

Trans & Land Use Implementation Table

Action Item #	Equity Changes	Implementation Strategy	Lead & Partners	Funding Sources	Timeframe	Interim Goals
Implementation Table Guide						
Equity Changes	Based on the Equity Assessment, does the action need to be changed? If yes, redefine the action with the changes.					
Implementation Strategy	Choose which most accurately characterizes the likely implementation process: advocacy, collaboration and participation, promotion and encouragement, and/or regulation.					
Lead & Partners	Who will lead this action? Who else needs to be involved. Consider local, state, or federal agencies; councils, boards, commissions; community groups; or the School District.					
Funding Sources	Estimate the total cost of implementing the action if the action is expected to be a onetime event, or annual operating cost of an ongoing program.					
Timeframe	Identify the timeframe from Plan adoption: short term (1-3 years from Plan adoption); medium term (3-5 years); and long term (5-10 years).					
Interim Goals	What are the interim goals for this action? 5-year, 10-year, 20-year, and 30-year goals.					
Transportation & Land Use Sector						
Objective 1	Decrease total per capita vehicle miles traveled (VMT) through urban infrastructure and development choices.					
Objective 1A	Improve urban infrastructure to enable more active transportation options like biking & walking for all users, including those with limited or impaired mobility.					
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1.1 Expand and improve bicycle and pedestrian facilities, connectivity, convenience, and/or safety in a manner that significantly increases the % of trips taken by walking or biking.		Implement Bike Master Plan/Vision Zeio goals/Expand public engagement beyond annual Bike Ward Tour and host regularly scheduled ride-a-longs	Lyft, CitiBike, Safe Streets JC, JC Engineering, JC Planning, Families for Safe Streets	Increased cost of parking permits for commuters and lower hikes for residents/Capital budget/NJTPA	As aligns with Bike MP	Protected Bike lanes
Objective 1B	Pursue transit-oriented and mixed-use development that promotes active transportation options and reduces overall carbon emissions.					

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1.2 Rezone at transit nodes for higher density.	LS: Integration of affordable housing requirements	LS: Re-zone based on CAP and Land Use element of MP. Not just about higher density but allowing a broader range of uses in residential zones (ex: commercial in the R-1) /// Integrate affordable housing when increasing density	LS: City Planning and City Administration/ Council			LS: Density/affordability analysis around existing transit hubs
1.3 Use Value Capture Mechanisms in conjunction with rezoning to create funding streams for rail transit expansion (HBLR, NJ Transit)		LS: Could be development based /// Assess the future value of land		The mechanism itself	3-5 Years	
1.4 Replace minimum parking requirements with maximum parking requirements to encourage public transit use and reduce paved space.	LS: owning a car is more expensive than transit (in the long run) - expanding access to affordable transit should be prioritized over parking	Base off of Master Plan recommendations	City Planning, Engineering, JCRA, Parking Study Team		3-5 Years	Revise R-1 in certain areas
Objective 2						
Transition to lower carbon transportation choices for personal and work-related travel through infrastructure and behavior change.						
Objective 2A						
Support infrastructure changes needed to transition to lower carbon transportation choices.						
2.1 Advance major public transit investments that significantly enhance coverage, service quality, frequency, and/or speed.						

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2.2 Partner with NJ Transit to establish a transition plan to convert the bus fleet to 100 percent electric by 2035. .	Positive for low-income communities					
2.3 Implement a type of 'rapid bus transit' as in NYC, where an entire street could be used only for public transportation		Identify location with high volume of riders as means of prioritizing a pilot	NJ Transit	NJTPA		Look at NYC's Plan
2.4 Identify additional multi-modal transportation options to cross the Hudson River, including additional ferry service and an additional bridge that prioritizes buses, walking, and biking.			Regional partners			
2.5 Explore innovative transit options, including connecting Light Rail to Journal Square PATH, gondolas to the heights, and additional mass transit hubs, especially in areas that currently have limited transit options.		Pedestrian bridges (like in Marion neighborhood over PATH tracks), improve wayfinding, murals/signage	Community groups/NJTPA			
2.6 Require new new multi-unit dwellings and commercial construction to be built EV-Ready	LS: Not much of a priority for low-income residents			Development requirements		
2.7 Relieve congestion and idling throughout City through measures such as better synchronization of stop lights.		Is citibike usership data available? should use to do a comprehensive biking study	Engineering			

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2.8 Develop and implement programs to increase the availability of Electric Vehicle (EV) charging infrastructure throughout the City including lower income communities		EV requirements in the ROW	private-public partnerships			
2.9 By 2030, require 100 percent of all new eligible municipal fleet vehicles be either electric vehicles or hybrid electric vehicles.			City			
2.10 Deploy additional municipal fleet efficiency strategies such as car-pooling software, shared mobility across departments, and automated functions that reduce the need to drive.	LS: Expand Via if successful		City			
Objective 2B	Encourage city-wide behavior change towards lower carbon transportation choices.					
2.11 Enact automobile-free zones such as in the city center.		LS: Pricing of parking permits based on proximity to transit? /// Provide additional pedestrian malls/ have car-free streets during certain hours		Tax on cars in certain zones		
2.12 Encourage employers to provide commute-trip reduction programs						

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2.13 By 2030 establish an ultra-low emission zone (ULEZ) which is a 24/7 traffic management and emission reduction scheme that ensures vehicles that do not meet new emission standards will incur a daily charge.	low income residents may have high emission or out of compliance vehicles	low emission zones (downtown, in school zones, residential zones)		Tax high emission vehicles/tax single ride ubers/lyft		Pilot program
2.14 Develop an e-mobility program, including neighborhood electric vehicle car sharing, and e-bikes	Discount for low-income, SNAP customers, affordable housing residents, etc	ride-a-longs	Citibike, developers			e-bike useage study
Objective 3 Decrease emissions from the transportation of goods.						
3.1 Establish policies to optimize urban freight movement (e.g., time of delivery, location consolidation)		LS: Could stagger delivery hours, have a "public locker" to centralize drop-offs /// Public locker in central locations/drones?				
3.2 Incentivize clean delivery of goods by major distributors and companies. .		E-Bike delivery/Public locker in central locations/drones?		Public private partnership with Amazon. Amazon can advertise at public lockers and fund the construction and maintenance of lockers		
Objective 4 Improve carbon capture and reduce heat island effect throughout the city.						

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4.1 Incorporate green infrastructure such as bioswales and street tree plantings into all future right-of-way improvements.		GI Guide for the city				
4.2 Deploy carbon sequestration and soil management in municipal parks and open spaces		Maintenance plan for city				
4.3 Institute a green roof or cool roof requirement or program. Provide incentives such as a square footage or footprint allowance.		New building code requiring white and green roofs				
4.4 Prioritize the transformation of underutilized and vacant lots into urban farms or community garden projects		Form partnerships	Public Housing Authority, HHS			
Objective 5 Increase resiliency of City to future storm events and sea level rise.						
5.1 Implement recommendations from Resilient Jersey City for increasing green infrastructure and porous and pervious surfaces to manage stormwater and flooding.						