

CONGESTION BUSTER TASK FORCE LAND USE SUBCOMMITTEE

Recommendation

Major Corridor Origin & Destination Studies. There are probably less than a dozen corridors in the state. A systematic approach is necessary to gather the data.

How Congestion Is Reduced

The Weakest Link to providing adequate congestion relief is information which will aid us in developing and implementing transportation strategies for specific corridors. Current information is based on modeling census data. While that is important, we need to take the next step which is refining the information to where folks are going, purpose, time, etc. Once we have the data, systems can be developed to meet the needs of commuters. The state recognized the need for this information during the ETR days. While that concept was dependent on company compliance and state law, this recommendation will fill the data void.

Who Is Affected?

The recommendation is directed at commuters using major corridors.

Costs/Savings

Planning, and program implementation. Cost savings include VMT saved, auto related health and accidents, better road utilization.

Submitted By

Judith Schleicher – Land Use

CONGESTION BUSTER TASK FORCE LAND USE SUBCOMMITTEE

Recommendation

Transfer of Development Rights (TDR)

How Congestion Is Reduced

Municipalities implementing TDR are required to perform studies to develop Sending and Receiving areas. The concept can protect areas without infrastructure and increase densities in regions with infrastructure. The ability of an area to sustain transit is enhanced and offers the residents and workers a transit option.

Who Is Affected?

Developing communities looking for options to preserve open space by encouraging development in areas with infrastructure and discouraging sprawl and the resultant traffic congestion.

Each municipality would have TDR as a planning tool.
The law already applies to Burlington County.

Costs/Savings

Costs include planning. Cost savings include VMT reduction, proliferation of infrastructure investment.

Submitted By

Judith Schleicher – Land Use

CONGESTION BUSTER TASK FORCE LAND USE SUBCOMMITTEE

Recommendation

To amend the New Jersey State Planning Act to mandate that municipal master planning and zoning comply with the goals, strategies, policies and planning area policy objectives of the State Development and Redevelopment Plan (SDRP).

How Congestion Is Reduced

Growth management, the central principle of the State Plan, can provide compact, mixed use development patterns that contribute to more efficient transportation service delivery, thereby reducing auto dependency and unnecessary trips.

Who Is Affected?

All New Jersey citizens and the traveling public will benefit. In addition, municipalities will have a legal foundation for refusing approval of development for which inadequate transportation infrastructure exists. According to the 1997 ITE publication "A Toolbox for Alleviating Traffic Congestion and Enhancing Mobility," by knowing the trip generation characteristics of land uses and exercising control over those uses, one can limit the trip generation of a particular area to any given level (Washington State DOT 1994).

Costs/Savings

According to the above-mentioned source, ultimate savings result from not having to build new highways or other large-scale infrastructure; however, some administrative costs are usually associated with implementing a growth management strategy. In order to comply with a State Plan mandate, all municipalities would need to allocate financial resources to this effort, or perhaps, ideally, work in partnership with their respective counties.

Submitted By

NJDOT Staff

CONGESTION BUSTER TASK FORCE LAND USE SUBCOMMITTEE

Recommendation

To resurrect earlier proposed county planning enabling legislation, which would give counties authority to approve or disapprove development based upon existing infrastructure capacity.

How Congestion Is Reduced

Since much of New Jersey's new development, both residential and commercial, occurs along county roadways, these roadways most frequently seem to fall victim to congestion and require widening and/or intersection improvements to prevent gridlock. Counties should have the power to withhold development approval unless adequate public facilities exist to support the development.

Who Is Affected?

All New Jersey citizens and the traveling public will benefit. In addition, counties will have a legal foundation for refusing approval of development for which inadequate transportation infrastructure exists. According to the 1997 ITE publication "A Toolbox for Alleviating Traffic Congestion and Enhancing Mobility," by knowing the trip generation characteristics of land uses and exercising control over those uses, one can limit the trip generation of a particular area to any given level (Washington State DOT 1994).

Costs/Savings

According to the above-mentioned source, ultimate savings result from not having to build new highways or other large-scale infrastructure; however, some administrative costs are usually associated with implementing a growth management strategy. Some cost efficiencies could be realized if county planning enabling legislation was enacted as a companion to a State Plan mandate. Counties and municipalities could pool resources to work toward growth management with these two legislative initiatives as an effective legal framework.

Submitted By

NJDOT Staff

CONGESTION BUSTER TASK FORCE LAND USE SUBCOMMITTEE

Recommendation

To evaluate the State Highway Access Management Code in terms of its consistency with the State Development and Redevelopment Plan (SDRP), and to explore ways to strengthen existing SDRP considerations in the Code, as well as create new avenues for compatibility, as appropriate.

How Congestion Is Reduced

To the extent that the State Highway Access Management Code reflects growth management principles, it can indirectly contribute to congestion reduction by using its planning provisions to encourage "smart growth" development patterns through Access Management Plans, and by furnishing incentives for developers seeking access permits.

Who Is Affected?

Developers might have more restrictions; however, proper incentives could mitigate those conditions. Municipalities would have an additional impetus to engage in capacity-based planning. Certain congested traffic patterns could experience relief, but the specific number of trips saved would depend upon the change in the nature of development in a given area as a result of changes in access strategy. Ultimately, citizens and the traveling public would benefit.

Costs/Savings

Costs saved and costs incurred would depend upon the types of incentives available. Municipalities might find it more difficult to obtain desired tax rates, but in the long term, they might benefit from efficiencies in the delivery of infrastructure and services that could flow from "center-based" development.

Submitted By

NJDOT Staff

CONGESTION BUSTER TASK FORCE LAND USE SUBCOMMITTEE

Recommendation

To extend the Burlington County Transfer of Development Rights (TDR) program to the remainder of the State.

How Congestion Is Reduced

Since TDR furnishes a mechanism to facilitate "center-based" development in areas where infrastructure exists or is planned, while preserving agricultural and open space, the resulting concentration of growth would spur the reduction of trips and trip lengths, as well as auto dependency.

Who Is Affected?

The measure would affect developers, landowners, counties, municipalities and the traveling public. Trip-saving and congestion reduction would depend to a large extent on the success of the initiative in various parts of the state, and the interest of localities in instituting TDR programs.

Costs/Savings

As with other growth management strategies, TDR could involve short-term implementation costs. In the long term, however, if TDR could help preclude the need for new infrastructure, ultimate savings would result.

Submitted By

NJDOT Staff

CONGESTION BUSTER TASK FORCE LAND USE SUBCOMMITTEE

Recommendation

- DOT Capital Program – Fix it First and transit must become a priority.
- DOT funding pie – Rearrange so that Fix it First and NJ Transit receive more money. With more state funding dedicated to rail and bus we can expand and build new transit lines and add capacity on trains to reduce VMT.
- DOT must reduce the number of additional lane miles. For example roads like Rt. 92 and Rt. 55 should not be built. Roads like Route 15 should not be widened. This type of added capacity causes auto-dependent development and sprawl.
- DOT capital projects must adhere to the goals and objectives to the State Plan.
- Incentives (i.e. credit on the corporate business tax) must be given to employers to locate or relocate in transit friendly areas.
- Municipalities need to have incentives or mandates to zone villages or centers instead of spreading out development throughout the town. This way transit and vanpools becomes an option.
- Municipal Land Use Law needs to be amended to allow municipalities to reject development that would significantly increase off-site traffic. This gives municipalities more control over development and sprawl.
- Pass legislation that would allow municipalities to pursue timed-growth planning, so that residential, commercial, office, and industrial development does not leapfrog ahead of infrastructure development and that all such infrastructure is coordinated and consensus-driven.

How Congestion Is Reduced

- Short and long-term traffic congestion relief can only occur by reducing vehicle miles traveled (VMT). Continuing to add capacity at the current rate will increase VMT and sprawl. The above recommendations will limit sprawl and reduce VMT.
- Increased state funding for NJ Transit will allow for more mass transit options.
- Incentives for better land use planning will allow transportation alternatives to become a viable alternative to car travel.

Who Is Affected?

The recommendations will greatly benefit all New Jerseyans. DOT, NJ Transit, municipalities, the legislature and the Governor will be involved in funding, policy and legislative changes.

Costs/Savings

Most of the recommendations will not cost the State (and/or taxpayers) any additional money

Recommendations 1 and 2 will not cost or save additional money. All they will do is prioritize transportation projects that will reduce VMT.

Recommendation 3 will take some money away from NJDOT and give it to NJ Transit. Amount of State funding remains the same.

Tax incentives given to employers to locate or relocate to transit-friendly areas or to become a village or transit center will cost the State additional money. Tax incentives for relocation can only be achieved via legislation and therefore, the legislature will decide the amount.

Submitted By

Jennifer Jaroski –Tri-State Transportation Campaign

CONGESTION BUSTER TASK FORCE LAND USE SUBCOMMITTEE WORKSHEET

Recommendation

- Encourage new commercial & industrial development to locate where it can be served by transit services (existing or viable new services)
- Encourage channalization of new development into existing communities and identified growth centers to allow for effective provision of transit services and transportation infrastructure
- Encouraging smart growth planning at the municipal, regional and county level

How Congestion Is Reduced

Mass transit is a recognized method of traffic reduction, although the degree to which congestion and VMT is reduced depends on the success of transit in capturing ridership

Who Is Affected?

Ultimately, it will affect municipalities. They have the land use and zoning powers to implement this concept. It will, however, involve the cooperation of NJDOT, NJT, DCA (State Planning Commission) and other State and regional agencies.

This is probably a recommendation that is implemented through incentives to municipalities, rather than through legislation.

Costs/Savings

- Municipalities will probably need to be supported with financial and technical support to promote this type of land use management through local plans and zoning.
- Growth management or "smart growth" planning can result in savings by reducing the cost of providing services and infrastructure to a developing area.

Submitted By

Mike Reeves

CONGESTION BUSTER TASK FORCE LAND USE SUBCOMMITTEE

Recommendation

That the local municipalities receive some type of incentive to integrate one or more of the following requirements into their zoning/planning requirements: sidewalks/bike paths; transit stops; reduced parking in response to provision of shuttles; park and ride lots along major travel routes; the addition of on-site services for larger office parks or commercial development; pedestrian-friendly intersections; transit-friendly development; etc.

How Congestion Is Reduced

With many more options not only being made available, but actually encouraged, the public will have a lot more reason to try options to the SOV.

Who Is Affected?

All public and businesses.

Costs/Savings

The costs will increase for developments in the area of pavement for sidewalks or bikes, some additional intersection requirements for pedestrians, the encouragement of transit-friendly design will increase costs slightly, and the addition of shuttle services will increase costs. However, the increased costs of shuttles could be decreased with a reduction of the parking requirements for the developer who, hopefully, would pass on these savings.

Submitted By

Bill Ragozine

CONGESTION BUSTER TASK FORCE LAND USE SUBCOMMITTEE WORKSHEET

Recommendation

That the State (through the Office of State Planning) encourage and assist the municipalities in the scripting of a series of legislative aids (ordinances and resolutions) to steer the local development process to incorporate trip-saving methods such as carpools, vanpools, transit, etc. in return for reducing parking requirements. To also encourage pedestrian/bike linkages and introduce opportunities to use non-motorized methods for transportation.

How Congestion Is Reduced

By encouraging transportation alternatives at the development level, the region's commuters will begin to avail themselves of the opportunities to commute without the constant need of motorized SOV transport.

Who Is Affected?

Potentially, a large majority of the State's general public, with the potential for hundreds of thousands of trips saved.

Costs/Savings

The savings would include a reduction on travel costs for employees and potentially, a reduction in O&M costs for developers and property owners. The costs could include financial assistance and professional consultant guidance in the development of the necessary local legislation.

Submitted By

Bill Ragozine

CONGESTION BUSTER TASK FORCE LAND USE SUBCOMMITTEE

Recommendation

That the State Of New Jersey (through the Office of State Planning and with help from the NJ League of Municipalities) encourage municipalities and county governments to implement the process of requiring pedestrian/bike linkages, or collecting transportation impact fees to assist in the addition of alternatives such as new pedestrian and bike linkages when the addition of these alternatives are not possible.

How Congestion Is Reduced

The general commuting public will be more likely to seek out and utilize an alternative with this kind of alternative available to them. The resulting reduction of vehicles on the road will reduce congestion.

Who Is Affected?

Potentially, a large majority of the State's employed commuting public. Many thousands of small local trips would be saved.

Costs/Savings

The costs would be generally borne by the developer, but would likely be passed on to the eventual purchasers. However, there will be some costs at the county and local levels as a result of making the necessary revisions to local master plans, land use ordinances and the crafting of necessary resolutions.

Submitted By

Bill Ragozine