Side Ave terminal across Route 440 to Bayfront .

Why? Bayfront development will drive substantial residential density; higher capacity transit access is essential for this neighborhood's viability and connectivity with other areas of Jersey City and the rest of the region.

Estimated Cost: \$\$\$\$

Partners: NJ TRANSIT, NJDOT



Figure 41: West Side Ave Light Rail Platforms

Recommendation #21: Bayfront Ferry Service

Description: Coordinate ferry service to/from Bayfront area with Hudson County.

Why? Water transportation on the Hackensack River can provide a one-seat ride to Manhattan or other locations in New Jersey, for example proposed the proposed ferry landing in Elizabeth, NJ that can connect residents to the Jersey Gardens area or Newark Airport.

Direct ferry routes can enhance transportation access without needing to transfer across multiple modes within Jersey City.

Estimated Cost: \$\$\$

Partners: Hudson County, ferry operators



Figure 42: Proposed Bayfront Development Plan



Figure 43: West Side Small Area Plan, Long-Term Recommendations

Table 5: West Side: Proposed Long-Term Recommendations Summary

	Name	Recommendation Type	Partners	Cost
18	Route 440 Redesign	Circulation, Pedestrian Safety, Bicycle Safety, Bus Improvements	NJDOT	\$\$\$
19	Hackensack River Waterfront Greenway	Bicycle safety, pedestrian safety	Hudson County	\$\$\$
20	Hudson Bergen Light Rail – 440 Extension	Transit Improvements	NJ TRANSIT, NJDOT	\$\$\$\$
21	Bayfront Ferry Service	Transit Improvements	Hudson County; Ferry operators	\$\$\$\$

6 | Journal Square Small Area Plan

Feedback from community members in Journal Square and stakeholders was compiled to form three tiers of transportation recommendations.

The proposed **short-term recommendations (estimated time frame: 1–3 years)** focus on relatively quick, implementable changes that improve safety, circulation, and access in and around Journal Square that largely can be executed by the City independently.

These shorter-term initiatives prioritize expanding the bicycle network through targeted bike lane extensions on corridors such as Pavonia, Sip, Tonnelle, Summit, and Bergen Avenues, while also addressing long-standing safety concerns at complex intersections and high-traffic locations like 5 Corners and nearby the Journal Square Transportation Center. Several recommendations should be introduced as pilots or start with feasibility studies—such as pedestrian plazas, shared streets, and low-traffic neighborhoods — to test new street configurations and calm traffic while longer term interventions are studied.



Figure 44: Pavonia Avenue, north of Journal Square station

An important short-term emphasis is working with the Port Authority of NY & NJ (PANYNJ) (who operate the Port Authority Trans-Hudson (PATH) rail service) to improve the function and navigability of Journal Square as a transit hub. Local development projects have added significant population to the Journal Square area, and the PATH station is a central transportation node for the neighborhood.

Recommendations include bus routing and access improvements at the Transportation Center, expanded and secured bicycle parking, and the development of a curbside management plan to better organize rideshare, taxi, jitney and other delivery activity. Complementary studies explore high-capacity transit on JFK Boulevard and improved regional connections toward Newark, employment centers, and the airport, laying the groundwork for more integrated and resilient mobility systems.

Medium-term recommendations (estimated time frame: 3–6 years) build on these pilots and studies by moving toward more permanent, corridor-scale investments. This phase expands the bike network through east-west connections, the Broadway Bikeway, and potential Route 1/9 facilities, while advancing low-traffic neighborhoods into additional areas if early pilots prove successful. Public realm improvements become more substantial, including the connection and activation of Homestead Place, renovation of McGinley Square, and a pilot pedestrian plaza on Bergen Avenue that further limits through traffic and strengthens Journal Square's identity as a walkable civic center.

The medium-term program also introduces more ambitious circulation changes that prioritize transit and people over general traffic. Bus-priority treatments on Pavonia Avenue, permanent mid-block crossings, and redesigned plazas aim to improve safety and reliability for transit riders while creating flexible, programmed public spaces that support neighborhood life. Feasibility studies for new pedestrian and bicycle overpasses signal a shift

toward overcoming long-standing physical barriers between neighborhoods and transit assets.

Long-term recommendations (estimated time frame: 7+ years) represent transformative, capital-intensive investments that complete the vision established in earlier phases. These include permanent pedestrian priority on Bergen Avenue, full reconstruction and extension of protected bike lanes, new connections to the Bergen Arches and regional greenways, and the potential construction of a neighborhood pedestrian and bicycle overpass. Major infrastructure upgrades to streets, sidewalks, drainage, and landscaping support climate resilience and long-term maintenance. Collectively, these recommendations, if implemented, will position Journal Square as a safer, greener, and more connected multimodal center, balancing its role as a regional transportation hub with the needs of surrounding neighborhoods.



Figure 45: Future vision for Bergen Avenue at Sip Avenue

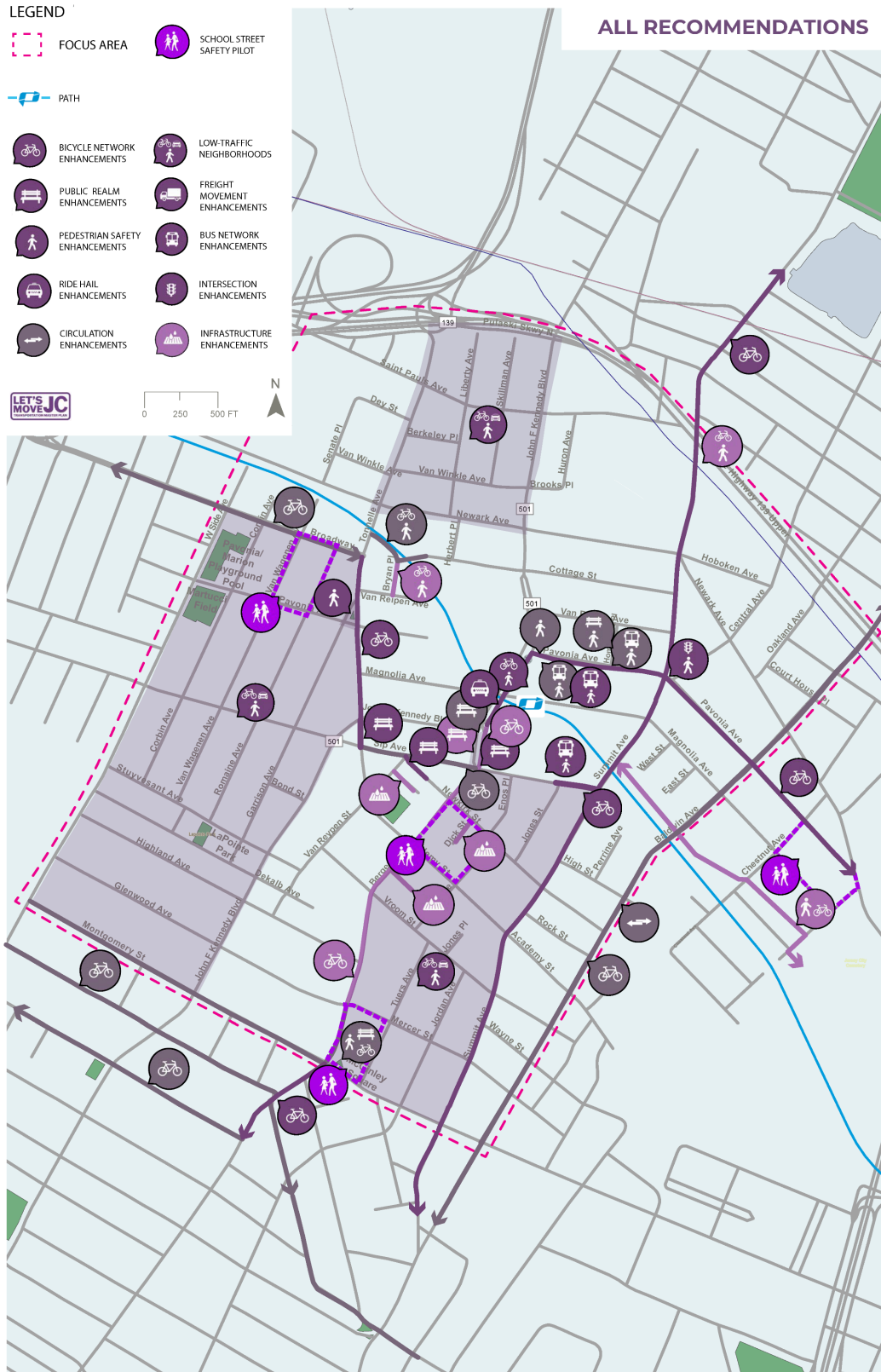


Figure 46: Journal Square Small Area Plan Recommendations

6.1 Journal Square: Proposed Short-Term Recommendations

Recommendation #1: Pavonia Avenue Bike Lane and One-Way Conversion

Description: Implement a protected bike lane on Pavonia Avenue by converting Pavonia Avenue, between Newark Avenue and Summit Avenue into a one-way street. Due to limited street width, a one-way traffic conversion of Pavonia Avenue should be pursued.

Why? Pavonia Avenue can connect directly to the Newark Avenue protected bike lanes, which is a key bicycle connection to Downtown Jersey City from Journal Square. Parallel facilities (ie. Magnolia Avenue) provide bicycle lanes in one direction only, and Pavonia Avenue would provide two-way bicycle connectivity.

Implementing this change would also simplify the five-legged intersection at Central Avenue, Summit Avenue, and Pavonia Avenue, which would significantly improve safety and experience for pedestrians.

Estimated Cost: \$\$

Recommendation #2: Sip Avenue Bike Lane Extension

Description: Extend Sip Avenue protected bike lane to Summit Avenue following the completion of construction on the northwest corner of Sip Avenue and Summit Avenue intersection.

Why? Sip Avenue is a key east-west connection across the Journal Square neighborhood; providing protected bike lanes on Sip Avenue connects the Bergen Avenue bike lanes with Summit Ave and bike lanes connecting further east such as Magnolia Avenue.

Estimated Cost: \$

Recommendation #3: Journal Square Pedestrian Plaza – Feasibility Study

Description: Study the feasibility of closing the block of Bergen Avenue, between Sip Avenue and JFK Boulevard to through traffic for public space expansion. Bicycle, NJ Transit buses, and emergency access vehicles would be permitted.

Why? Provide improvements to quality of life by expanding public space and stitches together the new Plaza at The Journal and the western sidewalk on Bergen Avenue. Additionally, creates safety improvements at Bergen Avenue at Sip Avenue and Bergen Avenue and JFK Boulevard, which are expected to be used by pedestrians to & from the Journal Square Transportation Center in the future.

Estimated Cost: \$

Partners: NJ TRANSIT, Hudson County

Recommendation #4: Journal Square / Sip Avenue Access Improvements

Description: Re-align Journal Square bus driveway on Sip Avenue and improve pedestrian access to the station from the south

Why? The entry to the Journal Square Transportation Center from Sip Avenue has a heavy amount of bus traffic and pedestrians are in close proximity to buses and often walk in the bus driveway. Re-orienting the access and providing clearer pedestrian pathways will improve safety and comfort at this access.

Estimated Cost: \$\$

Partners: NJ Transit, PANYNJ



Figure 47: Sip Avenue, facing north towards Journal Square

Recommendation #5: Journal Square Transportation Center – Bus Routing

Description: Consider bus routing changes to and through Journal Square Transportation Center.

Why? Bus routing changes could be implemented to reduce bus congestion outside of the station and improve transit reliability, which would improve quality of service in surrounding neighborhoods by resolving bottlenecks. While specific routes should be identified with NJ TRANSIT and PANYNJ, the feasibility for example of running all buses in one direction (ie. entering from north and exiting to south) may help simplify circulation and conflicts.

Estimated Cost: \$

Partners: NJ TRANSIT, PANYNJ

Recommendation #6: Journal Square Transportation Center – Bike Parking

Description: Increase bike parking (short term, long-term and secured parking) at Journal Square Transportation Center. Create bike parking racks at multiple entry points to the station. Explore feasibility of providing electric bicycle charging facilities.

Why? Existing bicycle parking at the station is highly utilized, particularly secure bicycle parking which is consistently at capacity. Not all bicycle parking is located near a convenient entry.

Many electric bikes are observed parked around the station. A safe, secured charging facility would encourage residents from further afield to e-bike to the station and take transit.

Estimated Cost: \$\$

Partners: PANYNJ

Recommendation #7: Hudson County JFK Boulevard Corridor Study

Description: Support Hudson County study to bring higher frequency transit to JFK Boulevard; ensure station design and location includes public realm and climate resilience improvements.

Why? JFK Boulevard is a central neighborhood artery that connects Journal Square to neighborhoods north and south. Creating bus priority measures on this street will significantly improve transit reliability to underserved neighborhoods including The Heights, West Bergen, Greenville, and the West Side, which is a top priority identified through community outreach.

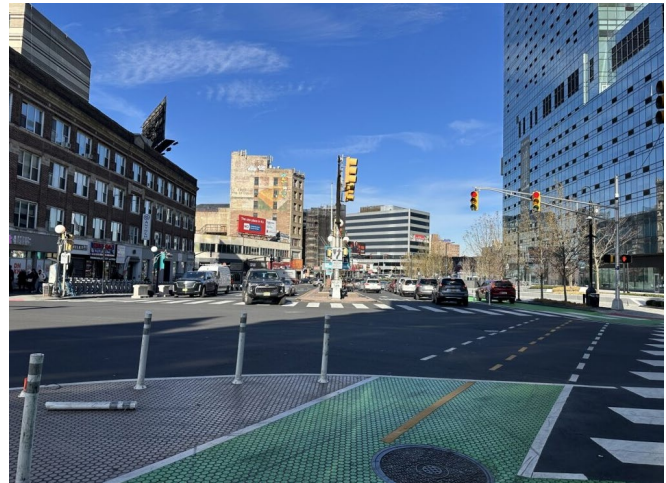


Figure 48: JFK Boulevard, facing north

Estimated Cost: \$

Partners: Hudson County, PANYNJ

Recommendation #8: Newkirk Street Shared Street

Description: Test the closure or shared street design of Newkirk Street, between 155 Newkirk Parking Lot and Sip Avenue to allow for the expansion of Culinary Arts Plaza.

Expand the plaza if/when parking lot is redeveloped with vertical construction.

Why? Lot may be redeveloped in the future, which provides opportunity to expand plaza and increase public space.

Estimated Cost: \$\$

Recommendation #9: Low Traffic Neighborhood Pilot – St Paul’s

Description: Pilot Low-Traffic Neighborhood zone within Journal Square through enhanced traffic-calming, neighborhood greenway treatments, spot traffic diversion/management and updated curbside management regulations.

Pilot Location: St. Paul’s area, with the following limits: Newark Avenue (S), Tonnelle Avenue (W), Route 139 (N), and JFK Boulevard (E).

Why? Low traffic neighborhood in this area can significantly reduce cut-through traffic issues, improve safety and livability. Builds on City’s existing safety improvement efforts.

Estimated Cost: \$



Figure 49: Traffic calming example in St Paul's neighborhood

Recommendation #10: Brett Triangle Park – Traffic Safety

Description: Expand Brett Triangle by removing or reducing vehicular access to either the Pavonia Avenue or Garrison Avenue side of the triangle.

At a minimum, add curb extensions around the perimeter of Brett Triangle. Curb extensions should be mountable for trucks and emergency vehicles where needed.

Why? To calm traffic and shorten pedestrian crossing distances over Garrison, Pavonia, and Tonnelle Avenue with the intent to improve safety.

Estimated Cost: \$

Recommendation #11: Tonnelle Avenue Bike Lane

Description: Install a two-way protected bike lane along Tonnelle Avenue, between Broadway and Sip Avenue.

Why? Broadway is proposed as an east-west bike connection across the neighborhood. Tonnelle Ave would provide a direct connection from Broadway to Sip Avenue and Journal Square, creating an east-west connection, which was identified as a strong desire from the community.

Estimated Cost: \$\$

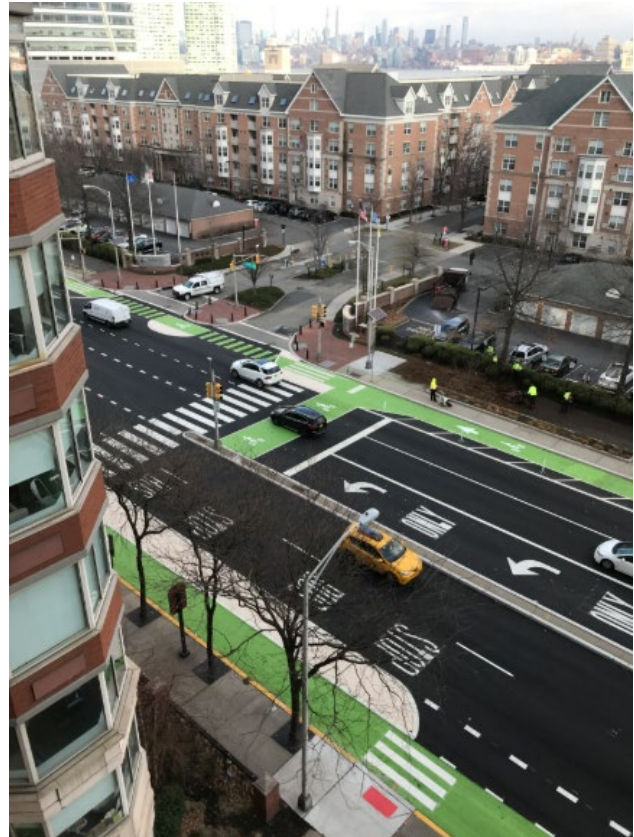


Figure 50: Jersey City bike lanes in Newport

Recommendation #12: Summit Avenue Bike Lane

Description: Extend Summit Avenue bike lane south to Sip Avenue and northward to cross Route 139 to connect with The Heights.

Why? Safe bicycle access to The Heights is lacking, and currently the only other non-driving transportation options are to take NJ TRANSIT buses, or Via microtransit, as most of the neighborhood is outside of walking distance to Journal Square. Summit Avenue provides a direct connection to neighborhoods north of Route 139.

Estimated Cost: \$\$

Recommendation #13: Tonnelle Avenue Pedestrian Plaza

Description: Consider installing an interim pedestrian plaza along Tonnelle Avenue, between Sip Avenue and JFK Boulevard. To accommodate the change, push the southbound stop bar along JFK Boulevard back to allow for right-turns from Sip Avenue to northbound JFK Boulevard.

This change will require testing the feasibility for truck and large vehicle turns and providing a left turn from JFK Boulevard to Tonnelle Avenue northbound.

Why? Currently, the short block on Tonnelle Avenue creates closely spaced intersection. By closing a block of Tonnelle Avenue, it may allow for smoother signal progression, and also provides significantly more pedestrian circulation space.

Estimated Cost: \$

Partners: Hudson County

Recommendation #14: Bergen Avenue Protected Bike Lane Extension

Description: Extend the existing Bergen Avenue protected bike lane, in a two-way configuration, south from Montgomery Street to Duncan Avenue.

Why? Provides connectivity and safety for cyclists, and encourages cycling between West Side and Journal Square where there is currently insufficient connectivity.

Estimated Cost: \$

Recommendation #15: Journal Square Curbside Management Plan

Description: Develop a plan to manage designated curbside areas for rideshare, taxis, delivery and jitneys around Journal Square Transportation Center (JFK Boulevard, Pavonia Avenue, Sip Avenue, Summit Avenue)

Why? Modes such as rideshare, taxi, jitneys, and shuttle buses currently park in a disorganized manner on the curb near Journal Square Transportation Center.

Formalizing a pick-up/drop-off area and improving signage to this area will help improve curbside management, particularly on JFK Boulevard and Pavonia Avenue. Smart loading zones, using license plate reading technology like a current pilot in Pittsburgh, could help automate enforcement of this program.

Estimated Cost: \$

Partners: Hudson County, PANYNJ



Figure 51: Passenger van parked on the curbside of Summit Avenue

Recommendation #16: Summit Avenue / Central Avenue / Pavonia Avenue Safety Improvements

Description: Create additional safety and accessibility improvements (signal timing, LPIs, curb extensions etc.) at the five-way intersection of Summit Avenue, Central Avenue, and Pavonia Avenue.

Why? Current intersection is confusing for people crossing the street and has a long cycle length and long crossing distances due to the five-way intersection. There is a high chance that people cross on the wrong phase or do not pay attention to the signal, which poses safety concerns. Sight lines are also poor and there are frequent pedestrian and vehicle conflicts.

Simplifying the intersection, through signal timing improvements and narrowing of the intersection while accommodating buses and traffic, will create a safer condition. This intersection is also referenced in Recommendation #1.

Estimated Cost: \$\$



Figure 52: Summit Avenue / Central Avenue / Pavonia Avenue intersection today

Recommendation #17: School Streets Pilot

Description: Work with local schools on Safe Routes to Schools programs and travel strategies to address car pick up/drop off and school zone congestion concerns. This may include closing streets to through traffic during pick-up and drop-off hours, creating highly visible crosswalks and signage, or introducing traffic calming measures such as speed bumps or curb extensions.

Why? Creating safer conditions around schools is critical to encouraging more students to walk to school and reduce school area congestion. Additional traffic contributes to crashes, to which school children are more vulnerable.

Estimated Cost: \$

Partners: Local schools: Schools identified in neighborhood include Jersey City Golden Door Charter School, Martin Luther King Jr. School (PS #11), Mahatma K. Gandhi School (PS #23), The Ethical Community Charter School, William L. Dickinson High School, Liberty High School, and Hudson Catholic School.

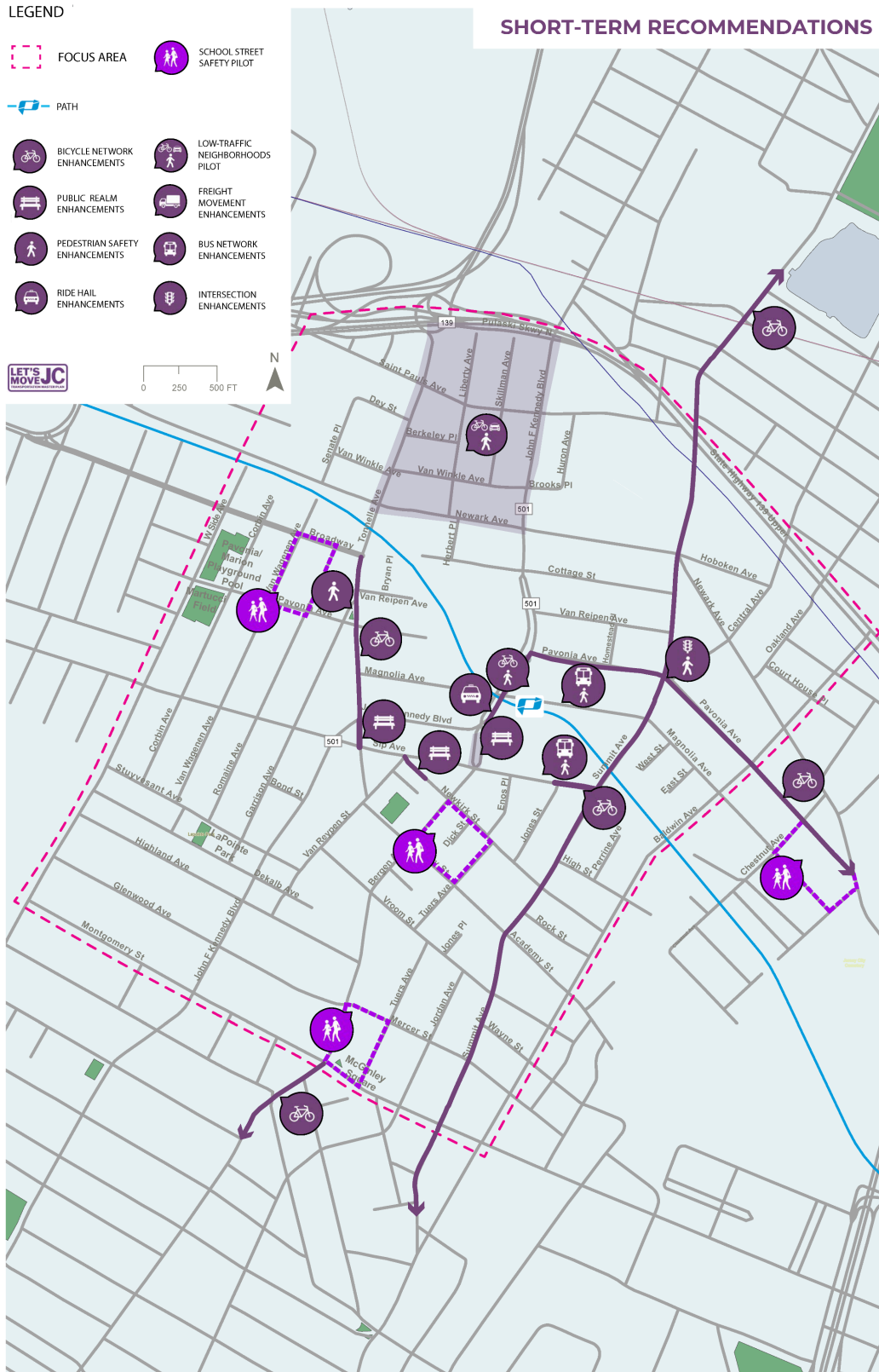


Figure 53: Journal Square Small Area Plan, Short-Term Recommendations

Table 6: Journal Square: Proposed Short-Term Recommendations Summary

	Recommendation	Type	Partners	Cost
1	Pavonia Avenue Bike Lane and One-Way Conversion	Circulation, Bicycle Safety		\$\$
2	Sip Avenue Bike Lane Extension	Bicycle Safety		\$
3	Journal Square Pedestrian Plaza - Feasibility Study	Circulation, Bus Improvements, Bicycle Safety, Pedestrian Safety, Public Realm	NJ TRANSIT; Hudson County	\$
4	Journal Square / Sip Avenue Access Improvements	Bus Improvements, Pedestrian Safety	NJ TRANSIT, PANYNJ	\$
5	Journal Square Transportation Center – Station Improvements	Bus Improvements, Pedestrian Safety	NJ TRANSIT, PANYNJ	\$
6	Journal Square Transportation Center – Bike Parking	Bicycle Safety	PANYNJ	\$
7	Hudson County JFK Boulevard Corridor Study	Circulation, Bus Improvements	Hudson County, PANYNJ	\$
8	Newkirk Street Shared Street	Circulation, Pedestrian Safety		\$\$
9	Low Traffic Neighborhood Pilot – St Paul’s	Circulation, Pedestrian Safety		\$\$

10	Brett Triangle Park – Traffic Safety	Circulation, Pedestrian Safety		\$\$
11	Tonnelle Avenue Bike Lane	Bicycle Safety		\$
12	Summit Avenue Bike Lane	Bicycle Safety		\$
13	Tonnelle Avenue Pedestrian Plaza	Circulation, Pedestrian Safety, Public Realm	Hudson County	\$\$
14	Bergen Avenue Protected Bike Lane Extension	Bicycle Safety		\$
15	Journal Square Curbside Management Plan	Circulation	Hudson County, PANYNJ	\$
16	Summit Avenue / Central Avenue / Pavonia Avenue Safety Improvements	Circulation, Safety		\$
17	School Streets Pilot	Pedestrian Safety	Schools	\$

6.2 Journal Square: Proposed Medium-Term Recommendations

Recommendation #18: Pavonia Avenue Bus Priority

Description: Close Pavonia Avenue to through traffic to allow bus priority into Journal Square Transportation Center. Re-direct buses around intersections as needed. Raise and expand mid-block pedestrian crossing at Homestead Place.

Why? Pavonia Avenue is currently a very busy street with bus traffic and loading docks for residential buildings. Additional development will occur to the north, adding traffic that will want to cross Pavonia Avenue to access Journal Square. Limiting through traffic will provide priority for buses accessing the station and prioritize safe pedestrian access.

Estimated Cost: \$\$

Partners: NJ Transit, PATH, Hudson County



Figure 54: Pavonia Avenue, facing east towards Journal Square bus lanes

Recommendation #19: Homestead Place Activation

Description: Construct raised mid-block plaza extension of Homestead Place with permanent crossing and plaza furniture, with consideration for wind protection.

Partner with Journal Square SID to program the plaza space with activations such as markets, music, and other activities.

Why? Significant development is underway or planned north of Pavonia Avenue. Homestead Place is the natural central focal point of these newly developed blocks and will carry heavy pedestrian volumes southbound. Wind protection around tall buildings should be studied due to existing issues around the Journal Squared buildings.

Estimated Cost: \$\$

Partners: Journal Square SID



Figure 55: Potential area for Homestead Place connection

Recommendation #20: East-West Bike Lane Connections

Description: Pursue bike lane enhancements across east-west neighborhood connectors: Montgomery Street, Duncan Avenue, and Fairmount Avenue.

Why? Increases the limited safe east-west bicycle infrastructure in the neighborhood and provides safe connections to the West Side.

Estimated Cost: \$

Recommendation #21: Broadway Bikeway (Tonnelle Avenue to Route 1/9)

Description: Create an on-street protected bike lane along Broadway, between Tonnelle Avenue and Route 1/9; connect southbound on Dales Ave and west to Sip Avenue.

Why? Broadway is envisioned to be a key east-west bicycle connection that can connect Journal Square to neighborhoods in the west, and blocks such as Marion Gardens.

Estimated Cost: \$\$

Partners: NJDOT



Figure 56: Example of successful Jersey City protected bike lane implementation (Source: City of Jersey City)

Recommendation #22: Route 1/9 Bikeway (Broadway to Duncan Avenue)

Description: Consider extension/off-street connection south along the eastern side of the Route 1/9 right-of-way to Duncan Avenue.

Why? Providing a complete bicycle route across Broadway and north/south on Route 1/9 connects residents in the west Journal Square neighborhood to Lincoln Park, Hudson Mall retail, and Hackensack Riverfront Greenway.

Estimated Cost: \$\$

Partners: NJDOT

Recommendation #23: Low Traffic Neighborhoods – Phase 2

Description: Upon successful pilot, consider expanding low-traffic neighborhood zones to:



Figure 57: Example of curb extension that can be implemented in low-traffic neighborhood

Location 2 – East of Bergen Square

with the following limits: Montgomery Street (S), Bergen Avenue (W), Sip Avenue (N), and Summit Avenue (E)

- Location 3 – West of Bergen Square with the following limits: Montgomery Street (S), West Side Avenue (W), Broadway (N), and JFK Boulevard/Tonnelle Avenue (E)

Why? Additional low traffic neighborhoods will enhance local quality of life, and reduce noise and pollution created by cut-through traffic.

Estimated Cost: \$\$

Recommendation #24: Journal Square Neighborhood Overpass – Feasibility Study

Description: Study the feasibility of building a new bicycle/pedestrian bridge from Bryan Place to Cottage Street; also consider linking the bridge connection to Tonnelle Avenue via the PANYNJ’s PATH right-of-way.

Why? Pedestrian crossings of the rail corridor west of Journal Square are limited to Tonnelle Avenue and JFK Boulevard, both of which have high traffic volumes. Adding a crossing between Tonnelle Avenue and JFK Boulevard would provide direct access between planned development west of Journal Square and Newark Avenue.

Estimated Cost: \$

Partners: PANYNJ

Recommendation #25: McGinley Square Improvements

Description: Reconstruct and expand McGinley Square, moving the curb outward into the current slip lane and northbound bus stop lane; extend the two-way Bergen Avenue bikeway from Glenwood Avenue/Mercer Street along the West Side of the Square per the McGinley Square conceptual plan.

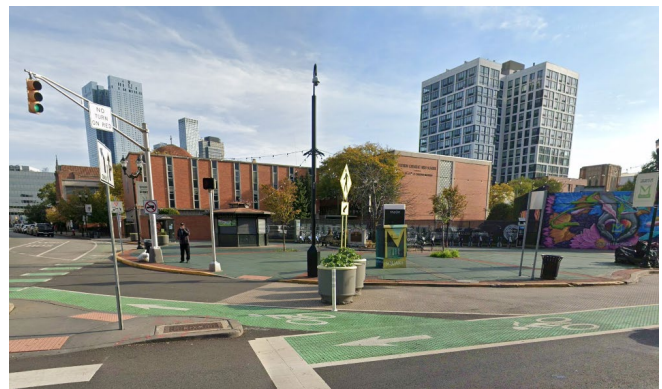


Figure 58: McGinley Square

Why? McGinley Square is a key public space within the neighborhood. Many community members desire more public realm improvements, like at Bergen Square.

Estimated Cost: \$\$

Recommendation #26: Baldwin Avenue One-Way and Bike Lane

Description: Create protected bike lane on Baldwin Avenue and convert it to a one-way street between Montgomery Street and Magnolia Avenue.

Why? Protected bike lane on Baldwin Avenue creates additional north/south connections to Journal Square. Limited street width requires investigating one-way directionality on Baldwin Avenue.

Estimated Cost: \$\$

Recommendation #27: Journal Square Pedestrian Plaza – Pilot Program

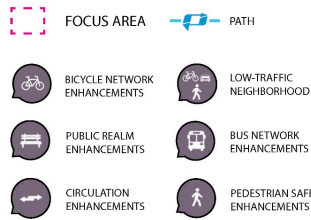
Description: Limit the block of Bergen Avenue, between Sip Avenue and JFK Boulevard, from thru traffic, allowing bicycle, NJ Transit buses, and emergency access vehicles only; expand public space and knit together the new Plaza at The Journal and the western sidewalk.

Why? Improved Circulation, enhanced bicycle safety and pedestrian safety, Public Realm improvements.

Estimated Cost: \$\$

Partners: Journal Square SID, Hudson County

LEGEND



MEDIUM-TERM RECOMMENDATIONS

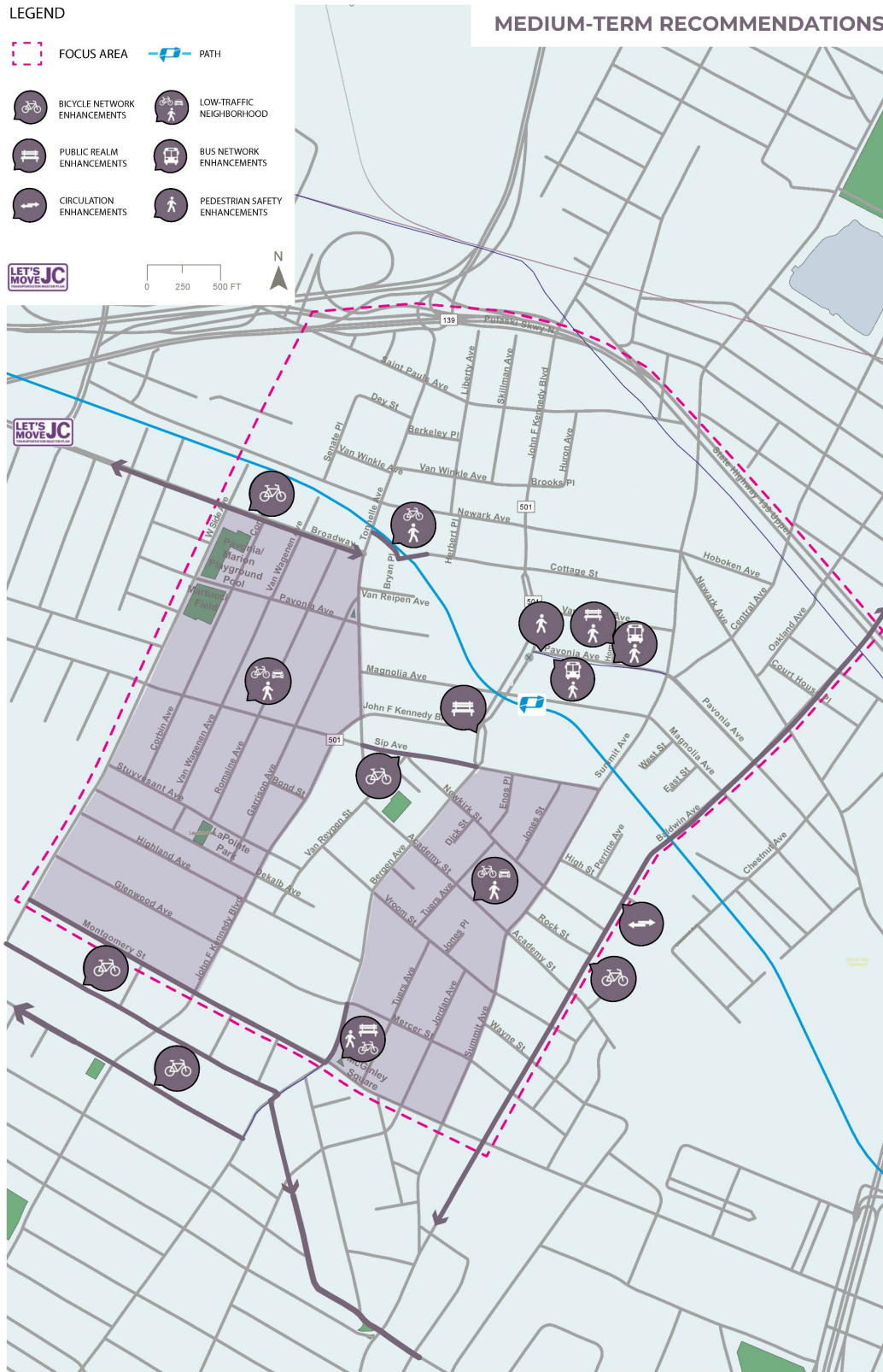


Figure 59: Journal Square Small Area Plan, Medium-Term Recommendations

Table 7: Journal Square: Proposed Medium-Term Recommendations Summary

	Recommendation	Type	Partners	Cost
18	Pavonia Avenue Bus Priority	Circulation, Bus, Pedestrian Safety	NJ TRANSIT, PATH, Hudson County	\$\$
19	Homestead Place Activation	Pedestrian Safety, Public Realm	Journal Square SID	\$\$
20	East-West Bike Lane Connections	Bicycle Safety		\$
21	Broadway Bikeway (Tonnelles to Route 1/9)	Bicycle Safety	NJDOT	\$\$
22	Route 1/9 Bikeway (Broadway to Duncan)	Bicycle Safety	NJDOT	\$\$
23	Low Traffic Neighborhoods	Pedestrian Safety		\$\$
24	Journal Square Neighborhood Overpass – Feasibility Study	Pedestrian Safety, Bicycle Safety	PANYNJ	\$
25	McGinley Square Improvements	Pedestrian Safety, Bicycle Safety, Public Realm		\$\$
26	Baldwin Avenue One-Way and Bike Lane	Circulation, Bike		\$\$
27	Journal Square Pedestrian Plaza – Pilot Program	Circulation, Bus Improvements, Bicycle Safety, Pedestrian Safety, Public Realm	Journal Square SID, Hudson County	\$\$

6.3 Journal Square: Proposed Long-Term Recommendations

Recommendation #29: Journal Square Pedestrian Plaza – Permanent Project

Description: If deemed feasible, remove private vehicular traffic along the block of Bergen Avenue, between Sip Avenue and JFK Boulevard, allowing bicycle, NJ TRANSIT buses, and emergency access vehicles only; expand public space and knit together the new Plaza at The Journal and the western sidewalk.

Why? Improves public realm and cyclist and pedestrian safety.

Estimated Cost: \$\$

Partners: Journal Square SID, Hudson County

Recommendation #30: Bergen Avenue Bike Lanes

Description: Extend permanent capital reconstruction of the Bergen Avenue protected bike lane at Bergen Square northward to JFK Boulevard (connecting to the Journal Square station plaza) and south to Duncan Avenue.

Why? Improves cyclist safety and provides connectivity between neighborhoods.

Estimated Cost: \$\$\$

Recommendation #31: Bergen Arches Pedestrian and Cyclist Connectivity

Description: Determine the most optimal access point for bicycle and pedestrian access to the Bergen Arches greenway (ex. at Summit Avenue).

Why? The Bergen Arches is a planned project that will connect to Downtown Jersey City in an off-street alignment.

Estimated Cost: \$\$\$

Partners: NJ TRANSIT

Recommendation #32: Embankment Pedestrian and Cyclist Connectivity

Description: Create an off-street mixed used path between the Journal Square Transportation Center and the proposed 6th St Embankment Greenway using public right-of-way and development easements that run parallel to PATH right of way.

Why? This connection would increase greenway network connectivity, access to open space, and connect the Journal Square neighborhood with Downtown Jersey City on a safe, direct, off-street connection for pedestrians and cyclists.

Estimated Cost: \$\$\$

Partners: PANYNJ, Private Developers

Recommendation #33 Bergen Square Local Street Upgrades

Description: Upgrade infrastructure along Cubberly Place, Dick Street, and Smith Street, including stormwater upgrades, landscaping, and sidewalk repairs. Consider curbless streets as well.

Why? Aligns with recommendations from a previous phase of planning for Bergen Square undertaken by the city. Dick Street may be remapped and serve as open space for MLK Elementary School. Smith Street also has a number of residential buildings, for which upgrades could serve as welcome open space improvements.

Estimated Cost: \$\$\$

Recommendation #34: Journal Square Neighborhood Overpass

Description: If feasible, build a new bicycle/pedestrian bridge from Bryan Place and/or the Tonnelle Avenue Bridge/PATH right-of-way to Cottage Street.

Why? The crossings of the rail corridor west of Journal Square are limited to Tonnelle Avenue and JFK Boulevard, both of which have high traffic volumes. Additional crossing between Tonnelle Avenue and JFK Boulevard would provide direct access between planned development west of Journal Square and Newark Avenue.

Estimated Cost: \$\$\$

Partners: PANYNJ

LEGEND

- FOCUS AREA
- PATH
- BICYCLE NETWORK ENHANCEMENTS
- INFRASTRUCTURE ENHANCEMENTS
- PEDESTRIAN SAFETY ENHANCEMENTS
- PUBLIC REALM ENHANCEMENTS



LONG-TERM RECOMMENDATIONS

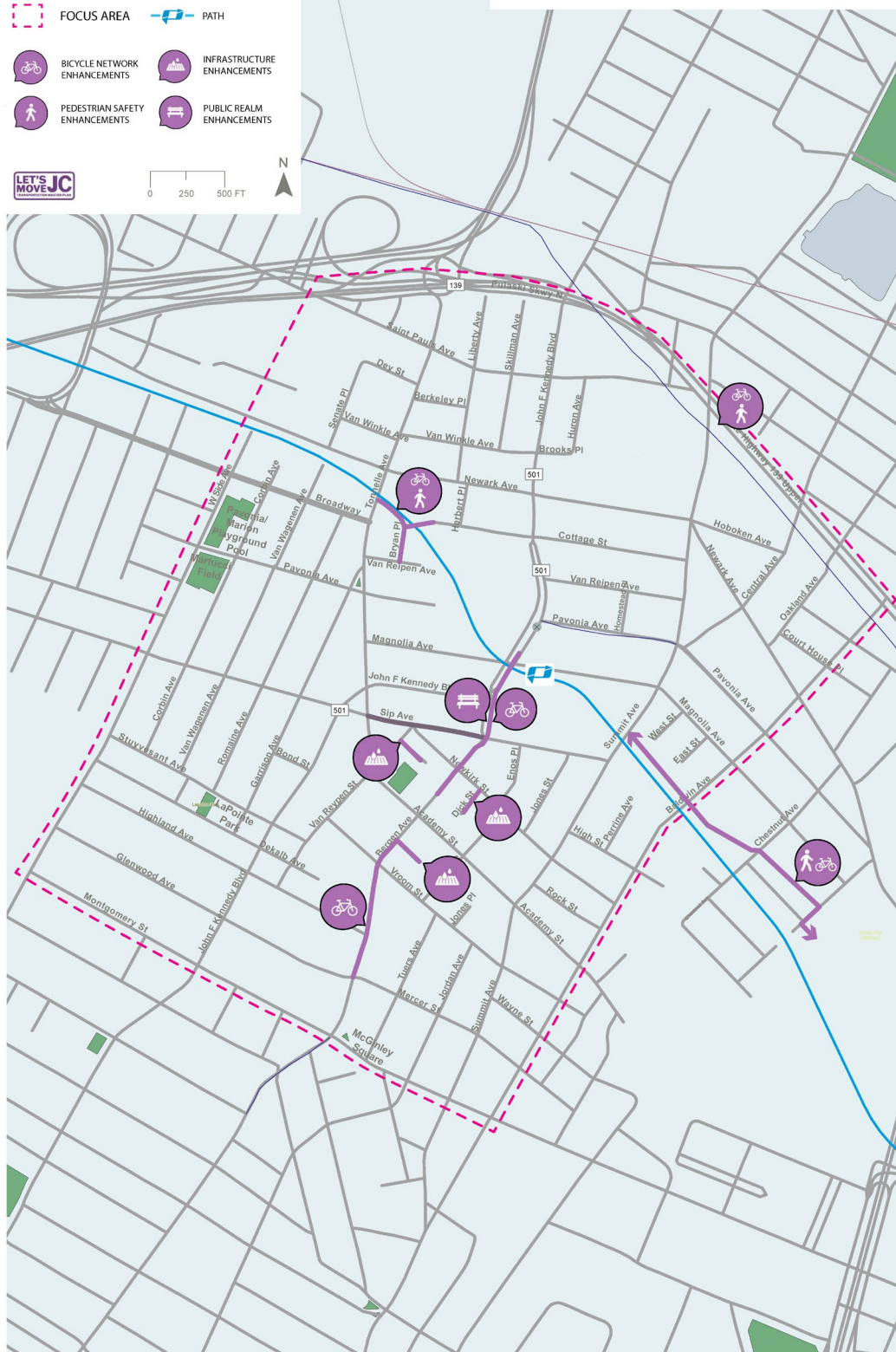


Figure 60: Journal Square Small Area Plan, Long-Term Recommendations

Table 8: Journal Square: Proposed Long-Term Recommendations Summary

	Recommendation	Type	Partners	Cost
29	Journal Square Pedestrian Plaza – Permanent Project	Circulation, Bus, Pedestrian Safety	Journal Square SID, Hudson County	\$\$
30	Bergen Avenue Bike Lanes	Bicycle Safety		\$\$\$
31	Bergen Arches Pedestrian and Cyclist Connectivity	Bicycle Safety, Pedestrian Safety	NJ TRANSIT	\$\$\$
32	Embankment Pedestrian and Cyclist Connectivity	Bicycle Safety, Pedestrian Safety	PANYNJ, Private developers	\$\$\$
33	Bergen Square Local Street Upgrades	Public Realm Improvements		\$\$\$
34	Journal Square Neighborhood Overpass	Pedestrian Safety	PANYNJ	\$\$\$

7 | Workshop Maps

The following maps were printed and used as boards for illustration and markup during the workshops.

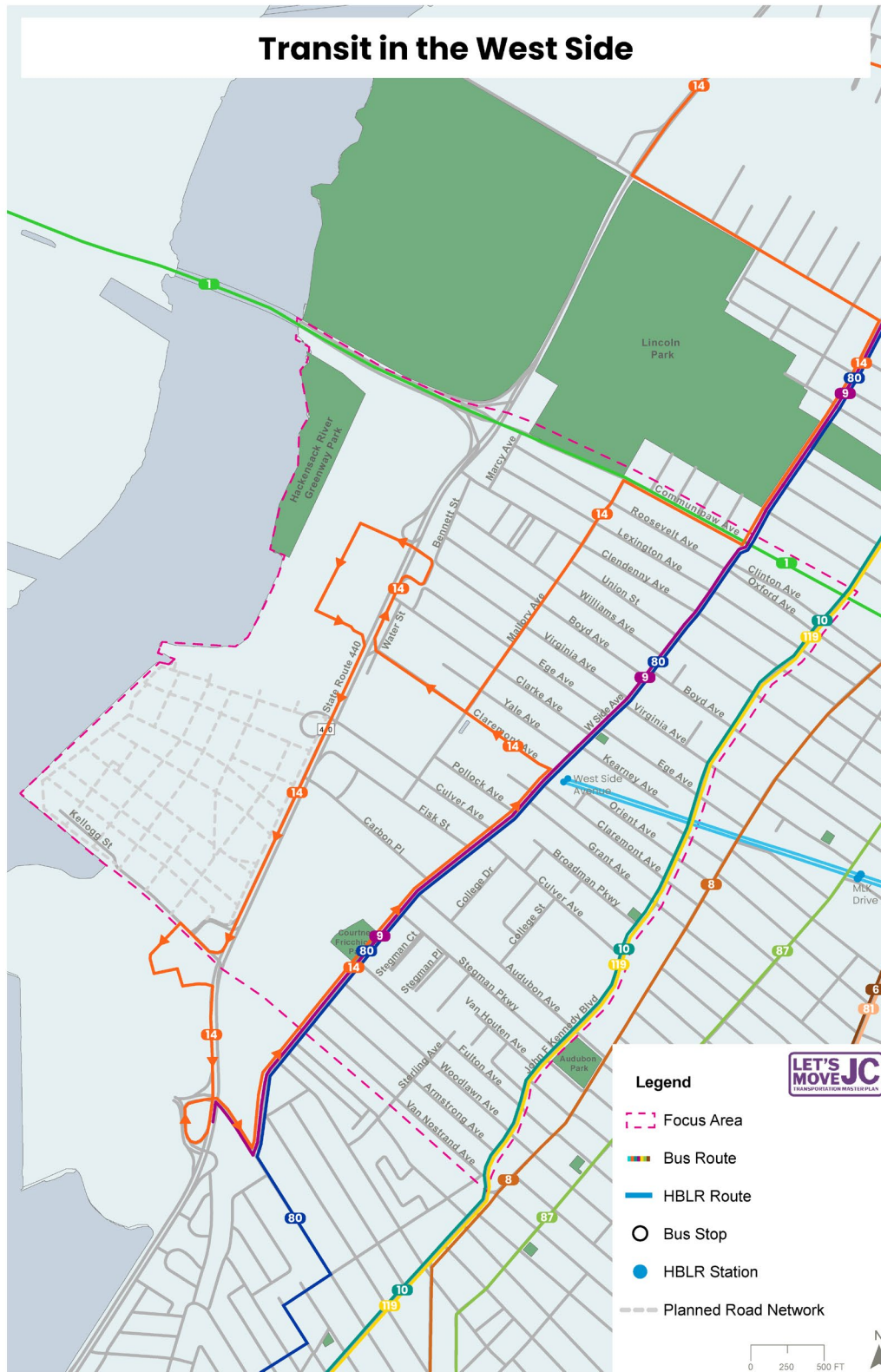


Figure 61: Transit in the West Side

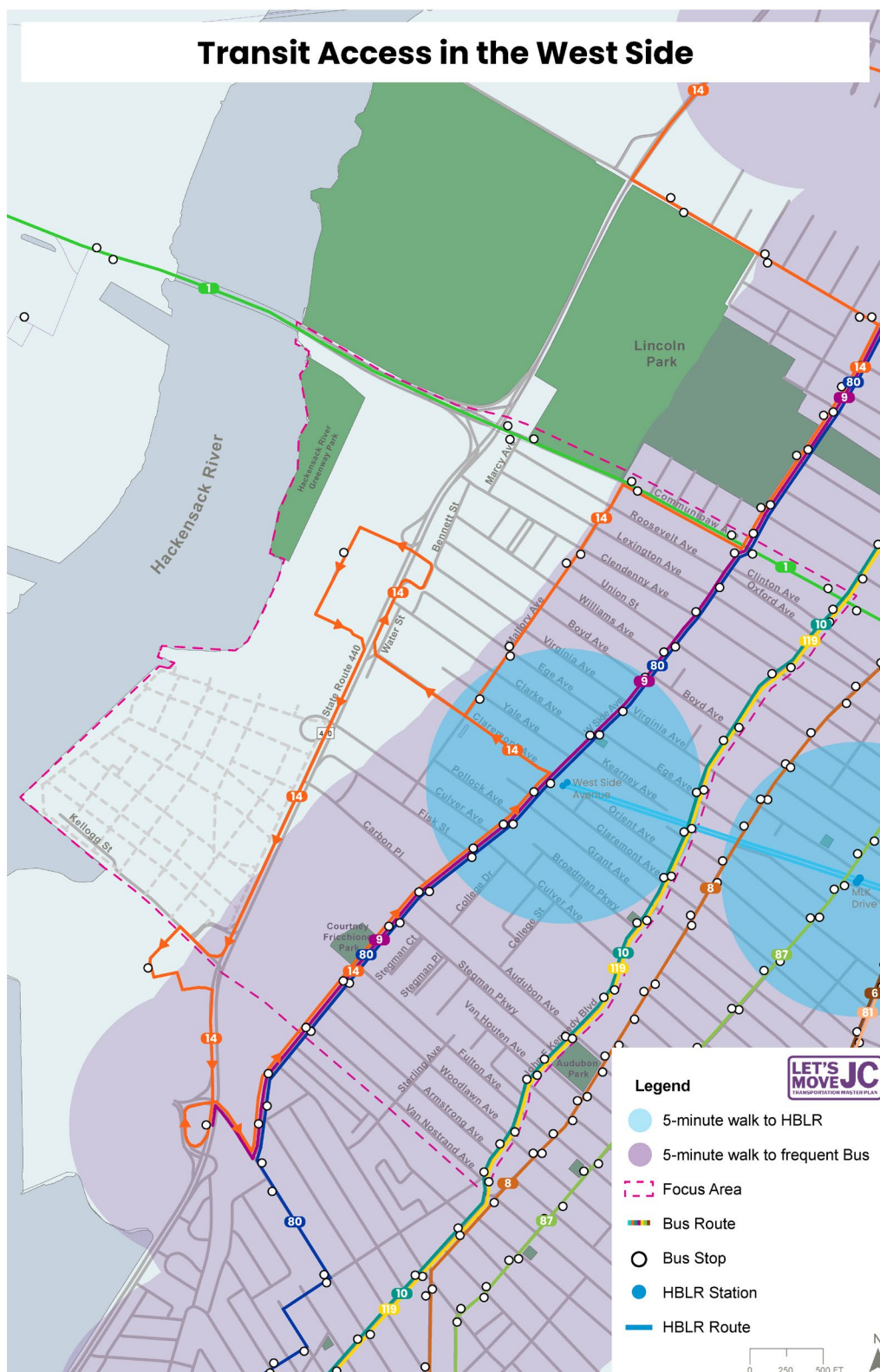


Figure 62: Transit in the West Side

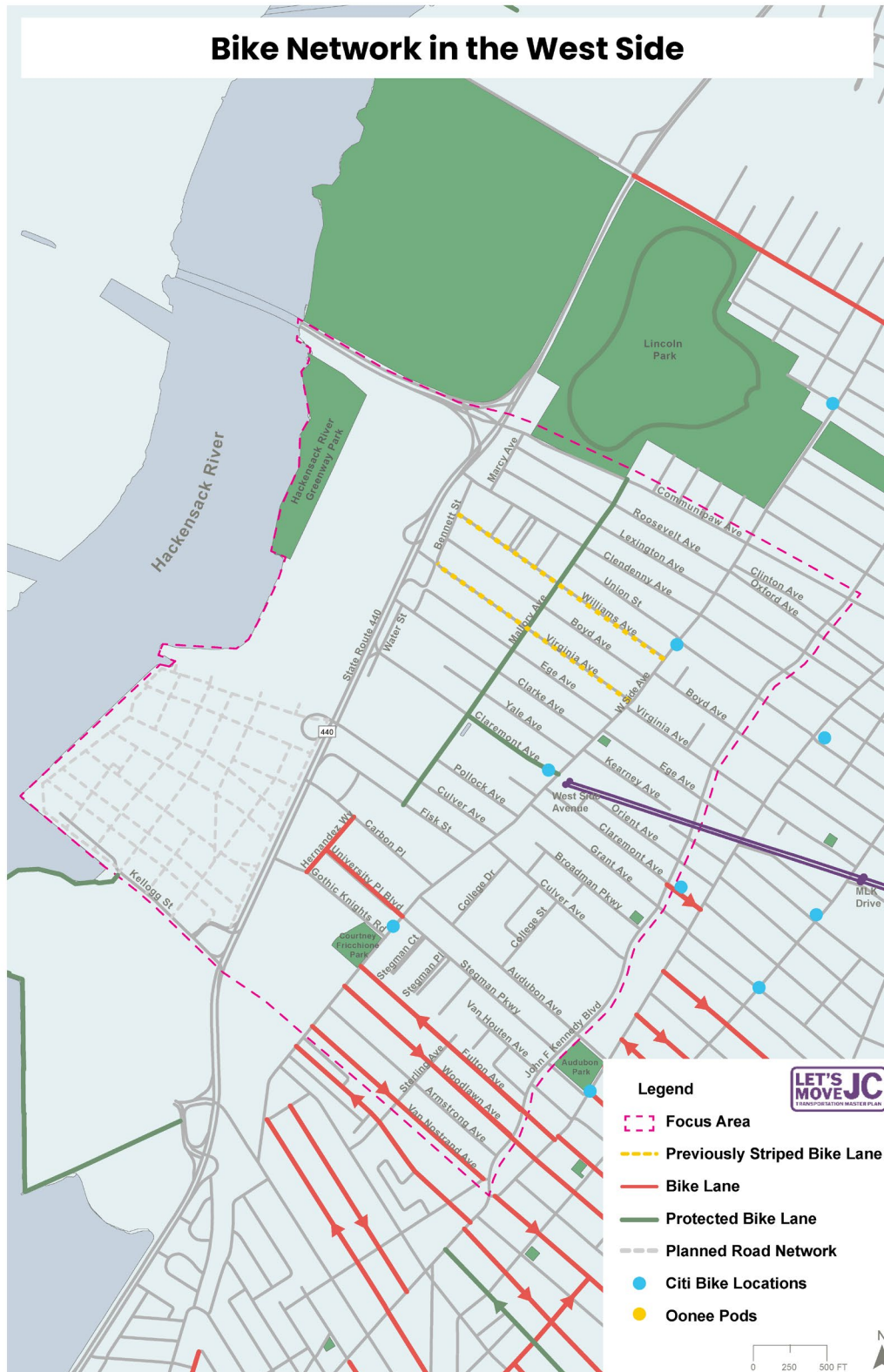


Figure 63: Bike Network in the West Side

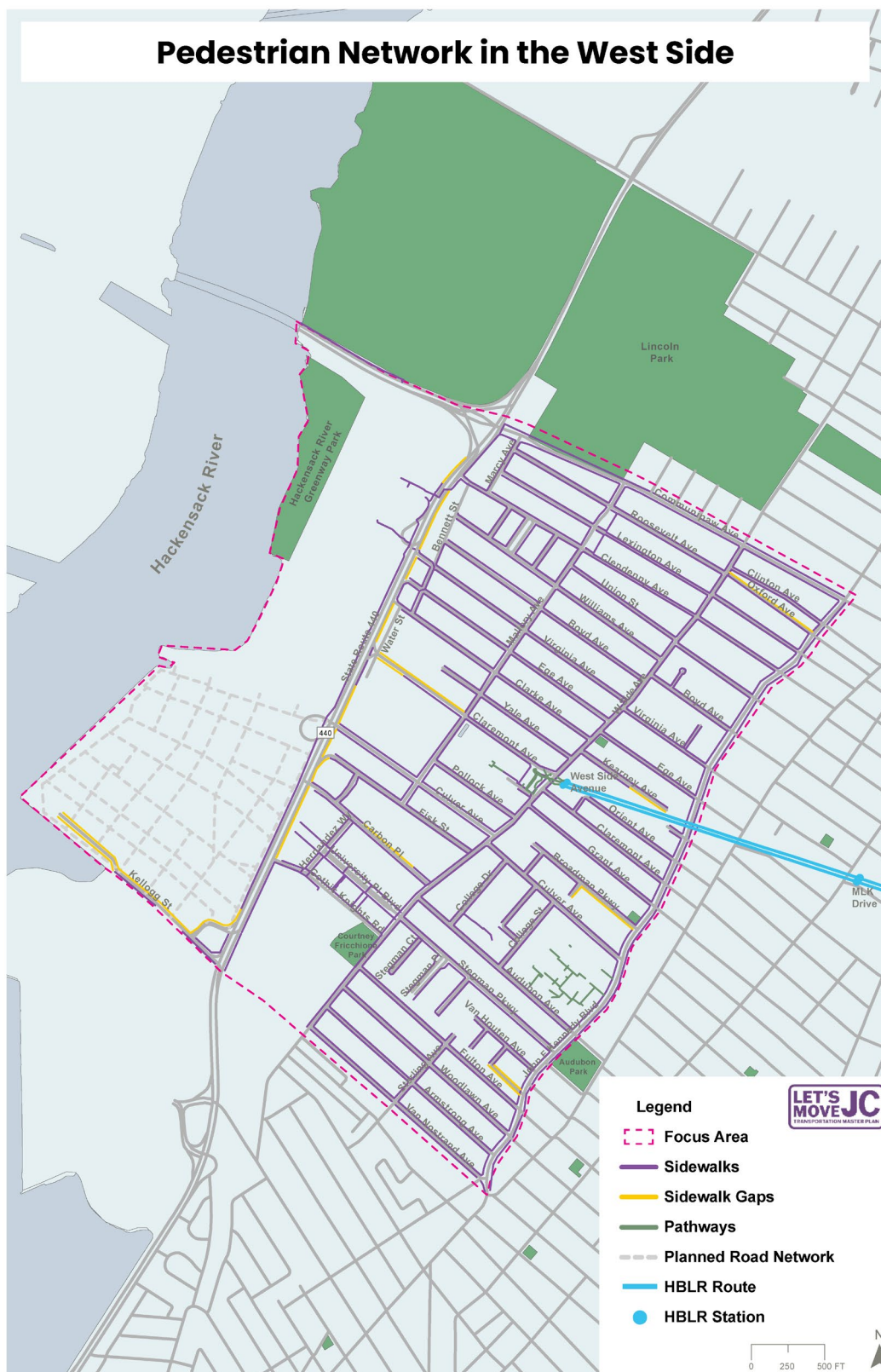


Figure 64: Pedestrian Network in the West Side

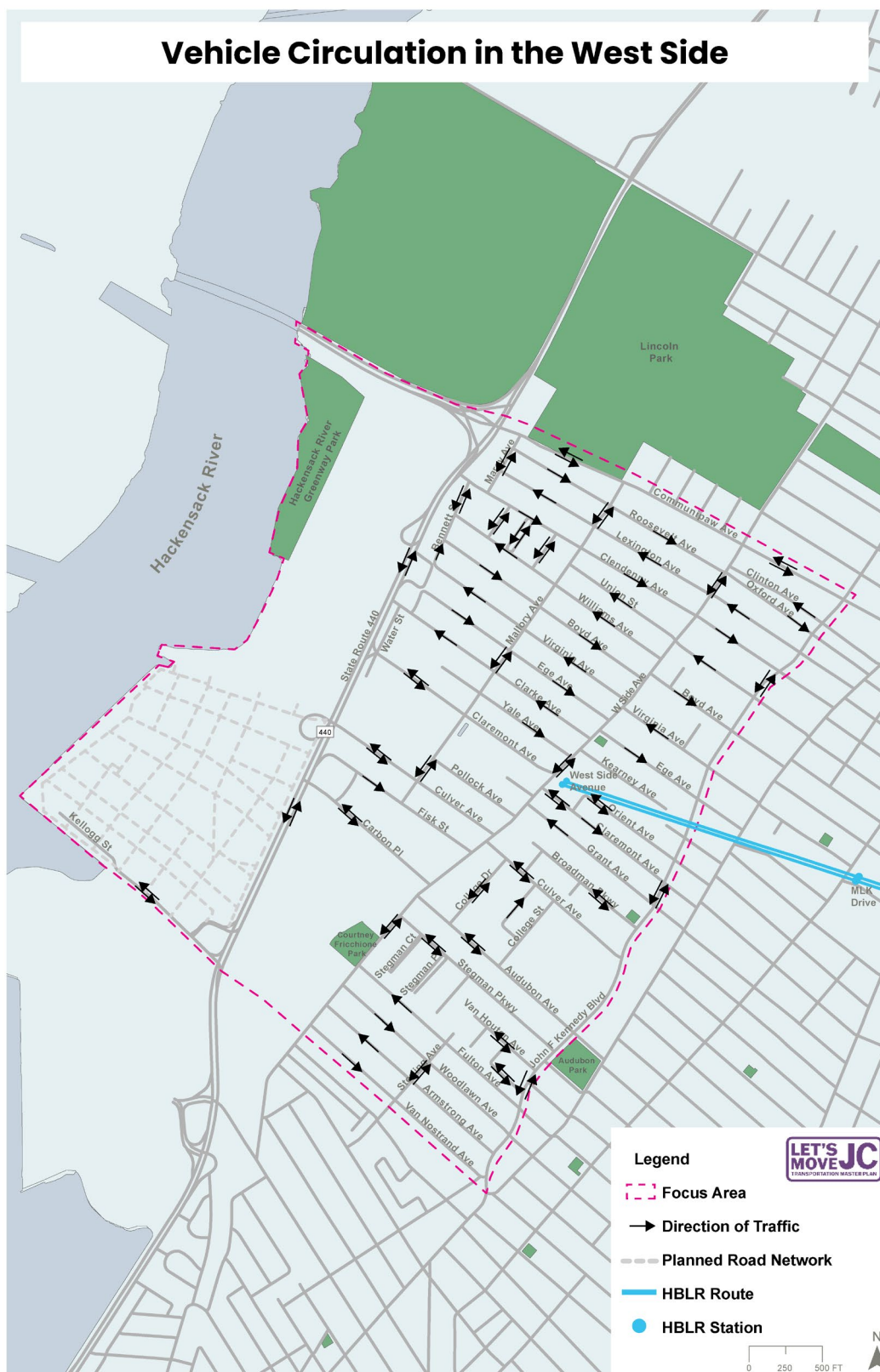


Figure 65: Vehicle Circulation in the West Side



Figure 66: Development in the West Side

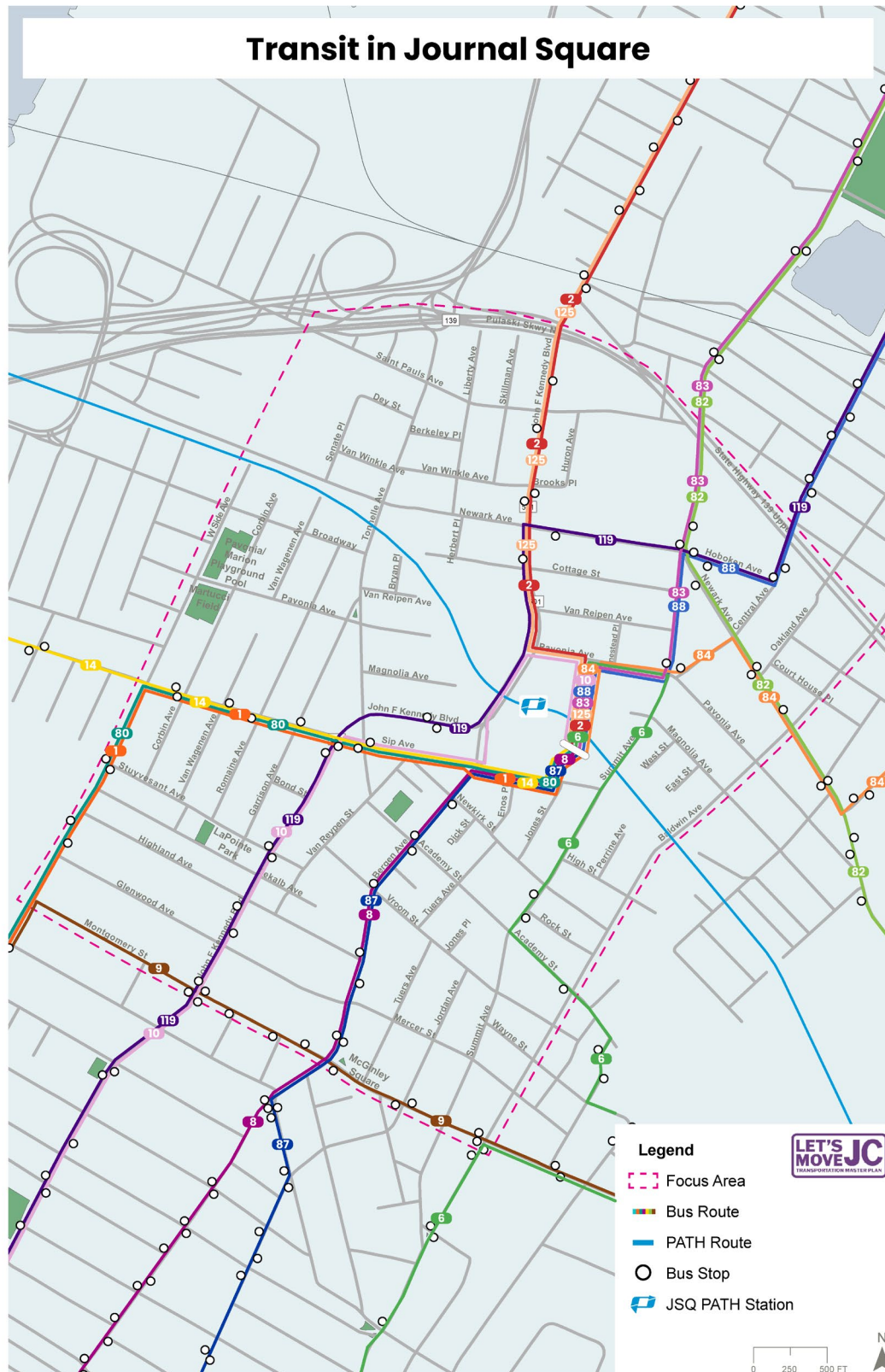


Figure 67: Transit in Journal Square



Figure 68: Bike Network in Journal Square

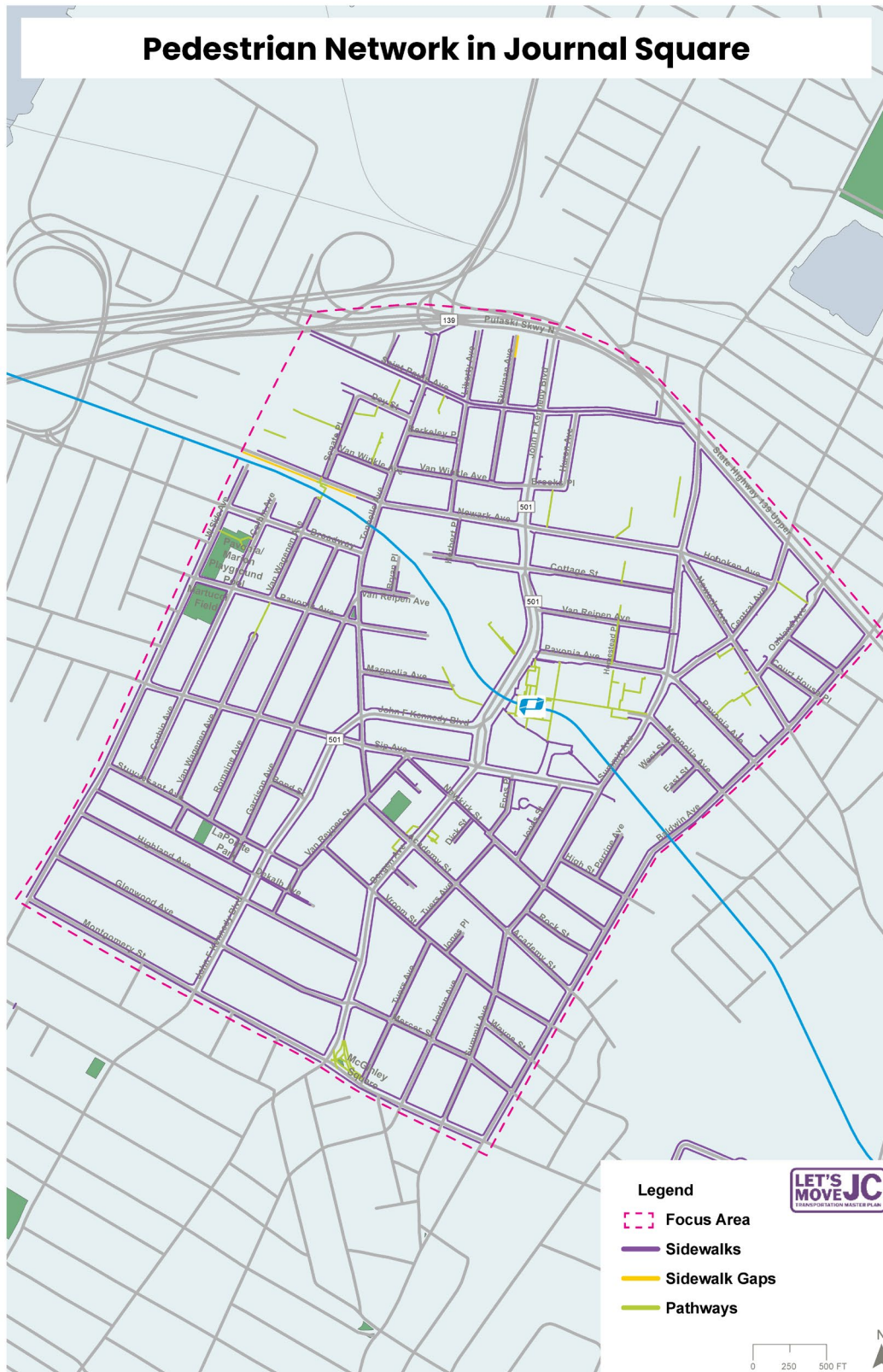


Figure 69: Pedestrian Network in Journal Square



Figure 70: Vehicle Circulation in Journal Square

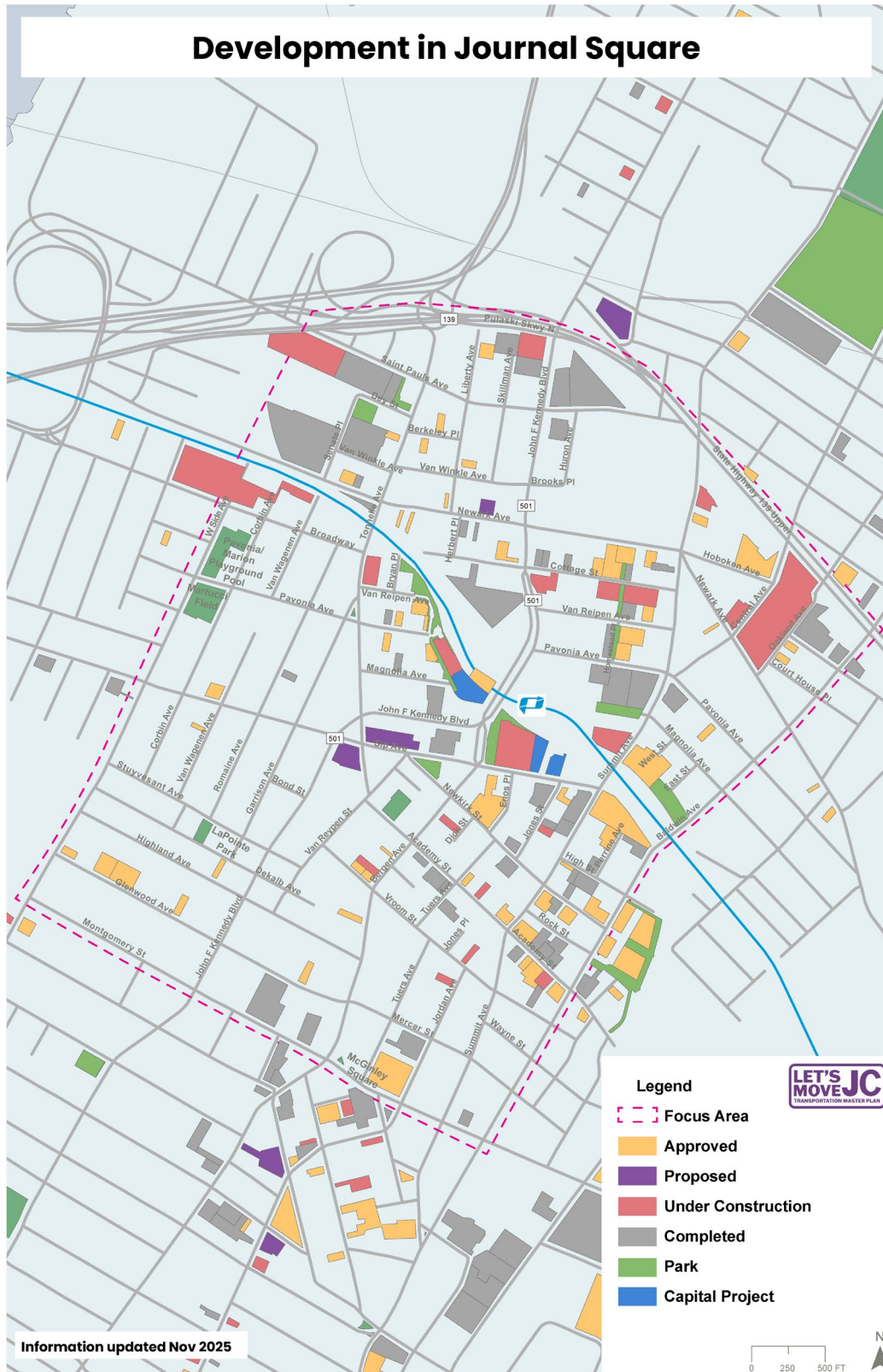


Figure 71: Development in Journal Square



Figure 72: Journal Square PATH Station Diagram, Plaza Level

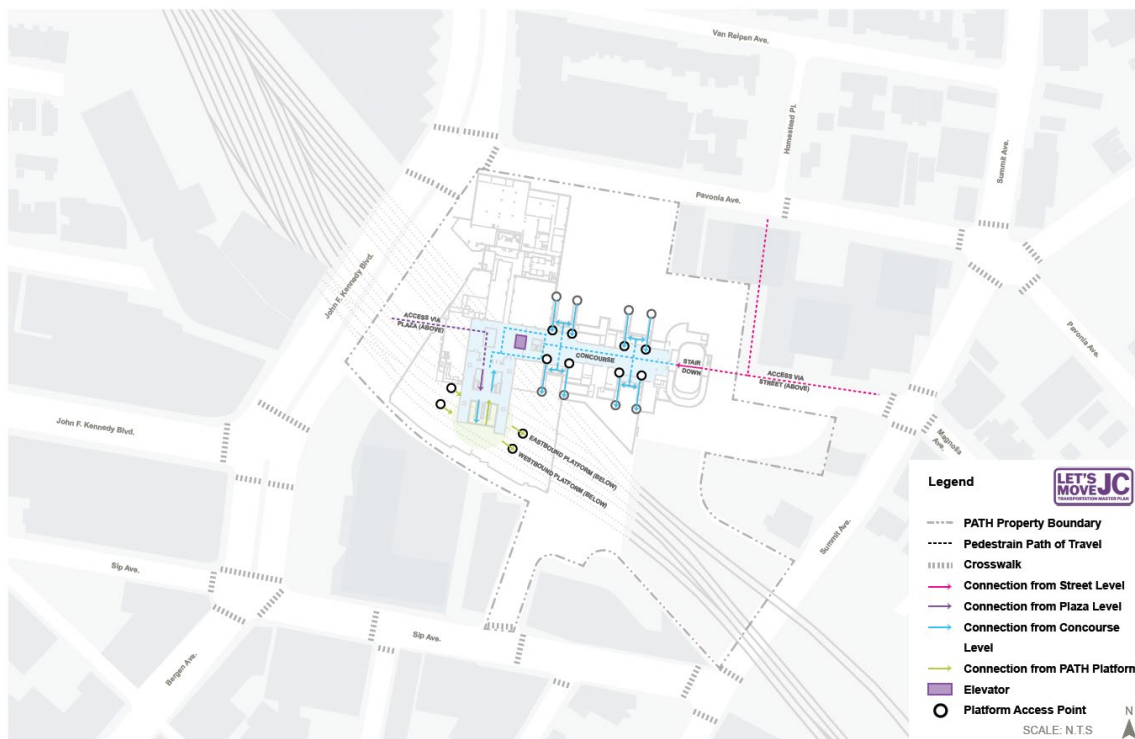


Figure 73: Journal Square PATH Station Diagram, Concourse Level