



# Climate Action Plan Working Groups

## Transportation and Land Use Working Group

### Meeting Notes #3 January 29, 2020

#### Priority Action Items

**\*Overall note: each action applies to a sub-population of Jersey City (Ash)**

**Armando Medina, Bill, Ash, Danny**

**Objective 1A. Improve urban infrastructure to enable more active transportation options like biking and walking for all users, including those with limited or impaired mobility.**

- 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.
  - Citi bikes is a good addition; it's improved the amount of bike rides taken. Put in bike lanes, open more bike shops.
  - Bill: What does "facilities" mean in this context? (Bill)
- Perspective: Jersey Heights – not much access to Citi bike, 20-30 min walk to a docking station. Western Slopes is all hills, so it's inconvenient to place them on a hill. (Danny)
- Are we trying to start an electric scooter initiative in Jersey City? It's been seen in other cities, but here; just the bikes here. (Ash)

**Objective 1B. Pursue transit-oriented and mixed-use development that promotes active transportation options and reduces overall carbon emissions.**

- 1.2 – Rezone at transit nodes for higher density.
  - Higher population by the 440 area/NJCU; a lot of transit and rezoning is happening already. A lot of construction is going on there.
- 1.3 – Use Value Capture Mechanisms in conjunction with rezoning to create funding streams for rail transit expansion (HBLR, NJ Transit)
  - What is a value capture mechanism? (everyone); public finance – seeks to recover some or all of the value that public infrastructure generates for private landowners
- 1.4 – Replace minimum parking requirements with maximum parking requirements to encourage public transit use and reduce paved space.

- Donald Shoup, California: He thought the best way to reduce parking was to limit the amount of places available. Quite Draconian, but possibly effective? (Ash)
- Improve public transit in conjunction with restricting parking

**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.
  - Any improvement in public transit is improvement; coverage, quality, and pricing. (Armando)
  - There’s an effort being made by the NJ Transit Light Rail to extend to NJCU.
  - Relates to Action 1.3 (Ash); if you want to invest in public transit, where does the money come from? Value capture.
  - Non-Jersey City residents are charged an additional 3.5% on top of taxes and that money is earmarked for improving public transit (Armando).
- 2.2 – Partner with NJ Transit to establish a transition plan to convert the bus fleet to 100 percent electric by 2035.
  - Diesel buses considered an improvement from the petroleum ones; is the question about climate change or local air quality?
  - Diesel causes more respiratory ailments.
  - Alternative fuel sources? Electric and fuel cell market seems to have died down.
  - Jersey City is trying to get electricity from a variety of areas to make it better overall
- 2.3 – Implement a type of 'rapid bus transit' as in NYC, where an entire street could be used only for public transportation.
  - RBT (rapid bus transit); create a street only for public transportation; Armando likes the idea. One lane dedicated to buses. On Communipaw Ave, for example, you’d have to eliminate one whole side of the street.
  - Not allowed to park during peak hours to allow buses to come by; done in Newark, very helpful (Armando).
  - Original use of BRT was in “city of dreams” Brazil by an architect (~1970) who became a mayor. City designed for bus transport > cars/road; tough to pull off in NJ (Ash).
    - Maybe just main arteries (Communipaw, Kennedy, Grand, etc.) of the city to lighten up congestion (Armando).

- Expand more park and ride (Armando); make parking cheap in the park and ride and expensive in the city (Ash)
- 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.
  - Subsidize the ferry (Armando).
  - the bicycle bridge (Bill)
  - bicycle and bus; multi-modal (Ash)
  - Bridge isn't realistic; cruise ships, freighters, etc.
  - Value capture mechanism – housing places offering to subsidize ferry fares for tenants; they can add it as an amenity and helps increase value of property.
- 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.
  - Add a gondola; the hill is there; like a San Francisco cable car. Not sure that it's feasible.
  - The light rail should expand to Journal Square and expand in general.
- 2.6 – Require new multi-unit dwellings and commercial construction to be built EV- Ready.
  - New buildings should be EV Ready. NJCU would pay for parking if you got an electric car. (Bill)
  - Can developers offer it as an incentive to a tenant?
  - Can the city offer it as tax credit?
- 2.7 – Relieve congestion and idling throughout City through measures such as better synchronization of stop lights.
  - Better synchronization of stoplights is needed. Computerized, pressure plates, computer can adjust light sequences depending on traffic, but it requires a lot of investment in computerization.
  - Requires major study in order to select which roads should get the technology; design for speed limit quality, especially on JFK Blvd.
- 2.8 – Develop and implement programs to increase the availability of Electric Vehicle (EV) charging infrastructure throughout the City including lower income communities.
  - This presents difficulties for low-income communities to obtain the electrical cars/newer cars.
  - More charging stations, more gentrification, more grumpy people

- 2.9 – By 2030, require 100 percent of all new eligible municipal fleet vehicles be either electric vehicles or hybrid electric vehicles.
  - This seems reasonable; smaller fleet of more efficient vehicles that can navigate the city more easily.
  - Unsure if 2030 will work, but more likely by 2040; Ash wants to push for 2030 because of the timeline of overall global pollution; “carbon tax”
- 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.
  - Ride share mobile app for commuters (college students, municipal workers, etc.); mapping of where people are coming/going; Example: Miles to Share, Via – has limited possibilities but they’re there

**Objective 2B. Encourage city-wide behavior change towards lower carbon transportation choices.**

- 2.11 – Enact automobile-free zones such as in the city center.
  - Example how Grove St. is blocked off; yes, great idea.
- 2.12 – Encourage employers to provide commute-trip reduction programs for employees such as free or subsidized transit passes for employees or bicycle parking and facilities.
  - Virtual offices; online teaching. It reduces commuting, makes certain aspects of life easier.
- 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.
  - Congestion charge; 2/3 emissions are through traffic for Jersey City.
  - Conceptually similar to a toll, for driving during congested times
  - Currently being done in London and New York; Virginia Rt. 66
  - Interesting idea, but can it be enforced?
- 2.14 – Develop an e-mobility program, including neighborhood electric vehicle car sharing, and e-bikes.
  - Idea of an e-personal transport = great idea; Bill wants a fast wheelchair/bike.

**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).

- Nighttime deliveries; (10 pm- 6am). Unsure if it's feasible because it impacts company's business model. Quality life would decrease because of hearing the trucks, etc. Going around and slamming the doors and the engines and all.
- 3.2 – Incentivize clean delivery of goods by major distributors and companies.
  - Electrify UPS, Amazon, FedEx, etc. trucks. UPS trucks in the suburbs are electric in Paris. (Ash)
  - Letter-writing campaign to companies to electrify their trucks; they might do it out of fear of negative press; easier time with UPS and FedEx.

#### Objective 4.

- 4.2 – Deploy carbon sequestration and soil management in municipal parks and open spaces
  - Use compost to enrich the soil that allows the soil to improve carbon capture. Add minerals, topsoil, etc. to improve the amount of carbon in the soil to attract more carbon within parks, gardens, residential areas.
- 4.3 – Institute a green roof or cool roof requirement or program. Provide incentives such as a square footage or footprint allowance.
  - Green roof idea for residential buildings is a good idea if the structure allows it, extends the life of the roof by 4x (Ash); same for solar panels (Bill).
  - Shading on the roof means less stress on the concrete.
  - NJCU campus was considering doing green roofs.
- 4.4 – Prioritize the transformation of underutilized and vacant lots into urban farms or community garden projects.
  - Heavy metals in the soil; plants to do that would not be ideal. The alternate use is elevated planters (Bill).
  - The city has a community garden program; have volunteers maintain it.

#### 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 storm water and flooding.
  - Storm water fee for developers: if you feed water into the system, you pay. If you retain it on site, you don't have to pay. Use the extra water for plants on green roofs.