



2030 New Jersey Statewide Long-Range Transportation Plan
**Smart Growth
Advisory Panel**

**NJDOT Foran Building
Room 2**

January 19, 2006 - 2:00PM – 4:00PM

Agenda

- 1. Introduction of Advisory Panel Members**
- 2. Introduction to New Jersey State Long-Range Transportation Plan**
 - The 2030 Plan
 - Role of the Advisory Panel
- 3. Brainstorming for Possible Strategies and Review of Strategies Suggested by Study Advisory Committee (see attached)**
- 4. Group discussion of most likely strategies to:**
 - Consider their value for efficient, affordable and sustainable transportation
 - Identify actions steps for advancing or fully implementing each strategy, with emphasis on the next five years
 - Identify the lead agent for near-term actions
 - Identify any tools important or useful for implementation
- 5. Prioritization of the strategies and actions**
- 6. Wrap-up**

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Smart Growth Advisory Panel

Meeting Summary

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January 19, 2006 – 2:00PM to 4:00PM**

<u>Meeting Attendees</u>	<u>Organization/Affiliation</u>
Kenneth Afferton	New Jersey State Chamber of Commerce
Brent Barnes	NJ Department of Transportation
Bill Beetle	DMJM Harris
Martin Bierbaum	Municipal Land Use Center
Dianne Brake	Regional Planning Partnership
Tim Brill	NJ Department of Agriculture
Rick Brown	NJ Department of Environmental Protection
Jon Carnegie	Voorhees Transportation Center
Camille Crichton-Sumners	NJ Department of Transportation
Gail Gimbel	DMJM Harris
Douglas Greenfeld	Jersey City Dept. of Housing, Economic Development & Commerce
Jack Kanarek	NJ TRANSIT
Dennis Keck	NJ Department of Transportation
Robert Kull	Burlington County Dept. of Economic Development and Regional Planning
Gary Leach	NJ Department of Transportation
Jim Lewis	NJ Department of Transportation
Danielle Graves	NJ Department of Transportation
Jerry Lutin	NJ TRANSIT
Eric Powers	NJ Department of Transportation
Margaret Quinn	DMJM Harris
Mark Remsa	Burlington County Dept. of Economic Development and Regional Planning
Dan Ross	Howard/Stein-Hudson
Barry Seymour	DVRPC
Ron Tindall	NJTPA
Paul Truban	NJ Department of Transportation
Herman Volk	NJ Office of Smart Growth

Meeting Summary

The meeting opened with Danielle Graves of NJDOT welcoming the Advisory Panel members and asking them to introduce themselves. She then gave a brief introduction to the 2030 Plan, which provides the basis for informed decisions about transportation for the next 25 years. She stated that this Advisory Panel is one of four that are being

convened to provide input to the Plan. The other three are Environmental Justice, Mobility of Aging and Disabled Populations, and Engaging the Public. She then reviewed the agenda (see attached) and introduced Bill Beetle of DMJM Harris.

Mr. Beetle reviewed a few illustrative elements for defining Smart Growth. He then referred to a 'Proposed Strategies' sheet distributed to Panel members (see attached). He asked participants to review each of the thirteen strategies and choose the three they deemed most relevant to addressing the issue. After each participant's sheet was gathered and tallied, the results were:

- 1) Require circulation elements consistent with Smart Growth principles in local master plans (13 votes)
- 2) Expand county regional planning and major developmental review authority (9 votes)
- 3) Tie:
 - A – Subject municipal master plans to transportation reviews so they address impacts and mitigation for the impacts of development (7 votes)
 - B – Require proposed development to collaborate with existing or other proposed development to secure a broader, more integrated and more aggressive set of mitigation measures. (7 votes)

Mr. Beetle asked the group what had not been listed among the proposed strategies that should have been and what other types of Smart Growth strategies or actions should be called for in the 2030 Plan.

Panel Ideas

Develop destinations at NJ's major transit hubs (i.e., Camden, Secaucus, Newark, etc.)

Use statewide, regional, county and municipal targets to identify needed investments and actions, based on goals and performance indicators.

Develop strategies to overcome jurisdictional fragmentation

Improve connections between modes

Use access management planning as growth management tool

Planning of farm routes (agricultural districts/access routes)

Constrained financial resources – 'Fix It First' strategies to complement State Plan – System expansion funding limited – Foster development on existing system and facilitate private investment consistent with State Development and Redevelopment Plan (SDRP)

Use NJ Long-Range Transportation Plan to guide development consistent with the SDRP - preclude investments not consistent with the SDRP.

Continue integrated transportation and land use planning in corridors in developing highway improvements with municipalities to reduce demand on state roads; recognize value of one-on-one collaborations.

Use transportation to foster greater social equity; ensure access to jobs of all types

Consider both persons and goods movement in development of land use policies

Facilitate developer participation in financing infrastructure

Goal – to increase % of public transit riders; strategy – TOD

Goal – increase walking trips; strategy – develop criteria for and construct sidewalks

Goal – require link between local planning and state corridor planning; strategy – negotiate about how much development and where

Hazard mitigation/security and natural systems – categorizing roadways similarly to state waterways in storm water management – think of development projects as having same type of impact on infrastructure as natural resources

Use consistent build-out traffic analysis in MPO and corridor planning—establish means for ongoing monitoring of development traffic and analyze system impacts

Strategies to reflect cost avoidance

Map available capacity and direct growth to where capacity already exists – develop roadway classifications that are Smart Growth oriented and use guiding principles

Struggling to maintain and operate the existing system – new measures needed to leverage private monies

Admittedly draconian measure: Announce change in “business” of NJDOT/NJ TRANSIT investments in expansion – only when in partnership with private sector. Given funding limitations, make all development the responsibility of the private sector; require public/private agreement to implement major projects

Provide leadership training

Make better use of the Access Management Code

One of the points made throughout the discussion was ongoing frustration that local development and tax levying interests too often trump statewide approaches to sound planning. While it was agreed that long-range planning must be done at the state level, New Jersey’s municipalities are often reluctant to adhere to principles of Smart Growth. The 2030 Plan must address the issue of getting them to plan in accordance with these principles.

After brainstorming, participants were asked to come up with a series of five-year strategies and actions to incorporate into the LRP.

Proposed Plan for Actions in Next 5 Years

Establish (NJDOT/NJ TRANSIT) responsibilities with targets

Communicate and train staff, including non-planners, on the integrated approach to transportation/land use and multimodal considerations in project development

Take a position on property tax reform

Modify 'Access Code' sooner rather than later – Map and evaluate Desirable Typical Sections (DTSs) with other factors in planning areas; establish an area management plan such as NJ's 'Scenic Byways Program'

Use the existing Access Management Code more aggressively (enforcement); add multimodal requirements

Continue integrated studies, including use of 'Safe Routes to Schools' funding to create walkable communities

Articulate a set of demand tactics to local government (Training/Education/Communication)

Identify key lessons learned from integrated land use/transportation studies and build on them

Use current ILUTS as model for corridor studies; highway improvements should be limited to those generated by an integrated planning approach

Identify smart growth incentives other state agencies could provide

Work to establish county access codes to bring county roads more into line with state roads

Develop model community form and associated circulation plans for rural, suburban, urban settings

Review Uniform Site Standards

Market success stories of integrated studies

Tie State funding of local funding requests to endorsement of State goals

Develop parking policy/standards in state planning areas

Map the transportation systems that support Smart Growth and the types of investments that should be made

Identify/articulate need for increased funding

Articulate need for linkages; especially to rural areas

Focus grant programs on strategic/critical corridors with involvement of other agencies to set program criteria and targets; e.g. scenic byways, safe route to schools, job access (equity), etc.

Integrate 'security' into integrated land use/transportation studies

The meeting ended without a formal ranking of strategies and actions. Participants were informed that they would each be mailed an organized list of the discussion's proceedings for their ranking and comment. These comments and final thoughts would then be incorporated into an action agenda regarding smart growth and transportation for the 2030 Long-Range Transportation Plan.

The meeting was then adjourned.