

LDR update, pedestrian lighting and high visibility crosswalks are encouraged on all County roadways except Industrial Boulevards, and all signalized intersections should have marked crosswalks. Downtown Avenues are recommended to have decorative textured crosswalks for even higher visibility. Other recommendations from the LDR include:

- Curb extensions where crossing distances would benefit from being shortened
- Gateway treatments and pedestrian crossing areas such as intersections and crosswalks should be given additional lighting considerations
- Dramatic reduction of the curb radii to improve site safety

***"Mandate the installation of missing sidewalks and repair and widen existing sidewalks where access is necessary. Shade trees should also be included."***

Site and off-tract improvements for sidewalks may be required as part of the allocation formula for roadways. Further, the LDR establishes recommended sidewalk and sidewalk zone dimensions to provide safe and accessible pedestrian circulation.

***"Provisions for the contribution to a sidewalk improvement fund should also be considered. Especially for those sites where off-tract improvements are needed. Shade trees should also be considered."***

Section IX of the 2016 LDR update establishes the purpose, requirements, scope of improvements, and cost allocation for off-site and off-tract improvements required as part of a proposed development. Included in these requirements are the cost sharing of street improvements, channelization, barriers, new or improved traffic signalization, signs, curbs, sidewalks, trees, and other improvements where needed.

***"Work with the NJTPA and municipalities to educate the public, planning and zoning officials on maintaining and reestablishing strong urban design standards that incorporate reduced and shared parking requirements. Where appropriate, waivers from Residential Site Improvement Standards should be a permanent consideration, such as Downtown and Transit Oriented Development (TOD) districts."***

This recommendation is a duplicate from the Land Use Plan Element. It is further discussed there.

***"Complete the Hudson River Waterfront Walkway, complete the Hackensack River Greenway, complete the Passaic River Greenway, complete the Liberty-Watergap Trail, and complete the East Coast Greenway."***

Progress made on completing walkways and greenways is further discussed in the Community Facilities Plan Element.

### **Mass Transit**

***"Consider developing a County-wide Transit-Oriented Development (TOD) Plan that works with all Hudson municipalities, NJ TRANSIT and the PANYNJ that works to maximize the public investment in mass transit. Education and visioning should be considered a component of such a plan."***

A countywide TOD plan has not been completed. However, a number of other plans such as the Bayonne/Greenville/ Journal Square BRT Study and the Jersey City/ Hoboken Sub-regional Transportation Study have been completed and take into account TOD in the planning process. Additionally, there have been TOD plans developed in Jersey City, Bayonne, Harrison, and Kearny. There are a number of available resources that can be used by communities to encourage TOD and Transit Supportive Development (TSD). These include:

- Planning for Transit-Friendly Land Uses, NJ TRANSIT, 1994
- Building a Transit-Friendly Community, NJ TRANSIT, 2010
- Eliminating Barriers to Transit-Oriented Development, NJDOT, 2010
- Targeting Transit: Assessing Development around New Jersey's Transit Stations, NJ Future, 2012
- Manual of Best Practices for Transit-Oriented Development, NJDOT, 2013
- Planning for Transit-Supportive Development, Federal Transit Administration (FTA), 2014

***"Continue to work with NJTRANSIT to implement the recommendations of the Bus Circulation and Infrastructure Study."***

The 2007 Bus Circulation Study made a number of important recommendations, however, the recommendation for the County to establish a jitney ordinance that regulates such service continues to be the most salient issue among the other recommendations from this plan. Thus far, no regulations have been established, but the recommendations from the Hudson County Jitney Study should be incorporated in governing jitneys.

***"Continue to review and expand the HBLR and other mass transit opportunities throughout the county such as extending the PATH line and interconnections with Staten Island."***

Since 2008, the 8th Street station in Bayonne has opened on the HBLRT. Additionally, a Draft Environmental Impact Study (DEIS) to extend the HBLR into Bergen County along the Northern Branch Corridor was completed in 2012. This study examined an alignment between North Bergen to the Tenafly/Cresskill. Currently, a supplemental DEIS (SDEIS) is underway that explores the extension to the Englewood Hospital, but not into Tenafly. A PATH extension is being explored to Newark Liberty International Airport,

which would provide Hudson County residents greater accessibility to the airport via public transportation. The County and the City support a western extension of the HBLR from the current Westside Avenue Station. The extension of the HBLR into Staten Island has been discussed by the Port Authority and NJ TRANSIT, but no formal studies have taken place.



Jersey City, NJ, HBLRT

Table 8: Progress on Projects from 2002 and 2008

Name	Location	Description	Status
<b>Secaucus Junction Transfer Station</b>	Secaucus	Connected two major NJ TRANSIT rail systems for transfer into New York City	Completed 2003
<b>Port Imperial Weehawken Ferry Terminal</b>	Weehawken	New Ferry terminal owned by NJ Transit and operated by NY Waterways; connected via pedestrian bridge to Port Imperial HBLR station	Completed 2006
<b>Paterson Plank Road/ Union Turnpike</b>	North Bergen	Grade Separation	Completed by NJ DOT
<b>Secaucus Road</b>	Jersey City and North Bergen	Separation from Tonnelle Ave and Conrail and NYS&W rails	Completed by NJ DOT
<b>Route 139</b>	Jersey City	Ramps accessing Holland Tunnel	Under Construction
<b>Bergen Arches</b>	Jersey City	Currently abandoned; aiming to find best use	Studies completed. No progress.
<b>69th Street</b>	Gutenberg/ North Bergen	Grade separation	Under construction; sporadic funding
<b>St. Paul's Avenue/ Conrail Bridge</b>	Jersey City	Replace Route 1&9 Viaduct over St. Paul's Avenue	Completed 2011
<b>Charlotte and Tonnelle Circles</b>	Jersey City	Charlotte Circle Elimination and Tonnelle Circle Improvements	Completed but will be reconfigured once Wittpenn Bridge construction is complete
<b>Route 185</b>	Jersey City	Extension of Route 185 from Linden Avenue to Caven Point, improving access to Port Liberte and Liberty State Park	Completed
<b>Port Imperial Boulevard Secaucus Interchange</b>	Weehawken	New access to Hudson Waterfront	Completed
<b>4th Street to Newark-Jersey City Turnpike</b>	Secaucus	Exit 15x provides access to Secaucus Junction	Completed
<b>Harrison Town</b>	Harrison	Resurfacing	Completed 2008/2009
<b>14th Street Viaduct</b>	Harrison	Operational Improvements	Undergoing - 2019
<b>Castle Point Walkway, Phase 2</b>	Hoboken and Union City	County park underneath viaduct	Completed 2014
<b>NYS&amp;W RR Bridge (23) and Route 1&amp;9/ Paterson Plank Road Bridge</b>	Hoboken	Walkway reconstruction at Stevens Institute	Completed in 2012
	North Bergen	Unknown	Unknown

Name	Location	Description	Status
JFK Boulevard/32nd Street	Union City	Pedestrian Crossing	Completed in 2012
Baldwin Avenue	Jersey City	Intersection improvements	Completed 2010/2011
Union City Intermodal Facility, Bergenline Avenue	Union City	Serves Union City for HBLR	Opened 2006
Secaucus Connector	Secaucus/ Jersey City	Construction between Route 1&9 and the NJ Turnpike	Completed
Boulevard East/ Bulls Ferry Road	North Bergen	SB left turn lane & pedestrian crossings	Completed
JF Kennedy/70th St	Guttenberg	Left turn lanes	Completed
Schuyler Av/Dukes/ West Hudson Park	Kearny	Add actuation and improve NB right turn	Completed
Schuyler Av/Harrison Av	Kearny	General Upgrade	Traffic signal upgrade
Schuyler Av/Bergen Av	Kearny	General Upgrade	Traffic signal upgrade
Schuyler Av/Quincy Av	Kearny	General Upgrade	Traffic signal upgrade
Passaic Av/Harrison	East Newark and Harrison	General Upgrade	Traffic signal upgrade
Road Widenings			
County Road	Jersey City		Not needed at this time
New County Road	Secaucus		Completed 2006
Passaic Avenue	Kearny		Repaved in 2016

### Other Changes

In 2005, the Hackensack Meadowlands Transportation Planning Act established a Transportation Planning District within the Hackensack Meadowlands District. A comprehensive District-wide Transportation Plan was adopted in 2007 to provide a plan to improve mobility for passengers and freight throughout the District. The plan designates transportation projects and enables the NJSEA to assess fees on future District development based upon a technical analysis of its projected impact upon the transportation system. Those fees are used to upgrade the transportation infrastructure of the Meadowlands District, including the implementation of the Meadowlands Adaptive Signal System for Traffic Reduction (MASSTR).

The MASSTR program incorporates 128 traffic signals within the Meadowlands District, including in-District portions of Hudson County municipalities, into a self-adaptive network. A reduction in congestion is accomplished by adjusting the signal timings based upon the real-time flow of traffic rather than utilizing fixed timings. The MASSTR program was also funded by a highly competitive \$10 Million Tiger 2 grant awarded to the NJSEA from the U.S. Department of Transportation.

Additional information: <http://www.njsea.com/njmc/land/transportation.html>



There have been several significant events since the 2008 Re-examination Report, which have profoundly affected development in Hudson County.

## 2016 Goals and Objectives

### **Goal 1: Ensure existing infrastructure for all modes is in good repair and can support the needs of the County and the region.**

- Objective a: Maintain existing transportation infrastructure within the county for freight, residents and visitors.
- Objective b: Connect people and places with safe, convenient and reliable transportation options including east/west connections.

### **Goal 2: To support system coordination regionally.**

- Objective a: Consider the County as an extension of the New York City system and work to coordinate even greater investment in the public transportation system through partnerships with NJ TRANSIT, Port Authority and the MTA.
- Objective b: Consider the PATH system as an integral part of the Hudson County system and pursue expansion opportunities with PANYNJ.
- Objective c: Coordinate public and private bus service, including jitneys, by providing information on service, transfers, fares and bus passes.
- Objective d: Coordinate with municipalities to provide a single payment method for all on-street parking throughout the county.

### **Goal 3: To provide a safe and efficient transportation system.**

- Objective a: Maintain the efficient movement of goods with planning for safe and efficient truck travel and promotion of the transport of freight by rail and barge.
- Objective b: Maintain the efficient movement of people with planning for safe and efficient pedestrian, bicycle, public transportation, and vehicular travel.
- Objective c: Increase education, training outreach and field audit programs to reduce crashes and improve transportation safety.
- Objective d: Improve mobility for senior citizens and people with disabilities.

### **Goal 4: Reduce traffic congestion.**

- Objective a: Identify improvements that will allow buses to more quickly and reliably travel along congested roadways.
- Objective b: Use technology to improve transportation operations (i.e. ITS).

### **Goal 5: To promote alternate transportation modes including bicycling, telecommuting, transit and walking.**

- Objective a: Improve conditions at existing transit hubs throughout the County.
- Objective b: Continue to implement the Hudson County complete streets policy.
- Objective c: Continue to encourage a regional bike share program.
- Objective d: Promote public access to the Hudson River Waterfront Walkway and pedestrian open space and circulation opportunities such as scenic walkways and bikeways along the county's waterfronts.
- Objective e: Improve pedestrian and bicyclist on-site circulation.
- Objective f: To promote pedestrian-first approach in downtown areas.

### **Goal 6: Increase transit system capacity in strategic locations.**

- Objective a: Continue to review and expand the Hudson Bergen Light Rail and other mass transit opportunities throughout the County.
- Objective b: Encourage the expansion of rail systems to serve major residential and commercial developments, such as the Jersey City Bayfront Development.



**Goal 7: To coordinate land use activities with the transportation network.**

- Objective a: Encourage the siting and expansion of inter-modal facilities at locations where existing infrastructure can accommodate the movement of freight.
- Objective b: Develop better connections between land use activities (i.e. grocery store) and the transportation needs of Hudson County residents.
- Objective c: Encourage municipalities to develop parking management practices, improve wayfinding, and study the need for increased parking capacity, where needed.

**Goal 8: To provide transportation improvements which support economic development.**

- Objective a: Provide cost effective transportation systems that support business by providing for the efficient movement of goods and people.
- Objective b: Plan transit and roadway infrastructure system improvements to support existing economic activity centers and promote development of new activity centers along transit corridors and at transit hubs.
- Objective c: Establish a transportation/employment program for those who are unable to get to employment services, interviews and training.
- Objective d: To provide pedestrian and bicycle access along all roadways, particularly those roads that leads residents to job centers.

**Goal 9: Redesign existing streets to allow for pedestrians, bikes and green infrastructure.**

- Objective a: Utilize the Land Development Regulations to incorporate green infrastructure into county roadways, especially during County roadway improvement or utility projects.
- Objective b: Consider the Street Typologies that are outlined in the Hudson County Land Development Regulations In future county roadway projects.
- Objective c: Reduce stormwater run-off and non-point source pollution from roadways through implementation of Best Management Practices (BMPs).

**Goal 10: To reduce “green house gas” emissions from mobile sources and improving air quality.**

- Objective a: Reduce Vehicle Miles Traveled (VMT) by County residents and commuters.
- Objective b: Reduce Vehicle Hours Traveled (VHT) by County residents and commuters.

Objective c: Reduce energy consumption and pollution from motor vehicles by encouraging use of public transit.

Objective d: To promote the design and re-design of public roadways to comply with ADA standards.



## 2016 - New Issues

In addition to the above issues, the following issues have surfaced based on trends and community participation feedback.

### Damage from Storm Events

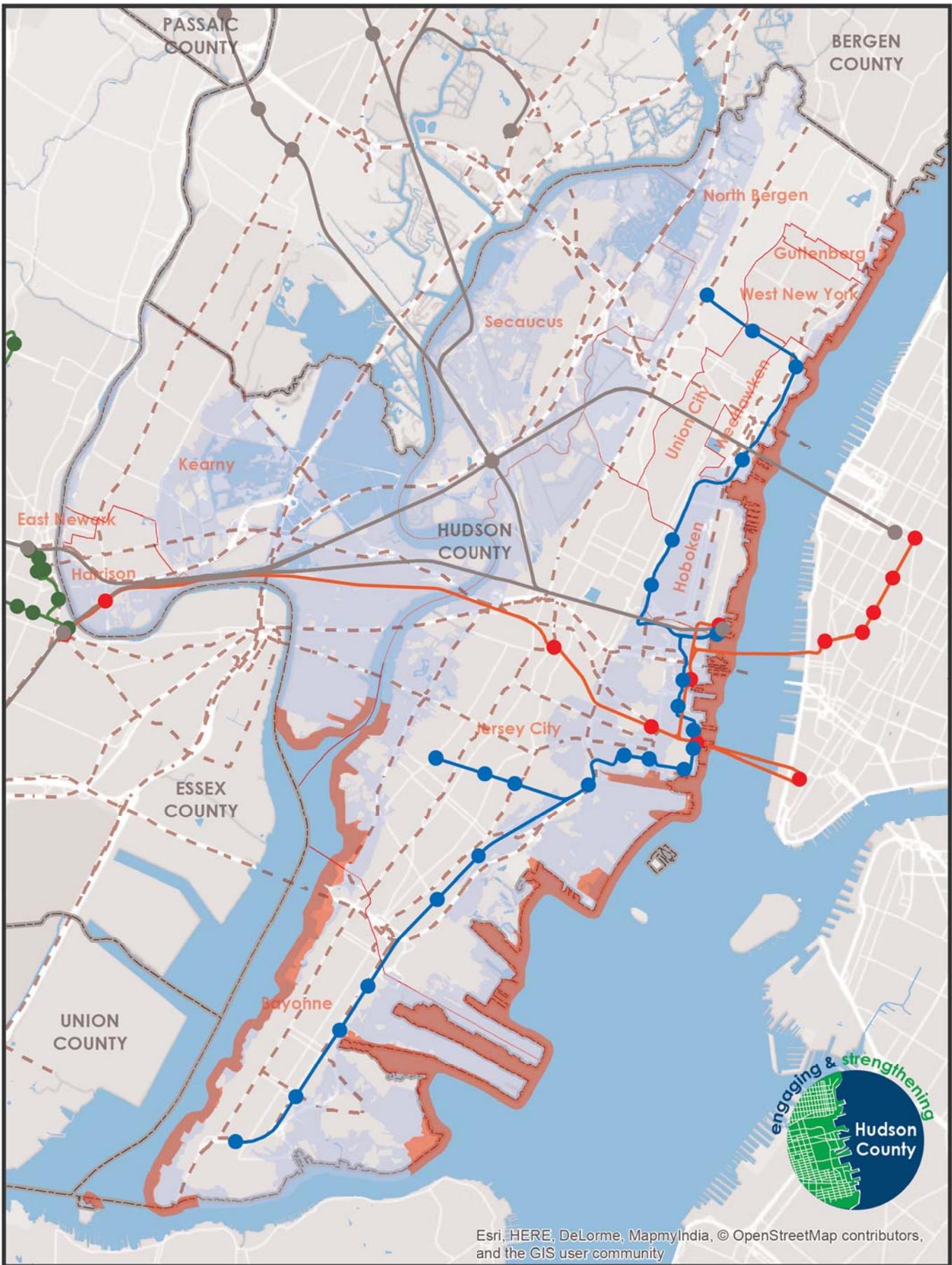
Superstorm Sandy had devastating effects on the entire transportation system throughout Hudson County. As Hudson County's 2014 Strategic Recovery Report documented, Sandy inflicted \$800 million worth of damage to the PATH system and it was months before service was fully restored to Hoboken. One-third of NJ TRANSIT's rail fleet was damaged since they were located in low-lying yards in Kearny and Hoboken, and the Hoboken Terminal was flooded. Additionally, the HBLRT experienced track washouts in Jersey City and Hoboken. The immediate and long-term impacts from the storm had significant negative effects on mobility, especially since much of Hudson County's population uses these transportation services (40.5% of workers), and many households have no automobiles (32.4%). Ensuring that transportation systems remain accessible and operational during times of emergency are critical to resiliency efforts, especially as they provide an essential means to evacuating large numbers of the county's population from hazard areas. The inclusion of green infrastructure and hardening strategies, such as pump systems and backup power generators, are important considerations at public transportation facilities in the county. Further, absent the availability of public transportation as a method of evacuation, other options must be available. Ensuring that a complete and safe bicycle and pedestrian network would meet that need when evacuation is necessary, and other means are unavailable.

The county's roadway system was significantly impacted as well. High wind gusts downed trees and power lines, making some routes impassable, and other routes were inaccessible until flood waters had finally receded. Twenty-seven of Jersey City's traffic signals were rendered inoperable as a result of Sandy. In addition to many of the state

and federal roads in the county being coastal evacuation routes, County Route 501 Kennedy Boulevard is also designated an evacuation route, and other roadways provide access to these routes. Additionally, these roadways are necessary for use by first responders and to access critical infrastructure for service restoration and are critical to disaster response. Maintaining stormwater infrastructure on roads helps mitigate flooding impacts, and the county has identified a number of projects to improve the resiliency of critical roadways. One of these projects includes a program to update Kennedy Boulevard's traffic signals to adaptive signal systems, which can automatically adjust signal timings to better coordinate the flow of traffic accordingly. This technology, along with portable generators for backup at critical intersections, can help accommodate evacuation and response operations.



Jersey City, NJ; Superstorm Sandy flooding - Journal Square



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**Transportation Network and the 2013/15 Preliminary FIRM**

- 100 Year Flood (A Zone)
- Hudson Bergen Light Rail
- PATH
- Evacuation Route
- Commuter Rail
- Newark Light Rail



### Transit Service Reliability

Respondents of the survey and TAC feedback have indicated several service reliability issues across multiple transit modes. For instance, comments received included unreliable service on the NJ TRANSIT Northeast Corridor, unreliable and irregular train schedules, diminishing train service into the evening, and crowded train cars. Buses also have sporadic schedules where buses often arrive in groups rather than in a spaced and timely fashion. The bus transit system also lacks good intra-county movement, especially for east-west connections. Additionally, ferry service was identified as being infrequent and too expensive. Improving transit service reliability across all modes will attract new passengers, thereby further reducing reliance on the automobile in Hudson County.

### Connectivity Between Destinations

While Hudson County is among the most transit dense counties in the state, connectivity to and from their origin or destination was ranked 5th for transportation network challenges, according to survey respondents. Public transportation rarely provides door-to-door service. This requires another mode of some type to fill in this gap. This is referred to as a first/last-mile connection. In the survey, respondents noted they rely on shuttle buses to get from their buildings to transportation centers. In many areas, shuttle can supplement transit service from a station to a jobs cluster. Additionally, it is important to support infrastructure that makes walking or bicycling to transit both safe and convenient. These improvements help bridge the first/last-mile gap and improve access to opportunities for jobs, education, recreation, and social services. Developing first/last-mile strategic plans is one way for a community to identify populations who could benefit and where there are opportunities to fill these gaps in infrastructure.



### Aging Infrastructure

Aging infrastructure was listed as one of Hudson County's three biggest transportation challenges, according to survey respondents. Respondents felt that transportation infrastructure improvements was the third best investment for the state or local government that would result in the greatest economic impact in the community. According to the Federal Highway Administration, New Jersey ranked 8th in percentage of deficient bridges in 2015, an improvement from its ranking of 6th in 2014. However, the FHWA's 2015 National Bridge Inventory Data revealed that Hudson County had 185 deficient bridges, 17 structurally deficient bridges and 71 functionally obsolete bridges.<sup>35</sup> And, according to the state Transportation Department, the average bridge in New Jersey is more than 50 years old, where Hudson County's three most

traveled structurally deficient bridges are over 65 years old.<sup>36</sup> Funding for transportation projects, whether to maintain its current infrastructure or to provide new options for residents, is essential. As a result, the Transportation Trust Fund must continue to be funded, responsive to current and future

transportation needs, and sustainable, to meet changing conditions in costs while maintaining a level of funding that supports the projects required for the county and region.

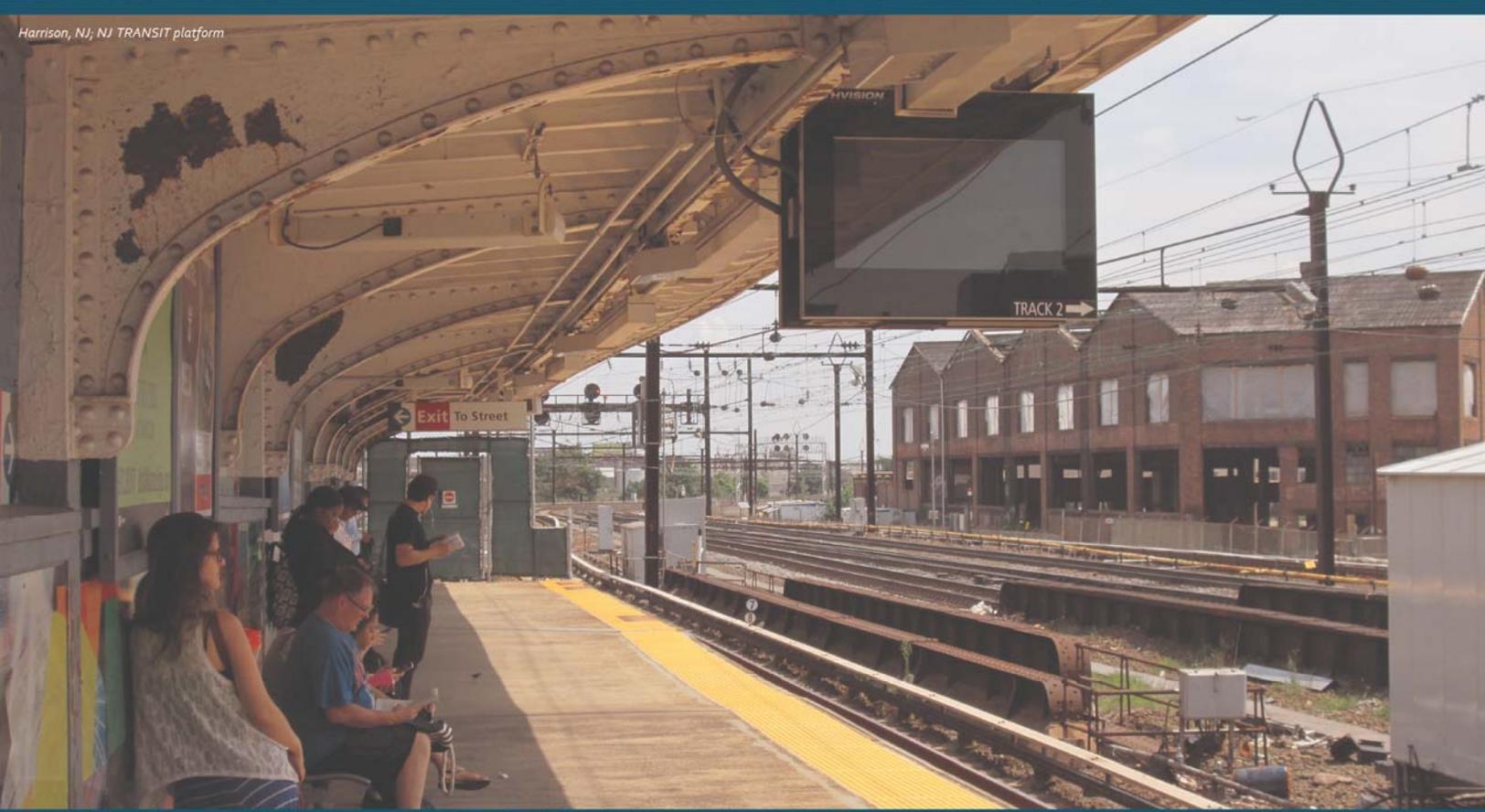




NY Waterway Ferry



Jersey City, NJ, Newark Ave - pedestrian street



Harrison, NJ, NJ TRANSIT platform



Hoboken, NJ, Cycle Track on Observer Highway Willow Ave

Table 9: Circulation Recommendation Checklist

#	Recommendation	Status
<b>General/Roadway</b>		
C-1	Expand the use of ArcGIS online for residents to report roadway safety concerns.	
C-2	Implement the county’s new Street Typologies in capital projects and encourage municipalities to adopt the county’s guidelines or develop similar typologies for their own roadways.	
C-3	Monitor the implementation of Complete Streets on county roads and encourage municipalities without Complete Streets policies to adopt them.	
C-4	Pursue funding to implement the Road Safety Audit recommendations for the three segments of JFK Boulevard.	
C-5	Work with local organizations (i.e. Hudson TMA) to educate drivers, bicyclists, pedestrians and transit users about safe travel habits within the county.	
C-6	Implement the recommendations of the 2016 Land Development Regulations to require a Multi-Modal Impact Report (MMIR) for development applications in specific areas. The report will identify potential for increased pedestrian circulation and the likelihood of increased vehicular/pedestrian collisions as a result. The report would be used to identify measures to mitigate such collisions.	
C-7	Develop a county wayfinding program and ensure that road signage is in a state of good repair.	
C-8	Continue to maintain the county’s roads and bridges.	
C-9	<b>Provide technical guidance and financial resources through grants to Hudson County municipalities to encourage the integration of green stormwater infrastructure into streetscape design.</b>	
C-10	Encourage flexibility in roadway design from NJDOT standards and incorporate National Association City Transportation Official (NACTO) design guidelines where possible. Use the Urban Street Design Guide, Urban Bikeway Design Guide, and Transit Share Design Guide as resources.	
C-11	<b>Identify corridors of high roadway congestion and explore the use of Intelligent Transportation Systems, such as adaptive traffic signals, to improve efficiency at intersections.</b>	
C-12	Monitor advances in vehicle technology and consider the investment in roadside devices on county roadways that interface with connected vehicles (V2I).	
C-13	Develop a model Healthy Corridors <sup>37</sup> plan. Healthy Corridors integrate transportation with land uses and services that allow residents and visitors to easily make healthy lifestyle choices.	
C-14	<b>Budget for implementing the transportation recommendations from the 2016 5-year Capital Improvement Plan, which focuses on resiliency.</b>	
C-15	Advocate for a stable and sustaining Transportation Trust Fund that meets the current and future transportation needs of county residents and businesses.	
C-16	Identify high crash locations in the county and conduct additional road safety audits to identify potential safety countermeasures.	

#	Recommendation	Status
C-17	Partner with Hudson Transportation Management Association (TMA) and Hudson County Economic Development Corporation to promote transportation demand strategies to employers such as telecommuting, ridesharing, and flexible work hours to reduce congestion during peak commuting hours and increase productivity.	
C-18	Monitor the expansion of ride-share services such as Uber and Lyft in Hudson County and study the potential for partnerships with companies to support first/last-mile trips to transit and supplement transportation services for people with limited mobility.	
C-19	<b>Ensure county roads are well maintained, including stormwater drains, to mitigate the impacts of flooding and can be utilized for emergency access and evacuation.</b>	
C-20	Introduce "Intercept Parking" facilities near major rail and road corridors.	

### Public Transportation/Ferries

C-21	<b>Encourage transit agencies (i.e. NJ TRANSIT, PANYNJ, etc.) to incorporate resiliency strategies in their facilities and infrastructure.</b>	
C-22	<b>Work with transit to develop an emergency evacuation plan of county residents using public transportation such as buses and ferries.</b>	
C-23	Conduct a ferry study to expand network/service and improve access to existing terminals.	
C-24	Advance jitney bus regulations to include a licensing and inspection program.	
C-25	Coordinate with Kearny and NJ TRANSIT to conduct a train station feasibility study for Bergen Avenue.	
C-26	Support municipal planning and zoning for Transit-Oriented Development (TOD) and Transit-Supportive Development around their transit stops. Develop a model TOD plan that provides guidance in best practices to support development around transit facilities.	
C-27	Support the PATH extension to Newark Liberty International Airport.	
C-28	Support the Northern Branch Corridor extension of the HBLRT and the Route 440 Extension Project for existing and future residents of the western waterfront area.	
C-29	Develop an east-west transit service feasibility study. The study would include examining rail service to better align to Hudson County commuting patterns and modern work schedules, and the potential new and enhanced bus service from western parts of the county to employment clusters in the eastern portion, to include opportunities for BRT on existing roadways and abandoned/underutilized rail corridors.	
C-30	Pursue funding and partner with the appropriate public agencies and municipalities to implement the recommendations from the Bayonne/ Greenville/ Journal Square BRT Study.	
C-31	Develop a model first/last-mile strategic plan that can be used by municipalities to improve access by all modes to transit stations.	
C-32	Identify opportunities for creative placemaking where art and cultural amenities may be integrated into transit stations.	

#	Recommendation	Status
C-33	Continue to support the Gateway Program. The projects will provide important improvements to passenger rail through Hudson County by replacing and expanding track, improving capacity over the Hackensack River, expanding Secaucus Junction, and creating a new two-track tunnel under the Hudson River.	
C-34	Continue to support the modernization of the Port Authority Bus Terminal.	
C-35	Update the 2007 Hudson County Bus Circulation and Infrastructure Study to reflect current and projected bus ridership patterns and needs. Continue to advance recommendations from the existing report where appropriate.	
C-36	Encourage the exploration of and conversion to all-electric buses on local NJ TRANSIT routes.	
C-37	Encourage the exploration of purchasing a county electric vehicle fleet and electric vehicle charging station for use by employees and the public.	
C-38	Expand Hudson County TRANSCEND transportation services to meet current and future needs.	
C-39	Support the study and development of a regional transit pass that would allow users to use a single payment method for trips on NJ TRANSIT, PATH, NY Waterways, and MTA systems.	
<b>Bike/Ped</b>		
C-40	Study east-west pedestrian network gaps along the Palisades Cliffs (i.e. funicular, 100 steps, or elevator). Develop best practices from other areas with similar topographic challenges (i.e. Pittsburgh, San Francisco).	
C-41	Advance recommendations from the Exploration of a Public Bike Share Program study. Key recommendations include the siting of new stations, working with a system operator to provide discounted memberships or have the county subsidize memberships, lowering barriers to entry with payment plans, identifying local champions, and partnering with local community organizations.	
C-42	Develop a countywide bicycle and pedestrian study to identify specific improvements on county roads and promote safe access to major destinations by bicycling and walking.	
C-43	Explore the potential of a sidewalk improvement fund. This fund could be supported through new development applications as a way to make repairs or address gaps in existing sidewalk infrastructure in off-site locations.	
C-44	Ensure that roadway improvements include at least the minimum provisions for bicyclists, such as "sharrows" or signage like "Share the Road" or "Bikes may use full lane".	
C-45	Continue to advance projects that address missing links for key greenways throughout Hudson County. These greenways include the Hudson River Waterfront Walkway, Hackensack River Waterfront Greenway, Passaic River Waterfront Walkway, East Coast Greenway, and the Liberty-Watergap Trail.	
C-46	Support the exploration of an east and west connection for bicycles and pedestrians across the Wittpenn Bridge.	
C-47	Support and participate in regional initiatives to develop the Morris Canal Greenway from Phillipsburg to Jersey City.	

#	Recommendation	Status
C-48	Encourage the inclusion of secure bicycle racks/lockers/depots at major employment centers and development nodes. Consideration should also be given to provide secure and/or indoor storage as well and shower and changing facilities for commercial and institutional uses.	
C-49	Improve non-motorized access to county parks and facilities with bicycle and pedestrian along county roads.	
C-50	Continue to implement ADA accessibility design standards on county roads and at intersections. Include other provisions for universal design such as audible and tactile pedestrian actuated signal devices at wheel-chair accessible heights.	
C-51	Partner with the NJTPA and municipalities to conduct the "Street Smart NJ" campaign in areas with high pedestrian crashes. The program has already been implemented in Jersey City.	
C-52	Support and participate in Hudson Transportation Management Association (TMA) education and community programs, such as Safe Routes to School, bike safety education, seniors safety program, Park(ing) Day, and others.	
C-53	Examine potential for the development of "Complete Networks" <sup>38</sup> where opportunities for Complete Streets are limited, such as high volume or narrow roadways.	
<b>Goods Movement</b>		
C-54	Support capacity improvements in the county's freight rail network.	
C-55	Work with municipalities to develop an online truck route map and market to local industries map to mitigate the effects of truck traffic on local roads and in residential neighborhoods.	
C-56	Consider the truck accessibility needs on county roads with significant levels of truck volumes. These considerations include ensuring that intersection turning radii to accommodate larger 53' trailers and mitigating the potential interaction with other modes (bicycle/ped/transit). Use the Industrial Avenue Street Typology as principle guidelines.	
C-57	Undertake a countywide goods movement and industrial land use comprehensive plan. The plan would inventory freight related infrastructure and land uses and develop recommendations to support their continued operation and growth in the county.	
C-58	Study the potential health impacts of freight activity on environmental justice communities in Hudson County.	
<b>Additional Recommendations</b>		
C-59*	HC-9: Initiate a program for the county-wide coordination of traffic lights along major roads to facilitate evacuations and other emergency situations, especially for Kennedy Boulevard.	
C-60*	HC-10: Install portable generator back-up for signaling at critical county traffic roadway intersections.	
C-61*	HC-15: Support the HC OEM to develop and exercise a coordinated evacuation plan to be used in the event of an evacuation of all, or a significant portion of, Hudson County, to include signage on designated evacuation routes.	

\*Recommendations from the 2015 Hudson County All Hazards Plan