

Transit Friendly Planning, Land Use and Development in New Jersey

NJ TRANSIT'S EXPERIENCE

September 2010
APA NY – Long Island TOD Seminar





PLANNING
transit-friendly
PLACES

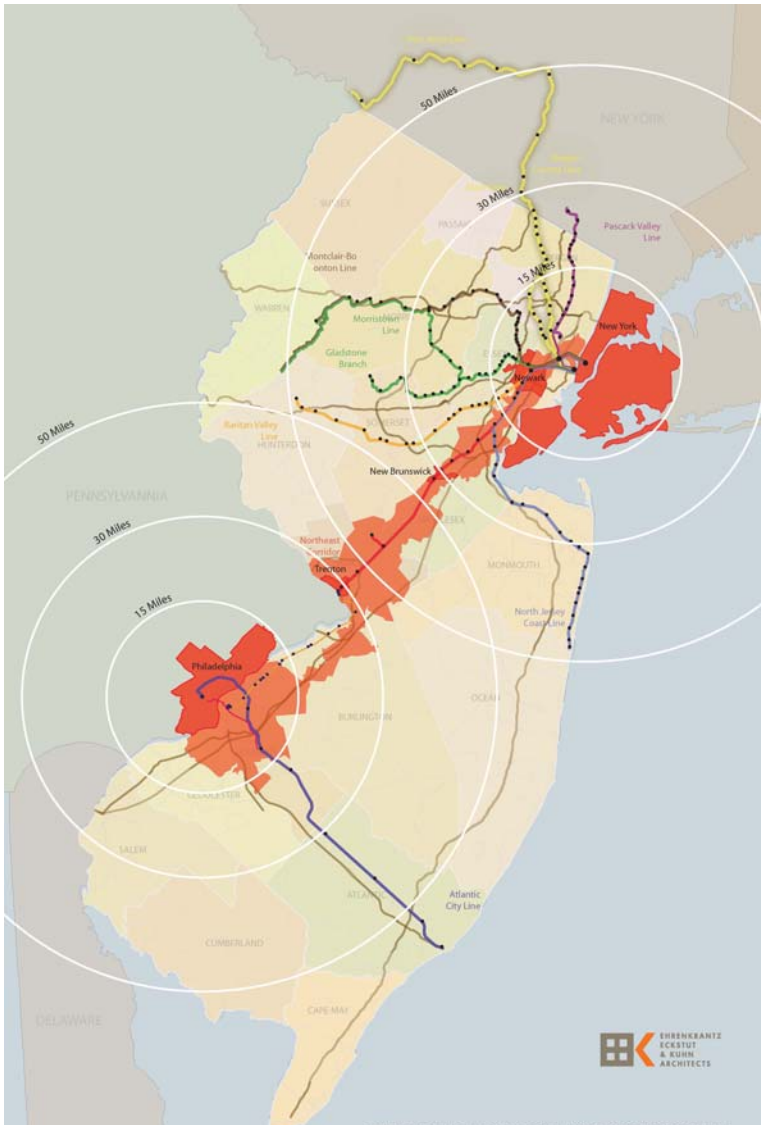


NJ's Land Use and Transit Policies



- NJ TRANSIT created in 1979 to reverse decline of public transportation
- State Development & Redevelopment Plan adopted (1986)...encourages growth in areas where population, jobs and infrastructure exist
- NJ TRANSIT's Transit-Friendly Planning Assistance Program (1999)...community engagement, visioning and TOD plan adoption
- NJ's Statewide "Transit Village Initiative" (1999)...rewarding communities who "get" TOD
- NJ's Green House Gas Plan (2008)... reduce emissions to 1990 levels by 2020, and cut emissions to 80% under the 2006 level by 2050
- Urban Transit Hub Tax Credit Act (2009)...incentivizing commercial and residential development in NJ's 9 urban core communities (tax breaks and job creation)
- Economic Redevelopment & Growth Grants (2009)...incentivizing redevelopment (up to 75% of state or local tax) in State Plan targeted growth areas

NJ Transit's Multimodal Network



- Third largest commuter transit system in the country
- Commuter Rail, Light Rail, Express Bus, Intra-state Bus, Private Bus Carriers, Bus Rapid Transit “Lite”
- Connecting NJ to Center City Philadelphia, Atlantic City, Newark, Jersey City and Lower and Midtown Manhattan

NJ's Integrated Transit Network Enables TOD

75% of New Jersey's residents live within 5 miles of a transit station

1 in 4 New Jersey communities hosts a rail station

30% of New Jersey residents live within walking distance of rail stations, and

10% of New Jersey residents use mass transit for work trips

NJT's Transit Friendly Planning Program so far...



Program Activities



- Public Outreach
- Education
- Technical Assistance



Redevelopment Plans

- Netcong
- Newark Broad Street
- Secaucus
- Somerville
- South Orange
- West Windsor

Other Planning Projects

- Rutherford
- Morristown
- Trenton
- Matawan
- Hamilton
- Cherry Hill
- Dover (Morris County)
- Galloway
- Jersey City
- Riverside
- Camden
- Asbury Park
- River LINE communities (southern NJ light rail)

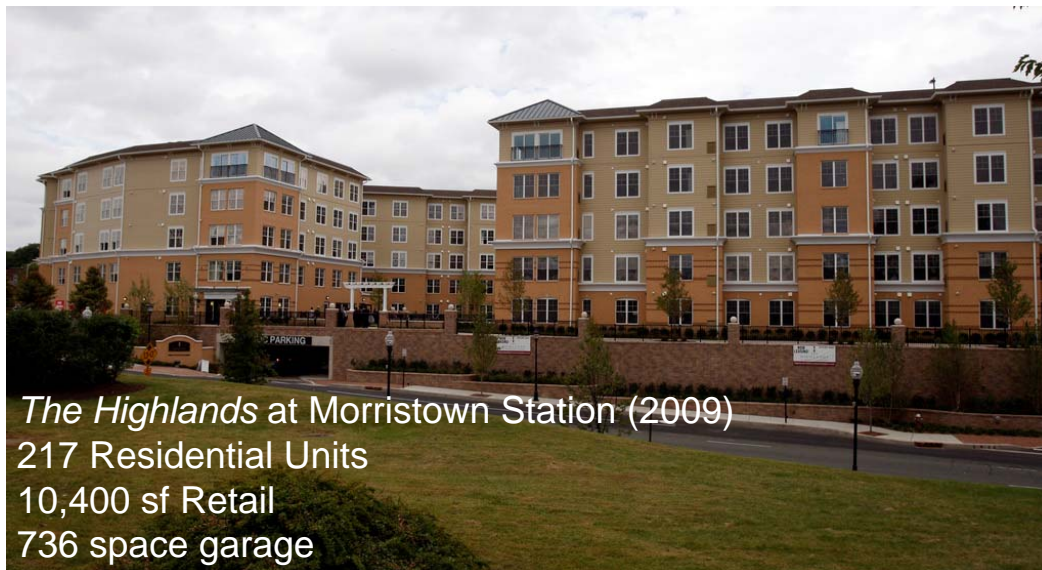
NJT – Transit Oriented Development Implementation through...

- Joint Development Partnership (Morristown)
- Facilitation of Property Assembly (Cranford)
- Structured Parking Partnership (Montclair)



Montclair Residences at Bay Street Station (2009)

165-unit studio, one and two BR Rental Residential Units
New garage shared by residents, commuters and visitors



The Highlands at Morristown Station (2009)

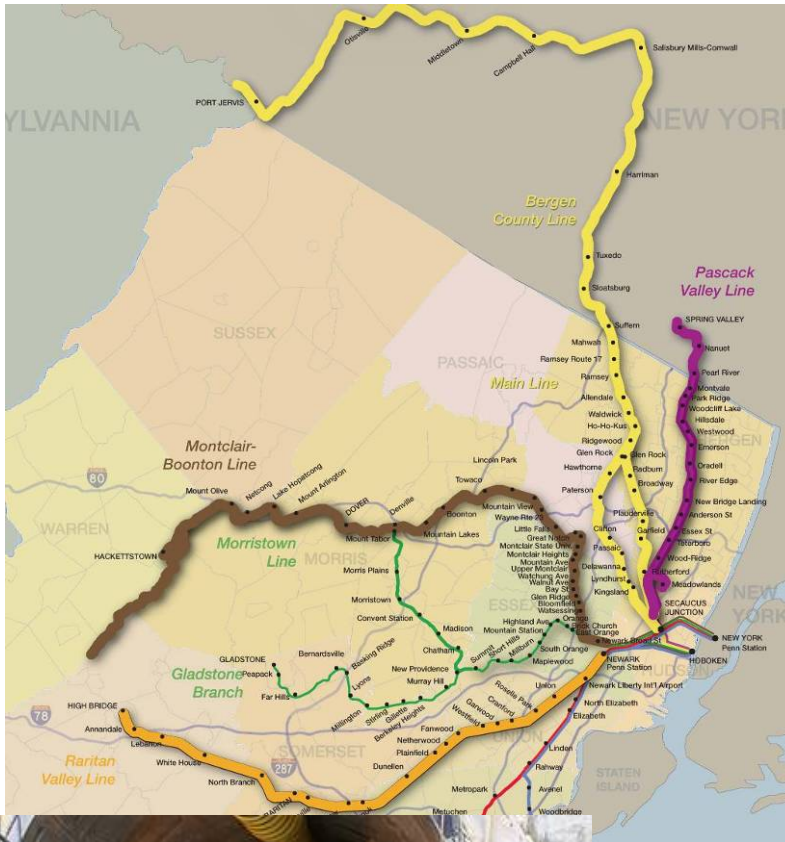
217 Residential Units
10,400 sf Retail
736 space garage



Cranford Crossing (2007)

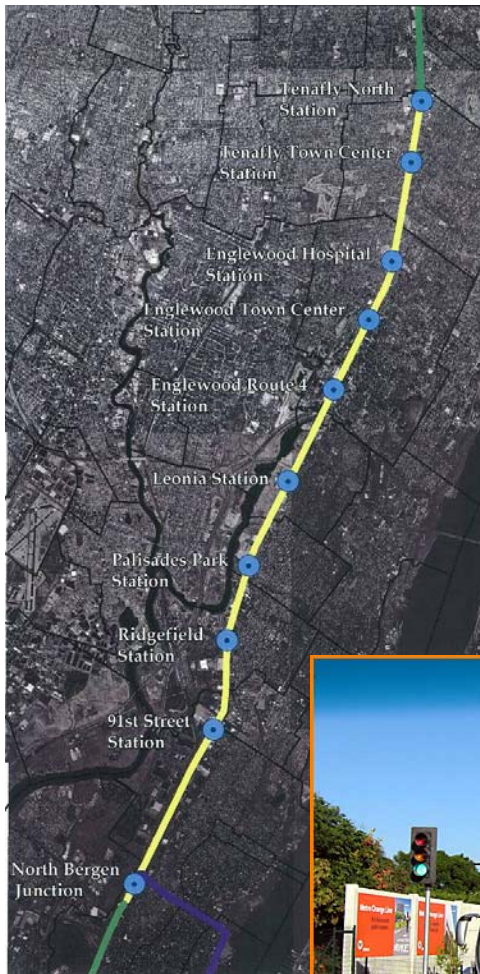
50 Residential Units
22,000 sf Retail
310 space garage

Upcoming and Future Challenges: Access to the Region's Core (THE Tunnel)



- Doubles capacity for trains coming into midtown Manhattan (23 to 48 per hour)
- Extends “one seat ride” service to majority of the system
- Expands express service throughout system
- \$3 billion in “New Starts” funding
- \$130 million in ARRA Funding
- 44,000 new jobs projected
- Eliminate 30,000 daily automobile trips (60,000 gallons carbon per day)
- Planned projected completion by 2019

Upcoming and Future Challenges: System Initiatives & Capital Projects



- **System**

- Light Rail
 - Northern Branch (Bergen County)
 - HBLR Extension to West Side JC
 - Passaic-Bergen Line (link Passaic County with Bergen County)
- Commuter Rail
 - Lackawanna Cutoff (link NW NJ to NE PA)
 - Extension of RVL
- Bus Rapid Transit (BRT)
 - Route 1 Corridor
 - Route 9 Shoulder Lanes
 - Route 42/55 Corridor
 - "GO BUS" TSP Enhancements (Bloomfield, Irvington, Newark, Airport)
 - Union County Sustainable Transit Corridor

- **Capital Projects**

- Pennsauken Transit Center (ARRA Funding) – connect ACL w/ River LINE

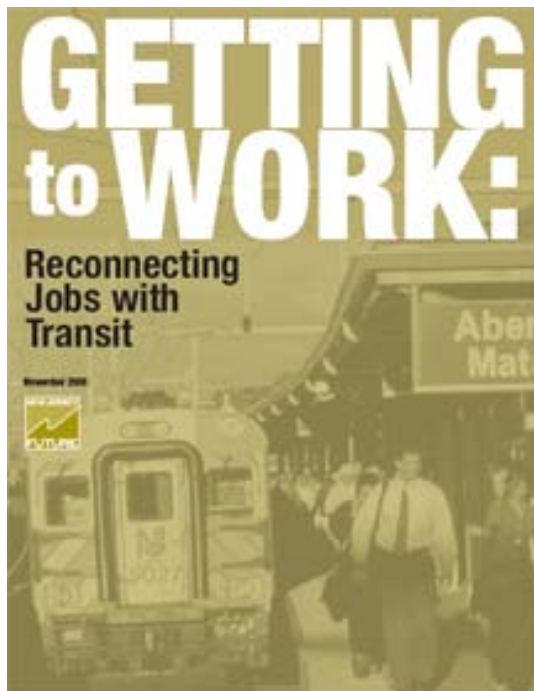
- **Equipment**

- DMUs and Double Decker Cars; Clean Buses

- **Signal Upgrades**



Opportunities & Challenges: “Next Generation” Issues



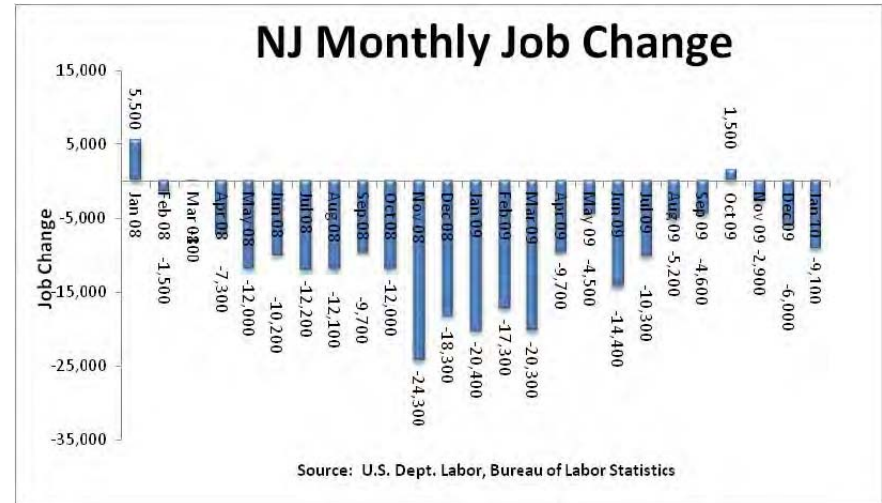
- Engage beyond NJT controlled property
- Regional Corridor Approach
- Bus/BRT TOD Opportunities
- Reconnecting Jobs to Transit
- Expand partnerships to leverage ALL available funds
- Develop understanding of sustainable benefits (GHG reduction, green land use, brown-/greyfield development) and environmental impacts

Opportunities & Challenges: Market and Demographic Trends

- Little current development activity

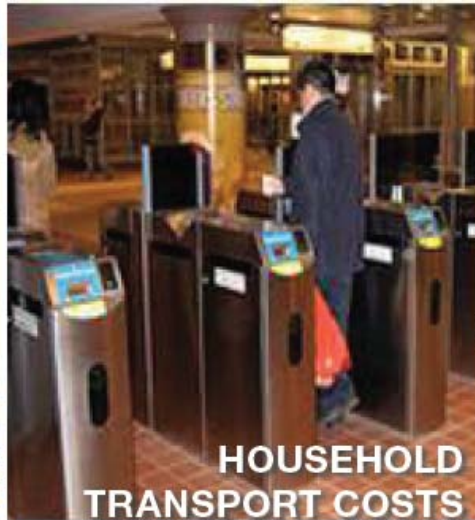
NJ and National Trends

- Increasing senior population
- Smaller households
- Increasing impact of energy prices and carbon emissions
- Significant increase in demand for housing within walking distance of transit

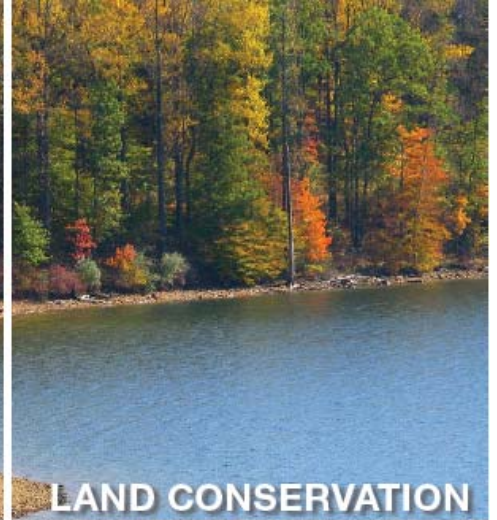
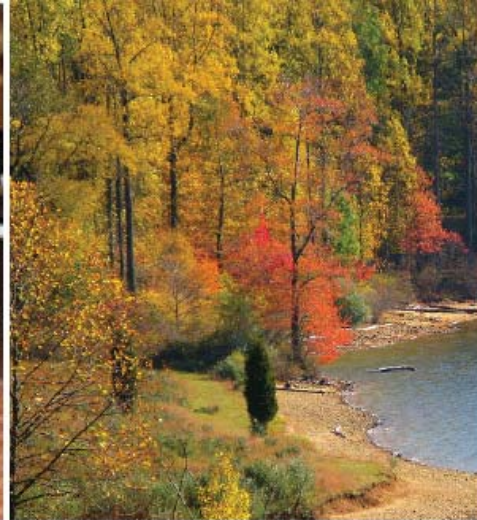


***“Next Generation”
of NJ TRANSIT’s TFP Program***

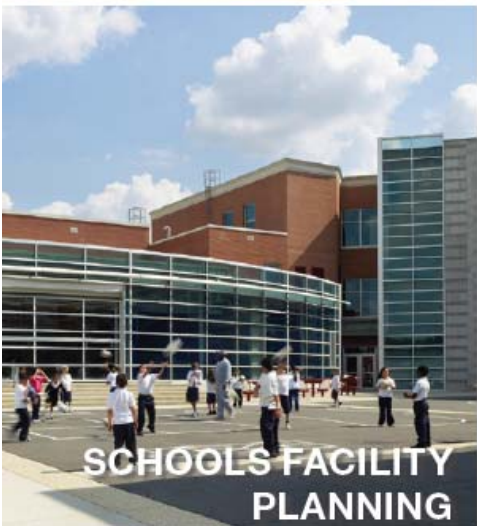
- 1. TFP Database*
- 2. Technical Assistance*
- 3. Public Education/Outreach*



HOUSEHOLD
TRANSPORT COSTS



LAND CONSERVATION



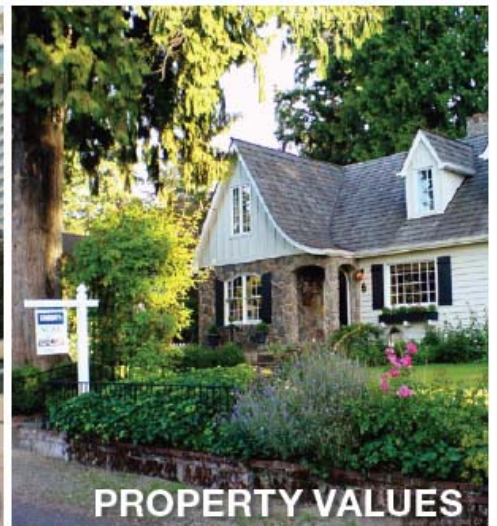
SCHOOLS FACILITY
PLANNING



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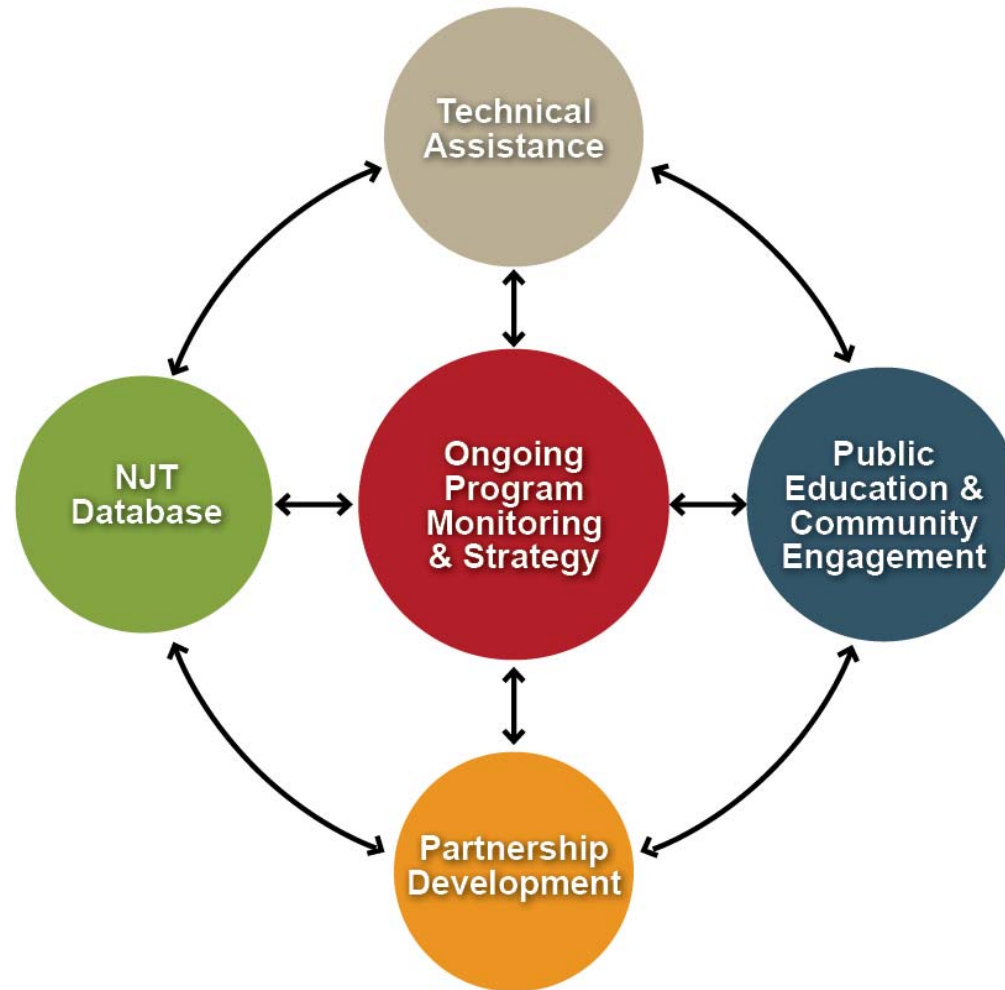


PUBLIC HEALTH



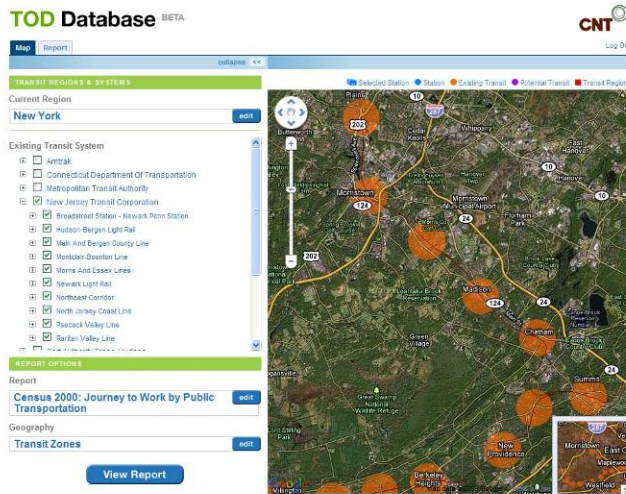
PROPERTY VALUES

Program Overview



***Transit Friendly
Planning/TOD Database &
Performance Metric***

TFP/TOD Database & Performance Metric



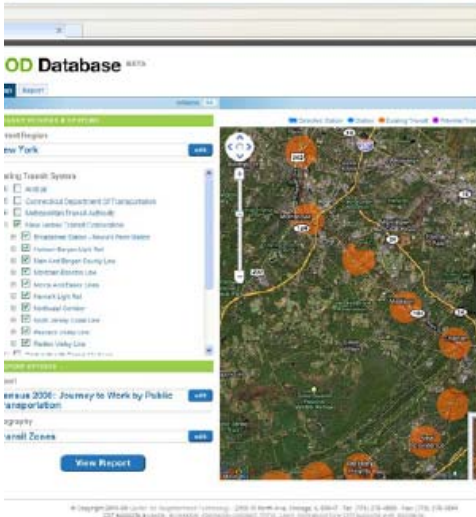
- Tracks ongoing Transit Friendly Planning project activities and TOD around NJT's network
- Summarizes critical TOD info including:
 - Existing and proposed projects
 - Federal and state program eligibility
 - Adjacent property land use and zoning



- Easy means of response to information requests
- User-friendly Graphic Interface
- Initial internal use for project tracking, development of appropriate performance metrics
- Future uses could include external resource capabilities

Public Outreach, Engagement & Education

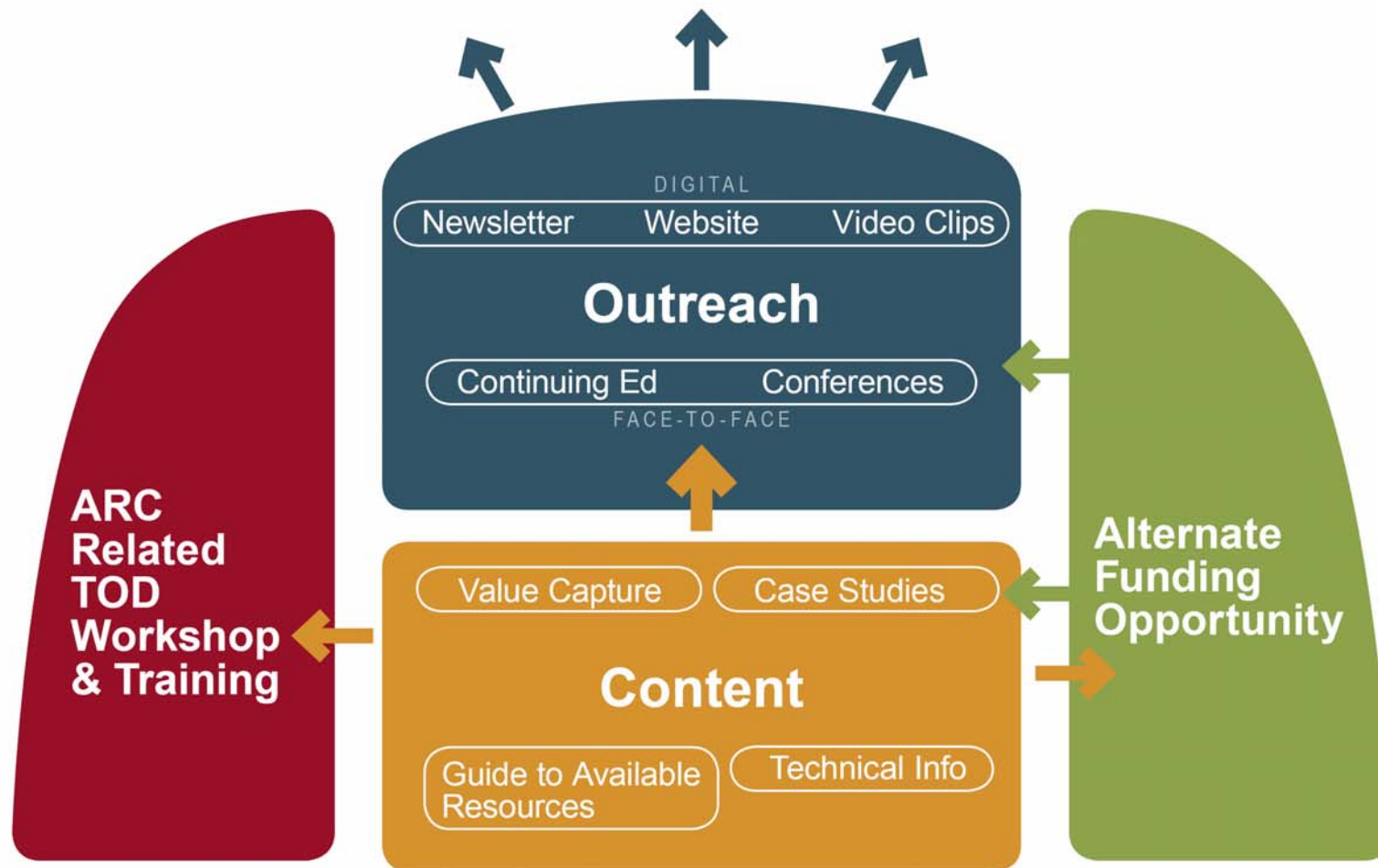
- 1. Content Development*
- 2. Case Studies*
- 3. New channels for communication*



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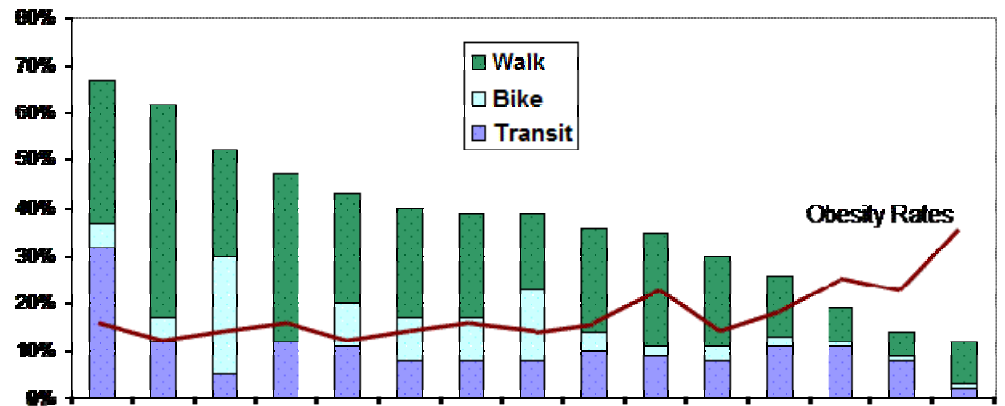
Public Outreach, Engagement & Education



New Content

- Develop new TFP Program content
 - Sustainability (GHG)
 - Public Health and TOD

- Case Studies that
 - Articulate value of TOD
 - “Put a Face” on NJ TOD
 - Debunk myths surrounding TOD



Communications & Outreach

The screenshot shows the NJ TRANSIT website's 'About Us' page. At the top, there's a navigation bar with links for Schedules and Fares, Ticketing, Rider Guide, Transit Advisories, Accessibility, and Contact Us. Below the navigation is a large banner image of a train crossing the Lackawanna River Bridge. The main content area features a section titled 'Transit-Friendly Development' which is the cover of a newsletter. The newsletter cover includes the title 'Transit-Friendly Development', the subtitle 'Newsletter of Transit-Oriented Development and Land Use in New Jersey', and a photograph of a bus stop. The newsletter content is visible below the cover, starting with a welcome message for Volume 6, Issue 1, dated April 2010. It lists various articles such as 'TOD Conference News', 'Transit Village Update', and 'National TOD News'. There are also sections for 'What's New', 'Editorial Board', and 'Recommended Reading'.

- New Web Site Portal on NJT Site
- Video Clips that are tied to Case Studies “Putting a Face on NJ TOD”
- **Transit Friendly Development Newsletter** continued collaboration with Rutgers University’s Voorhees Transportation Center

Education - TOD Workshops

- Connect with critical stakeholders and potential partners for NJ TRANSIT's major capital projects at an early stage
- Organized as a series of modules that explain the ingredients that make successful TOD/Transit Supportive Development (TSD) and the benefits to the community
- Promote Transit Friendly Planning Program as a means to an end
- Identify strong local leadership and willing gov't and not-for-profit partners (with funding!)
- Potential Locations:
 - Raritan Valley Line
 - Pascack Valley Line
 - North Jersey Coast Line



Alternate Funding Sources to Support NJT's TFP

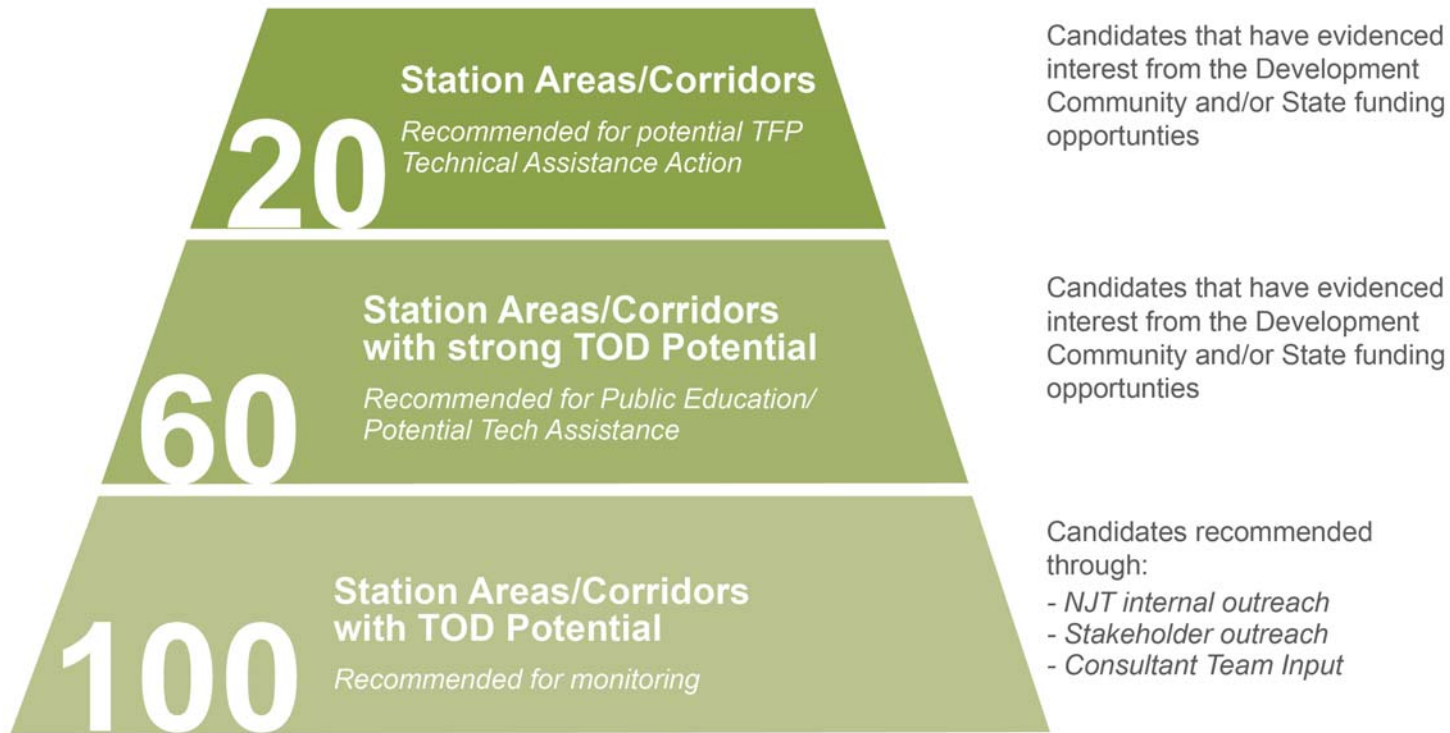
Two-pronged approach to supporting the TFP Program with “non-traditional” funding:

1. Focus on identifying funding options from sources such as HUD, EPA, DOT (Livable Communities Initiative)
2. Concentrate on securing outside funding from foundations and other sources for TFP Program activities

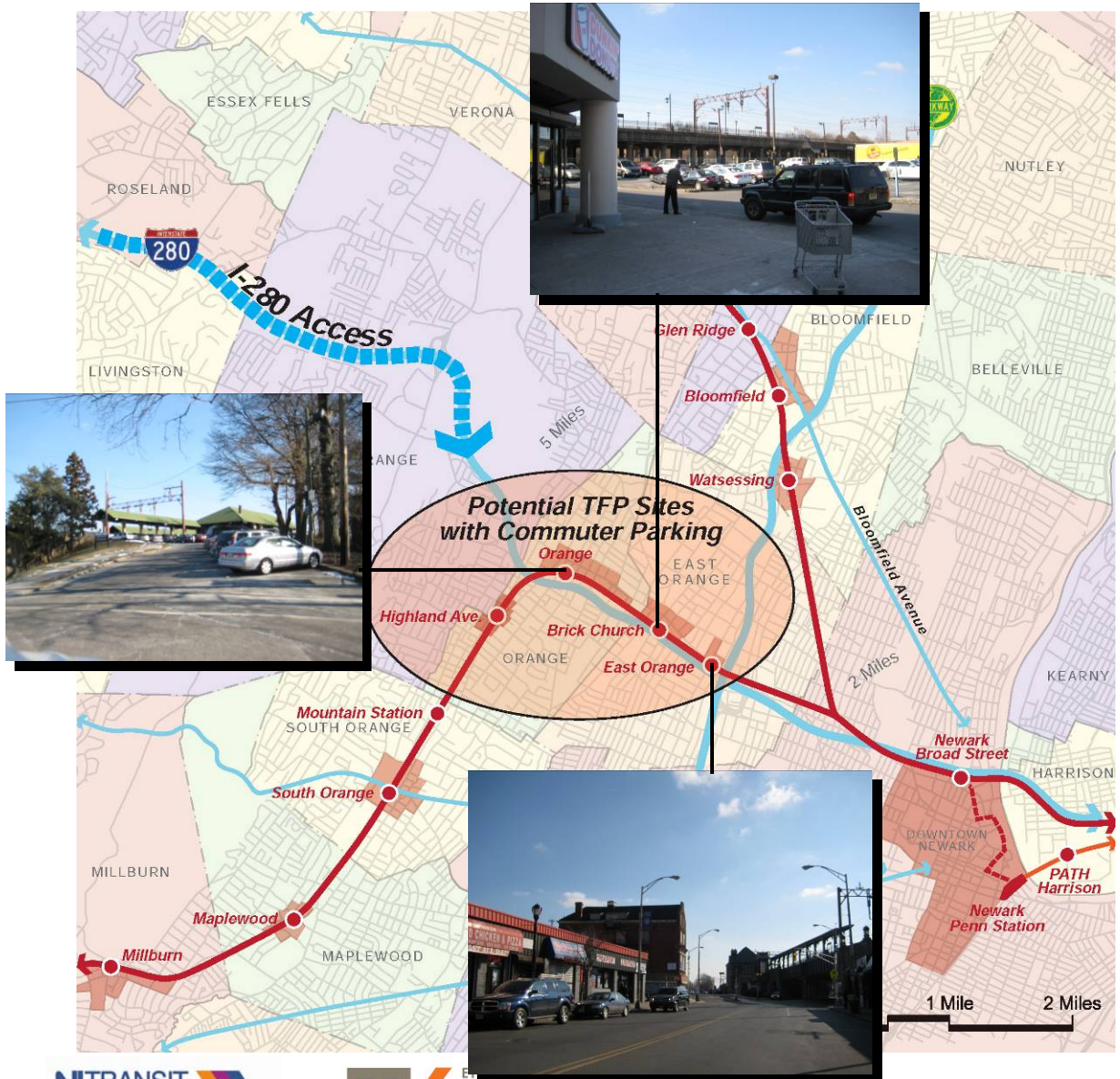


TFP Technical Assistance

Technical Assistance - Screening Process



Inner Morris & Essex Line



- Recent development around Brick Church Station demonstrates established market
- Established urban fabric and infrastructure to build off
- High Level of service with access to I280
- Strategic regional location
- Best Opportunities:
 - East Orange
 - Brick Church
 - Orange
 - Highland Ave



Raritan Valley Line



- Line with greatest ARC impact:
 - All stations will have one-seat ride w/ARC
- Established market at many of the stations
- Access to regional highway system increases opportunity to locate parking intercepts



Raritan Valley Line - Bridgewater



- Large surface parking lots adjacent to station
- Opportunity for shared parking facilities with baseball stadium
- Increase in commuter parking capacity could ease requirements for Somerville development
- I-287 access could facilitate location as a regional parking intercept



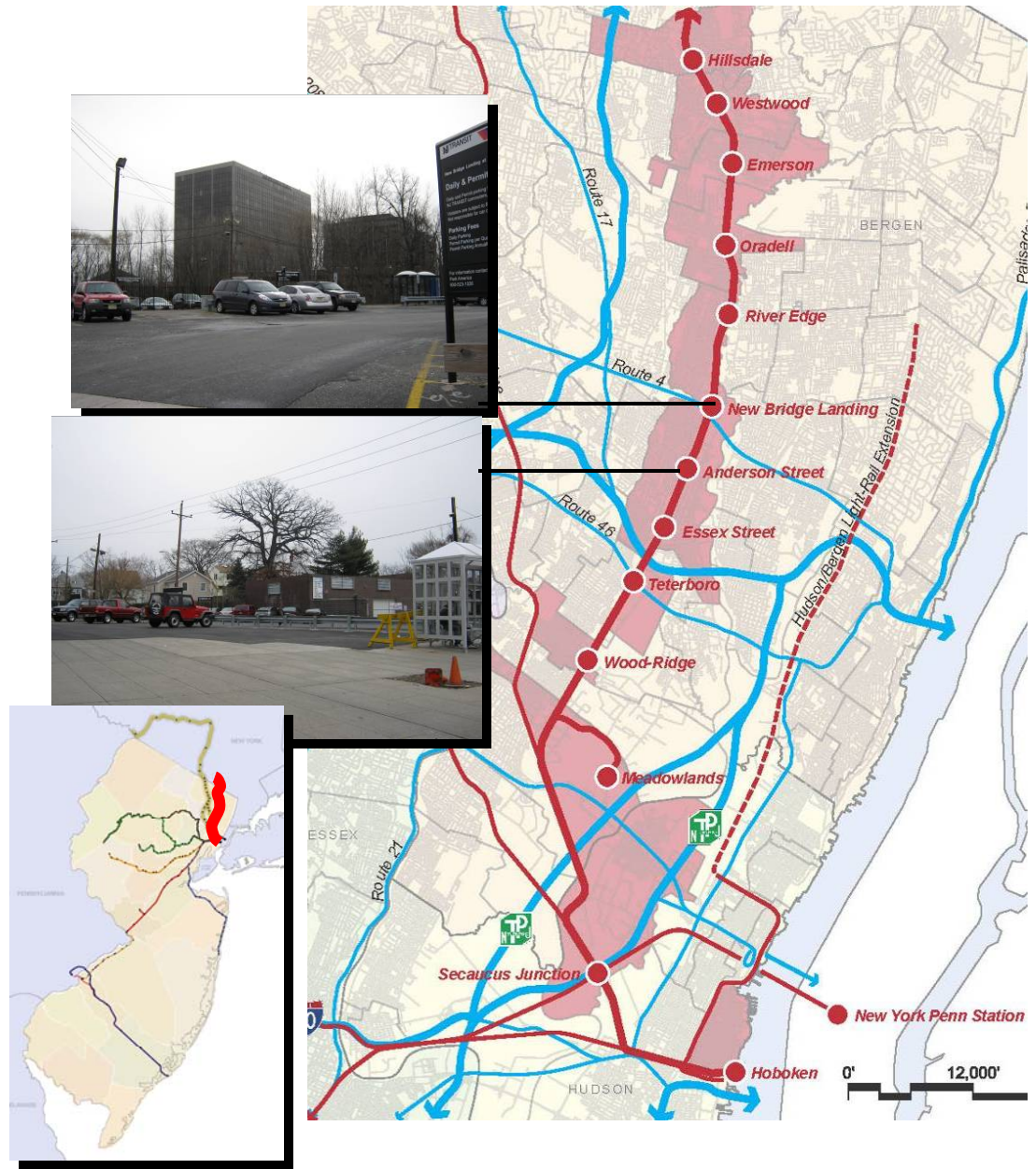
Raritan Valley Line – Union Station



- High level of service to Manhattan
- Large suburban parking lots adjacent to station
- Recent development adjacent to station (hotel and graduate student housing)
- Kean University provides potential ridership increases and possible partner
- Adjacent Merck facility slotted for closure offers opportunity to engage the town

Pascack Valley Line

- ARC Impact:
 - One Seat Ride for entire line
- Strong market potential at many stations (Meadowlands, Essex St, Anderson St, River Edge, Westwood)
- Best Opportunities:
 - Essex Street (Hackensack)
 - Westwood



Pascack Valley Line

Essex Street (Hackensack)

- Large Park n' Ride lot adjacent to station
- Close proximity to Main Street, County civic center, and Hackensack University Medical Center
- Possible larger plan could connect disparate parts of city



North Jersey Coast Line



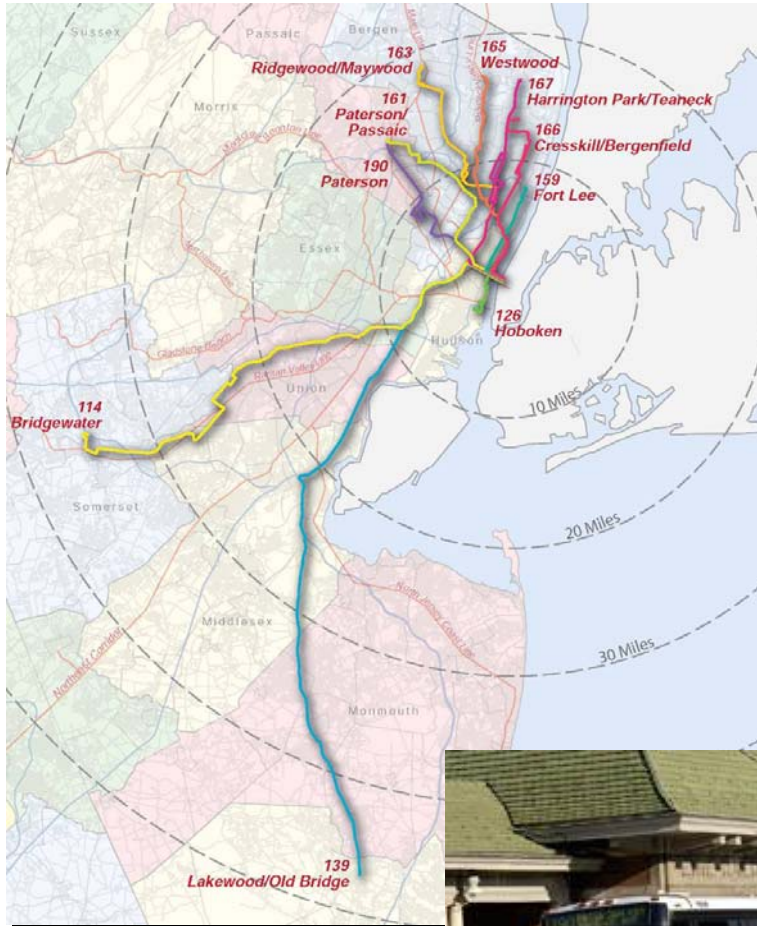
- ARC Impacts:
 - One-seat ride for stations south of Long Branch
 - New Express Services for some Stations

- Best Opportunities
 - Red Bank
 - Long Branch
 - Bradley Beach
 - Belmar



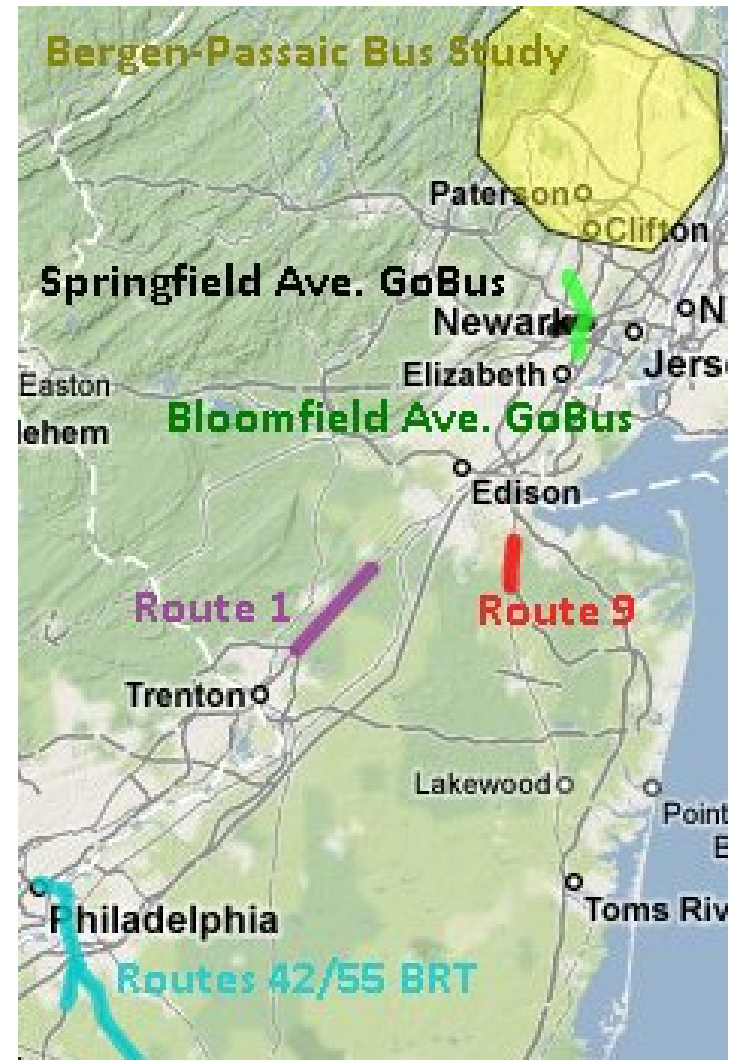
Bus and Bus Rapid Transit

- Buses carry the majority of riders on NJT's statewide system
- Local trips all occur via bus
- BRT will be important for any future system expansion considerations

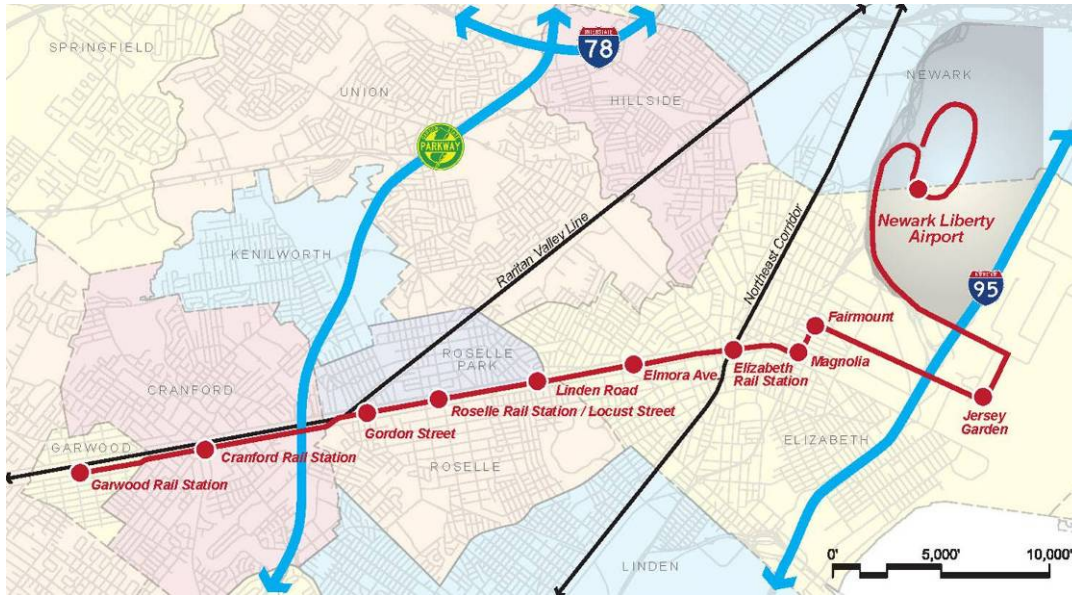


Bus and BRT in NJ

- Route 1 BRT (Central NJ connection to Northeast Corridor)
- Routes 42/55 (Philadelphia, Burlington, Camden, Gloucester Counties)
- Union County Sustainable Transit Corridor (TIGER II/HUD Challenge Grant)
- Route 9 Shoulder Lane Express Service (Garden State Pkwy to Manhattan) - Existing
- Bloomfield Ave “GO BUS” - Existing



Bus - Union County Sustainability Corridor (BRT)



- Dedicated Right of Way (old Conrail track bed)
- Runs from Garwood Rail Station to Jersey Gardens Mall/Newark Liberty Airport
- Connects NE Corridor to Port of Newark & jobs (at Jersey Gardens Mall)
- Envisioned as a “Sustainability Corridor” with BRT, bike paths, trails sharing the dedicated ROW
- Up front collaboration with communities to evaluate and, where appropriate, change land use codes to allow TOD; ID and market potential TOD sites; secure gov’t, not-for-profit and private sector support for community vision

Key TOD Success Factors

Transit must be welcomed by the community

Stable local political environment

Seek a local champion

Open, transparent, engagement of local officials and community as a whole

Active management of the effort; professional guidance and expertise must be offered (many communities don't have it readily available)

Partnerships are KEY! (engagement and funding between and amongst state agencies, MPOs, Counties, Municipalities, not-for-profits, private sector, etc.)

Target effort to create platform for community to take further action (e.g., rezoning, redevelopment, etc.)



TOD “Lessons Learned”

TOD is an economic empowering strategy that improves access to transit

TOD can be a win-win for a community if the correct, helpful approach is taken

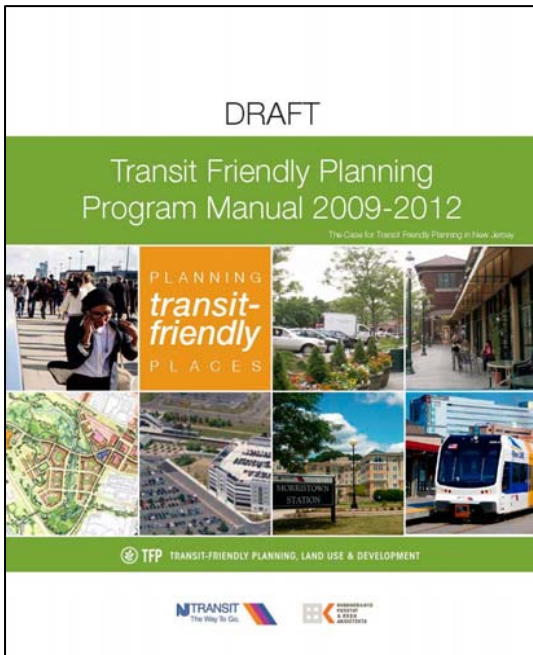
Education and partnerships are central to success

TOD cannot be mandated or pushed on communities – push back will occur in the form of anti-growth policies and actions

Transit providers need TOD to succeed in order to survive...we have to build our constituent base...

- **What better way than to foster infill and/or new development within closer walking and biking distances to transit stops**
- **Providing environments where walking and biking are attractive access alternatives to cars**
- **Encouraging communities to deploy effective shuttle bus and van systems to connect transit riders living further out**
- **Thoughtfully locating parking around our systems where we can reach a comfortable accommodation with host communities**

NJT's "New" Transit Friendly Planning Program Manual



1. EXECUTIVE SUMMARY

PROGRAM OVERVIEW SUMMARY

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A. Introduction: Center Based, Transit-Oriented Development Makes Sense in New Jersey



Center-based, transit-oriented development (TOD) is really just another way of describing the type of compact, walkable, urban development that has been around for centuries. It works because it creates places where people not only can easily interact, but where goods and services can be efficiently delivered. TOD still makes good fiscal sense today and can transform an individual community's physical shape and form and, ultimately, a region's economy. Done right, center-based TOD can:

- positively influence property values;
- support land conservation needs;
- provide affordable housing;
- lower household transportation costs;
- rationalize school facility planning; and
- improve public health.

When designed at an appropriate scale, TOD can reenergize communities plagued by stagnation or mired in endless debates on appropriate forms of growth. TOD can also maximize public investments in transportation infrastructure by directly integrating community access and mobility in land use decision-making at the local level.

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...the visioning stage and actually implementing transit-oriented development in New Jersey has proved challenging. TOD has the potential to build on New Jersey's heritage of small downtowns and cities and create downtowns that led to the success of our state with the array of walkable amenities and vitality that can make them drivers of economic development. As experiences in TRANSIT's suburban communities have demonstrated, this can be both challenging and opportunities.

issues cited in TFP Outreach

- fragmentation of the planning process in New Jersey
- unrealistic expectations
- change
- funding and resources for implementation
- lack of consistency in policy direction among local municipalities to establish a clear land use policy direction among state, county and local mandates
- 7. Public education

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