

**SUMMARY OF
NORTHERN NEW JERSEY
PLANNING STUDIES
FY 2006-2007**

October 2007

All of the studies summarized in this report have been completed and were funded by the NJTPA during FY 2006-2007. Further information on these studies can be obtained from the lead agencies listed for each project or from the NJTPA. Subregional planning information is also available at www.njtpa.org

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The NJTPA

The North Jersey Transportation Planning Authority (NJTPA) is the federally authorized Metropolitan Planning Organization (MPO) for the 6.5 million people in the 13-county region of central and northern New Jersey. Each year, the NJTPA oversees more than \$2 billion in transportation investments. The NJTPA evaluates and approves proposed transportation improvement projects and provides a forum for interagency cooperation and public input into funding decisions. It also sponsors and conducts studies, assists county planning agencies and monitors compliance with national air quality goals. The NJTPA serves the fifth most populous MPO region in the country. The NJTPA Board consists of one elected official from each of the region's 13 counties – Bergen, Essex, Hudson, Hunterdon, Middlesex, Monmouth, Morris, Ocean, Passaic, Somerset, Sussex, Union, and Warren – and two largest cities, Newark and Jersey City. These are known as the NJTPA's 15 subregions. The Board also includes a Governor's Representative, the Commissioner of the NJ Department of Transportation, the Executive Directors of NJ Transit and the Port Authority of NY & NJ and a Citizens' Representative appointed by the Governor. NJTPA Board meetings are held bi-monthly and are open to the public.

INDEX

<u>INTRODUCTION</u>			4
BERGEN COUNTY	Designing for Access and Mobility at Candidate Locations Along the Kinderkamack Road/Pascack Valley Intermodal Corridor	\$130,000	5
HUDSON COUNTY	Hudson County Regional Bus Circulation and Infrastructure Study	\$200,000	6
JERSEY CITY	Jersey City Waterfront Access and Circulation Study	\$220,000	7
MIDDLESEX COUNTY	Route 18 Pedestrian Safety and Transit Enhancement in Old Bridge; New Park-and- Ride and Commuter Shuttle Service	\$80,000	8
MONMOUTH COUNTY	State Route 79 Corridor Study	\$225,500	9
MORRIS COUNTY	Safe Routes to School Study and Pilot Program	\$181,250	10
PASSAIC COUNTY	Development of a Comprehensive Community Transportation Plan	\$125,000	11
PASSAIC COUNTY	“Great Falls” – The Paterson Hamburg Turnpike Corridor Improvement Plan	\$223,500	12
SOMERSET COUNTY	West Trenton Line Station Area Design	\$145,000	13
SOMERSET COUNTY	Advancing Intermodal Freight Opportunities in Central Somerset County	\$189,000	14
UNION COUNTY	Union County Comprehensive Bicycle Master Plan	\$150,000	15
UNION COUNTY	Freight Access Study Between Port Elizabeth and Tremley Point	\$250,000	16

INTRODUCTION

This report contains summaries of northern New Jersey planning studies funded by the North Jersey Transportation Planning Authority (NJTPA) during federal fiscal years 2006 through 2007 by the Federal Transit Administration and the Federal Highway Administration of the U.S. Department of Transportation. The studies, all of which have been completed, were intended to address goals and issues in the NJTPA's Regional Transportation Plan. They were approved by the NJTPA Board of Trustees and administered by the NJTPA Central Staff through the Subregional Study Program. The abstracts in this document identify the funding amounts, purposes, results and regional significance of funded studies. A total of \$2.3 million was allocated for fiscal years 2006 and 2007.

The NJTPA's Subregional Study Program took its present form in 2004 when two previously existing study programs (the Supportive Task Program and the Technical Studies Program) were merged and revised. This was an effort to improve the ability of the NJTPA's subregions (northern and central New Jersey's 13 counties and two largest cities) to address transportation needs and issues and conduct preliminary planning studies to develop projects for further development or implementation. The Subregional Study Program gives subregions flexibility to use funding for in-house efforts, consultant work or a combination of the two.

Under the Subregional Study Program, a peer review committee evaluates proposals competing for available funding. This review committee consists of five representatives of the subregions and one representative each from the New Jersey Department of Transportation, New Jersey Transit, and the NJTPA. NJTPA subregions are encouraged to partner on studies to address shared needs.

Project Abstract

Lead Agency:	Bergen County
Project Title:	Designing for Access and Mobility at Candidate Locations along the Kinderkamack Road/Pascack Valley Intermodal Corridor
Fiscal Year:	FY 2006-2007
Total Funding Amount:	\$130,000
Purpose of Study:	This study focused on improvements to mobility, accessibility, safety, and quality-of-life at targeted locations along the Kinderkamack Corridor, building on recommendations made in a previous Subregional Study.
Results:	This study resulted in potential design solutions including: median treatments as traffic calming and pedestrian safety measures; specific signalization changes at key intersections along the corridor; dedicated turning lanes at the Ridgewood Avenue intersection in Oradell; enhanced or new crosswalks; tandem parking stalls with buffer zones; routine street light maintenance; gateway locations; speed limit reductions and enforcement; roadway enhancements; a sign inventory aimed at reducing and simplifying signage; and at-grade crossing design improvements.
Regional Significance:	Kinderkamack Road (County Route 503) is the primary north-south commercial thoroughfare within this busy northern New Jersey corridor. It closely parallels NJ Transit rail service, providing access to rail stations along the popular Pascack Valley Line. The study's location was selected considering abutting land uses, intersections, and interfaces with one of the eight railroad stations along the Pascack Valley Line. All travel modes were considered and attention was given to improving interfaces between modes, in step with the NJTPA's RTP.
Next Steps:	The county plans to begin implementing several of the study's recommendations, pending municipal endorsement.

Project Abstract

Lead Agency:	Hudson County
Project Title:	Hudson County Regional Bus Circulation and Infrastructure Study
Fiscal Year:	FY 2006-2007
Total Funding Amount:	\$200,000
Purpose of Study:	This study analyzed major transit hubs and corridors in order to generate bus circulation and infrastructure improvements aimed at improving physical infrastructure, efficiency, system safety, and traffic flow.
Results:	This study recommends a series of corridor- and location-specific improvements to the bus system in Hudson County. It also discusses measures the county may take to address the roadway impacts of private jitney bus services in the area. Recommendations for more effective bus staging were developed for further review. A county-wide ordinance was also recommended to regulate jitney service.
Regional Significance:	Hudson County is the region's (and state's) most transit-dependent county with more than one-third of its workforce using some form of transit to commute to work. This study delivered project concepts ready for implementation with an eye toward improving access and mobility in the region.
Next Steps:	Hudson County continues to work with this study's Technical Advisory Committee to implement recommendations.

Project Abstract

Lead Agency:	Jersey City
Project Title:	Jersey City Waterfront Access and Circulation Study
Fiscal Year:	FY 2006-2007
Total Funding Amount:	\$220,000
Purpose of Study:	The purpose of this study was to conduct a comprehensive regional access and downtown circulation study, with the intention of insuring mobility and access to employment, recreation, cultural resources, and residences within downtown Jersey City.
Results:	This project produced a description of feasible roadway and transit concepts that can be advanced over the course of the next decade. These recommended concepts encompass several transportation modes and are recommended for implementation in phases (short-term, mid-term, and long-term).
Regional Significance:	The Jersey City Hudson River waterfront has grown dramatically in the past decade and will continue to grow in the foreseeable future. As a regional employment center of more than 40,000 employees and 30,000 residences, assuring reliable and sufficient multimodal access is critical to the economic health of the entire region.
Next Steps:	Jersey City continues to work to insure that this study's recommendations are effectively implemented in phases over the next 15 years.

Project Abstract

Lead Agency:	Middlesex County
Project Title:	Route 18 Pedestrian Safety and Transit Enhancement in Old Bridge; New Park-and-Ride and Commuter Shuttle Service
Fiscal Year:	FY 2006-2007
Total Funding Amount:	\$80,000
Purpose of Study:	The objective of this study was to provide safe and convenient alternative mobility options along the Route 18 corridor for those who do not drive or prefer to use a form of transportation other than the automobile.
Results:	This study recommends location-specific projects that can be advanced through the project development process. Topics that were examined in the study area included: intersection improvements and pedestrian access improvements for existing bus stops; bicycle accommodations; transit service improvements; shared parking and new park-and-ride opportunities; and long-term capital improvements relating to highway/interchange capacity and new transit options. For each of these needs, problems and proposed solutions were identified.
Regional Significance:	This study targeted a heavily traveled and congested section of the Route 18 corridor in which pedestrian and bicycle access and mobility to existing transit services and nearby facilities is hindered. The study sought to enhance options to access nearby transit services and examined the feasibility of a new park-and-ride facility as a terminal point for launching a new regional commuter shuttle from Old Bridge Township to downtown New Brunswick – a cultural and employment center. The new commuter service could serve as a means of reducing congestion and the number of peak-hour single occupant vehicles in the corridor.
Next Steps:	Middlesex County is now following-up on recommendations for improving 17 intersections in East Brunswick. Future follow-up will also take place at 13 intersections in Old Bridge, potential park-and-ride facilities, and the proposed commuter shuttle routes.

Project Abstract

Lead Agency:	Monmouth County
Project Title:	State Route 79 Corridor Study
Fiscal Year:	FY 2006-2007
Total Funding Amount:	\$225,500
Purpose of Study:	The goal of this study was to develop a comprehensive corridor plan of recommended land use management strategies and transportation projects designed to mitigate existing and future congestion along the NJ 79 corridor.
Results:	The study established a land use vision for the corridor; identified key transportation issues and solution strategies; and developed a series of project concepts that can be advanced to preliminary design and/or implementation.
Regional Significance:	The NJ 79 corridor is located in a part of the region that has experienced – and will continue to see – significant growth in population, employment centers, and traffic. With this in mind, the corridor plan resulting from this project was developed with the intention of advancing concepts through the project development process. The project also complements ongoing Smart Growth initiatives and will help facilitate the integration of land use issues with future transportation improvements in the region.
Next Steps:	Monmouth County is now working to implement study-identified recommendations and solutions pertaining to land use and transportation along the corridor.

Project Abstract

Lead Agency:	Morris County
Project Title:	Safe Routes to School Study and Pilot Program
Fiscal Year:	FY 2006-2007
Total Funding Amount:	\$181,250
Purpose of Study:	The purpose of this study was to create a program that builds a physical environment and encourages a social climate supporting children's ability to walk, bicycle, and carpool or take mass transit safely to school.
Results:	This project established a Safe Routes to School Program in Morris County by engaging various stakeholders to identify common concerns and address solutions to problems of school transportation. As a direct result of this study, Morris County received federal funding through the Safe Routes to School initiative to implement the program in the Borough of Wharton.
Regional Significance:	Regionally significant benefits of this project include reducing traffic congestion; creating safer and calmer streets and neighborhoods; and improving air quality and the overall quality-of-life. In addition, this project produced a "how to" guide, which can be used by other jurisdictions wishing to develop a Safe Routes to School program in other corners of the region.
Next Steps:	This study has advanced to the implementation phase, following the completion of a video and DVD, a How-to-Guide, and a bulletin that was distributed county-wide.

Project Abstract

Lead Agency:	Passaic County
Project Title:	Development of a Comprehensive Community Transportation Plan
Fiscal Year:	FY 2006-2007
Total Funding Amount:	\$125,000
Purpose of Study:	This project was designed to produce a comprehensive, coordinated, and action-oriented Community Transportation Plan for Passaic County. It will be used to enhance the system of transportation services oriented toward the transportation-disadvantaged segments of the community, including youth, the elderly, and the disabled, as well as low-income and rural populations.
Results:	This project's final report recommends using a "working around the edges" approach that allows the county's five key transportation providers to implement coordinated activities (such as putting out combined customer information materials) while still enabling each provider to maintain separate operations. It also recommends establishing a joint call center and scheduling system to provide better access to customers and to use resources more efficiently.
Regional Significance:	This study is a direct response to an "emphasis area" identified in the federal SAFETEA-LU legislation: the coordination of human services. Building a more fully coordinated and functional Community Transportation System in Passaic County helps facilitate connections and contributes to improved access and mobility regionwide.
Next Steps:	This study's Technical Advisory Committee continues to work on a two-pronged implementation approach aimed at coordinated and efficient transportation services.

Project Abstract

Lead Agency:	Passaic County
Project Title:	“Great Falls” – The Paterson Hamburg Turnpike Corridor Improvement Plan
Fiscal Year:	FY 2006-2007
Total Funding Amount:	\$223,500
Purpose of Study:	This project identifies land use and transportation improvements aimed at converting the Paterson Hamburg Turnpike into a safer, multimodal, and more community-friendly roadway.
Results:	This study resulted in a package of actions and improvements that will directly impact the Paterson Hamburg Turnpike including: integrated transportation improvements, land use controls, and financing approaches.
Regional Significance:	In the transformation of the Paterson Hamburg Turnpike facilitated through this project, the region will gain another 21 st Century transportation and community asset. In addition, actions and improvements developed through this study are designed to foster a reconnection of the various communities located along this busy corridor and help to redefine the roles between mobility and land use in the region.
Next Steps:	This study’s major recommendations now serve as a guide to development, policy-making, and funding transportation improvements along the Paterson Hamburg Turnpike’s four segments.

Project Abstract

Lead Agency:	Somerset County
Project Title:	West Trenton Line Station Area Design
Fiscal Year:	FY 2006-2007
Total Funding Amount:	\$145,000
Purpose of Study:	The purpose of this project was to enhance sites identified in the West Trenton Rail Line Environmental Assessment and the Hillsborough and Montgomery Township master plans through the encouragement of transit-supportive land uses and improved pedestrian and bicycle access, connecting with the existing street network. It was also designed to create station area design plans for each station location.
Results:	This study examined two station locations on the old West Trenton Line between Montgomery Township and Manville Borough. These two locations were evaluated and a station area planning analysis led to station area development plans along with proposed, complementary transit and access improvements.
Regional Significance:	This project contributes to regionwide efforts to integrate mass transit station design and transit-friendly land use plans. It also recommends improvements that combine compact, mixed-use, walkable development with the region's existing transportation infrastructure. The station area design plans will be handed-off to NJ Transit and municipalities to help improve access and interconnectivity in the region, in anticipation of reactivation of the West Trenton Line passenger rail service.
Next Steps:	Somerset County is now following this study's project implementation schedule and coordinating with other jurisdictions and stakeholders to advance concepts.

Project Abstract

Lead Agency:	Somerset County
Project Title:	Advancing Intermodal Freight Opportunities in Central Somerset County
Fiscal Year:	FY 2006-2007
Total Funding Amount:	\$189,000
Purpose of Study:	This purpose of this study was to identify a series of rail and roadway improvements and develop a set of policies to guide decision-making for rail freight issues in Somerset County.
Results:	This study resulted in a package of proposed improvements for Somerset County's freight rail infrastructure, focusing in particular on the former VA depot in Hillsborough Township and the area adjacent to the Manville Switching Yard.
Regional Significance:	Regionally significant benefits of this project include helping to improve goods movement and mobility for the traveling public while also advancing and/or creating opportunities to further the county's and the region's Smart Growth initiatives and economic development. It also contributes to ongoing efforts to improve freight rail safety and minimize freight impacts on land use regionwide.
Next Steps:	Somerset County is now working on a viable implementation strategy for each municipality's current and future land use goals and transportation needs.

Project Abstract

Lead Agency:	Union County
Project Title:	Union County Comprehensive Bicycle Master Plan
Fiscal Year:	FY 2006-2007
Total Funding Amount:	\$150,000
Purpose of Study:	The purpose of this project was to develop a comprehensive county-wide plan for safer bicycle travel, both on-road and off-road, and to produce a Bicycle Master Plan for users.
Results:	The Union County Comprehensive Bicycle Master Plan creates safer opportunities for both an integrated bikeway system and an overall plan for bicycle use in the county. The Plan is based upon present and future demand for facilities and the sustainability of biking opportunities along roadways or in open space areas. An inventory of the county's existing and programmed bicycle facilities was created, as well as a new digitally formatted map.
Regional Significance:	This project results in an integrated bikeway system that will provide an alternative means of travel for recreation, employment, shopping, or to schools and potentially to key intermodal transfer points. It also incorporates the East Coast Greenway, which extends through the center of the county and takes advantage of the linear park system through many municipalities. The Greenway is a national effort to connect all the major East Coast cities from Maine to Florida for bicycle travel.
Next Steps:	The Plan will be formally reviewed and considered for adoption by the Board of Chosen Freeholders as part of the county's Master Plan document. Funds for printing the bicycle map will be identified and the map will be prepared for printing and distribution to the public.

Project Abstract

Lead Agency:	Union County
Project Title:	Freight Access Study between Port Elizabeth and Tremley Point
Fiscal Year:	FY 2006-2007
Total Funding Amount:	\$250,000
Purpose of Study:	The purpose of this study was to identify and prepare freight mobility options that will maximize port- and airport-related redevelopment. This is important in order to accommodate the mobility needs of the freight movement industry and attract and retain import distributors and other businesses related to port and airport operations.
Results:	This study developed and evaluated a range of alternatives for providing enhanced access between Port Elizabeth, Elizabeth, and Tremley Point in Linden. The final report offers recommendations involving rail, barge, dedicated truck drayage, and reconstruction of existing Tremley Point roadways.
Regional Significance:	This study is part of the county's ongoing process to facilitate goods movement and reduce truck vehicle miles traveled in one of the world's busiest and strategic port regions.
Next Steps:	Union County is now working to advance this study's recommendations with an eye toward developing improvements that can advance into the project development process. The county will continue to work closely with the associated municipalities and transportation agencies, such as, NJDOT, NJ Turnpike Authority, NJTPA, and NYNJ Port Authority in advancing essential improvements to the intermodal freight network.