Acknowledgments

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It is our sincere hope that the Transit Friendly Planning Guide will serve as an influential tool for municipalities across New Jersey interested in creating transit-friendly communities for years to come.

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Chapter 1: Introduction to Transit Friendly Planning

The Goal of This Guide

This Guide is designed to assist community members, elected and appointed municipal officials, members of planning and zoning boards, technical planning staff, community groups, and those who are interested in making land use decisions that assist in improving mobility and access to transit.

NJ TRANSIT continues its active role in increasing transit access and helping communities plan for the future. This document, the second edition of the Transit Friendly Planning Guide, continues NJ TRANSIT’s active role in increasing transit access and helping communities plan for the future.

It provides updated guidance on the most important principles to address land use, equity, circulation, and transportation issues in an environmentally sensitive manner to promote healthy, vibrant communities throughout the state.

Through application of the Transit Friendly Planning principles described in this Guide, readers will learn how to:

• Encourage healthy, active, and economical modes of transportation that meet the mobility needs of people throughout the state.
• Promote equity, environmental justice, and the right to live, work, and move through safe and healthy communities with access to transit.
• Contribute to community identity and sense of place.
• Enhance economic vitality and access to retail and community services.
• Support vibrant, pedestrian-friendly activities and places.
• Enable people of all ages and abilities to access the economic, cultural, and environmental destinations that make New Jersey a great place to live and work.

For more information about the Transit Friendly Planning Program, please visit our website or contact us directly at transitfriendly@njtransit.com.

The TFP Program will make every effort possible to ensure that information available in the Guide is routinely updated.

Note: Words in magenta are defined in the Glossary on pg. 32-34.
The Transit Friendly Planning Program

History
Since the 1990s, the Transit Friendly Planning (TFP) Program has played a leadership role in guiding growth around NJ TRANSIT facilities. The program has developed a range of technical and policy capabilities to assist communities centered around transit area planning and local land use policy. The earliest efforts of the TFP Program (originally known as the TFP/PLD Program) in the 1990s focused on transit-supportive land use planning and emphasized public education and outreach with communities. In 1994, the landmark Planning for Transit Friendly Land Use: A Handbook for New Jersey Communities was produced. The Handbook has assisted a diverse group of stakeholders interested in improving the relationship between land use and transit through transit-oriented development (TOD).

In 1999, NJ TRANSIT and the New Jersey Department of Transportation (NJDOT) created the New Jersey Transit Village Initiative to encourage and acknowledge communities that showed a commitment to transit-friendly development and smart growth. The TFP Program is heavily involved in the joint-agency initiative that has designated more than 30 Transit Villages across New Jersey. Also in 1999, through a Federal Highway Administration (FHWA) Transportation and Community and System Preservation Pilot Program (TCSP) grant, Transit Friendly Planning expanded its technical assistance programming. To date, the TFP Program has partnered with over 70 communities throughout the State to create local transit area plans with the help of its staff expertise and on-call consultants.

In 2009, the first TFP Program Manual was created. The manual updated the Program’s long-term goals and served as a program management and assessment guide. Since then, the Program launched an online spatial data analysis tool (NJLUTRANS) that provides users with transit and land use data as well as an online newsletter (NJTOD.org) dedicated to TOD news, in-depth articles, local events, and webinars. Currently, the TFP Program continues to strengthen its local and state partnerships, engage communities through local planning technical assistance, promote new and innovative transit-friendly planning ideas through in-person and online events, and provide data and analytical tools to foster context-sensitive TOD near transit facilities.

To see plans completed by the Transit Friendly Planning Program, visit the Program’s website.

Mission
NJ TRANSIT’s mission is to move New Jersey and the region by providing safe, reliable, and affordable public transportation that connects people to their everyday lives, one trip at a time.

The TFP Program is dedicated to strengthening the link between public transit and land use through six key goals that are aligned with the NJT2030: A 10-Year Strategic Plan (2020).

The Program will continue to partner with communities and developers to encourage TOD that is equitable, economically resilient, and environmentally sustainable and improves the quality of life for all New Jerseyans. The TFP Program offers local technical assistance, connects communities to public funding resources, and helps develop partnerships at all levels to better coordinate planning between NJ TRANSIT and New Jersey communities.

Goals

Land Use
Encourage development patterns and community design that increase the mix of land uses, transit access, and transit ridership at all NJ TRANSIT facilities.

Economy
Strengthen local economies by revitalizing transit-served central business districts and the regional economy by increasing access to jobs through high-frequency transit service.

Equity
Ensure that all development around NJ TRANSIT facilities prioritizes equity, including the incorporation of affordable housing and equitable distribution of transit-friendly planning benefits across all communities.

Public Financing
Capture value created by transit real estate assets through innovative partnerships, reinvestment of funds into communities engaged in transit-friendly planning, and connecting communities to viable funding opportunities.

Sustainability
Promote planning and development near transit facilities that prioritizes alternative transportation choices, reduces automobile dependency, encourages climate resiliency, and emphasizes responsible local economic development.

Engagement
Make Transit Friendly Planning a one-stop public resource on transit-friendly development and planning in New Jersey by providing clear and convenient communication to create ongoing dialogues with communities from the visioning phase to post-development.
What is Transit-Friendly Planning?

The concept of transit-friendly planning supports the creation of an environment around transit facilities, such as bus stops, bus terminals, and rail or light rail stations, that supports and encourages transit use. This environment is achieved by communities proactively planning with local and state partners for development and circulation patterns that support safe, clean, and active places that are accessible to people of all ages, abilities, and backgrounds.

Transit-friendly planning encourages a pattern of development, density, and circulation that supports pedestrian activity, a sense of place, and local economic growth.

Making a community transit friendly involves making development and redevelopment decisions that encourage residents to use transit for everyday trips to access work, shopping, school, and other community destinations.

Transit-friendly planning, ultimately, can enable people to enjoy living car-free or car-light with a high degree of confidence in their ability to move about their community and region via transit as a part of daily life.

COMPLETE STREETS
Balances the needs of all users and enables people of all ages and abilities to access transit facilities safely, comfortably, and efficiently on foot, mobility device, bicycle, or scooter.


WAYFINDING
Provides clear directional and useful community information to guide residents and visitors.


MIX OF USES
Brings people to transit areas and town centers during both peak and off-peak commuting times.

COMMUNITY PROGRAMMING
Makes use of public and/or green space in the transit area to host a variety of community events that are open to all.

TRANSIT AREA DEVELOPMENT
Prioritizes the human scale, pedestrian experience, and neighborhood context while promoting active street fronts and local economic growth.

MULTI-USE TRAILS
Supports daily mobility by connecting transit to open space, recreation, and other community destinations.

RIGHT-SIZED PARKING FACILITIES
Provides context-sensitive parking solutions at and around transit facilities.

CURBSIDE MANAGEMENT
Effectively and safely balances the needs of all transportation modes and users.

HIGH QUALITY PUBLIC SPACE
Brings natural elements to the transit area and provides a place for community programming.

RESIDENTIAL DENSITY AND A MIX OF HOUSING TYPES
Supports transit ridership while generating a regular customer base to support local commerce and community experience.
Why is Transit-Friendly Planning Important?

Transit-friendly planning encourages transit-oriented and context-sensitive development where transit facilities already exist. A context-sensitive approach ensures that new development will complement, not conflict with, the existing built environment. By focusing on land use planning in the transit area, transit facilities can be better integrated into the local community fabric.

SUPPORTS BUSINESSES
Approximately 64% of New Jersey businesses are located close to transit (¼ mile to rail station or ¼ mile to bus route).

NEED FOR LESS PAVEMENT
Transit-friendly planning recognizes the negative impact impervious surface covers can have on the environment and quality of life. With planning and design, green infrastructure can be incorporated into development and impervious surfaces reduced.

DIVERSIFIED HOUSING STOCK
Transit-friendly planning advocates for a mix of housing types and affordable housing options near transit facilities. By diversifying the housing stock, communities can increase access to transit and ensure equitable TOD.

GREEN SPACE
Transit-friendly planning prioritizes green space and landscaping in convenient locations. Landscaping and trees in developed areas can reduce the heat island effect.

REDUCES PARKING NEED
Transit-friendly planning promotes creative, shared parking strategies, which can reduce the overall need for parking spaces. Many communities are starting to introduce parking maximums and/or remove their parking minimum regulations as the need for parking shifts in many places.

GOOD FOR THE ENVIRONMENT
Transit-friendly planning brings communities closer to transit. NJ TRANSIT riders help eliminate 644,000 metric tons of greenhouse gas emissions every year and save 72 million gallons of gas annually.

ECONOMIC ACTIVITY
Dense, mixed-use development near transit facilities can create stronger market opportunities for new retail businesses and increase traffic for existing businesses.

REDUCED CONGESTION
Transit-friendly planning prioritizes transit use. Trips on NJ TRANSIT services eliminate approximately 150 million vehicle trips each year across New Jersey.

GROWTH AND DEVELOPMENT
Transit-friendly planning promotes smart growth and redevelopment near transit facilities, which can curtail suburban sprawl, protect open space, and connect communities.
Transit-friendly planning has many potential benefits that can improve quality of life. Below are some of the benefits that individuals and communities may ultimately experience because of transit-friendly planning.

**Potential Benefits**

- **Access**
  Safe, convenient connections to resources and opportunities helps build equitable communities.

- **Affordability**
  Low-cost transit options give individuals flexibility in how they move around.

- **Mental Health**
  Access to green and open space provides a place for social gatherings and recreation.

- **Physical Health**
  Improved bike/ped infrastructure promotes active transportation.

- **Travel Time**
  Communities designed in proximity to a safe, interconnected, and reliable transit network saves time.

- **Equity**
  Communities designed in proximity to a safe, interconnected, and reliable transit network saves time.

- **Health**
  Improved bike/ped infrastructure promotes active transportation.

- **Green Streets**
  Incorporating natural elements can mitigate stormwater runoff, reduce the "heat island" effect, and make streets more attractive.

- **Capital Costs**
  Concentrated growth (density) can prevent suburban sprawl and unnecessary capital costs.

- **Economic Growth**
  Connecting to local economies builds resilient neighborhoods.

- **Sense of Place**
  Integrating transit into urban design creates multi-functional public spaces.

- **Design**
  Communities designed in proximity to a safe, interconnected, and reliable transit network saves time.

- **Air Quality**
  Moving away from auto-dependent community design can reduce congestion and emissions.

- **Community Development**
  Connecting to local economies builds resilient neighborhoods.

- **Environment**
  Improved bike/ped infrastructure promotes active transportation.

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  Connecting to local economies builds resilient neighborhoods.

- **Environment**
  Improved bike/ped infrastructure promotes active transportation.

Throughout the planning process, communities may face challenges that can delay or prevent individuals and communities from reaping the benefits of transit-friendly planning. Below are several of the most common challenges.

**Common Challenges**

- **ADA**
  Transit amenities are not easily accessible for people of all ages and abilities.

- **Maintenance & Conditions**
  Deteriorating and neglected infrastructure creates unsafe environments for walking and biking.

- **Lack of Resources**
  There are limited human and/or financial resources for projects.

- **Inequity**
  A historic lack of investment in low income and minority areas has led to unjust distribution of resources.

- **Community Buy-In**
  Political will and community consensus are not established or difficult to create.

- **Habit**
  Single-occupancy vehicles become the accepted norm without viable active transportation options.

- **Fear of Crime**
  Real and perceived threats lower comfort and decrease willingness to visit places.
How Does the TFP Program Relate to Land Use Planning in New Jersey?

The TFP Program promotes development around transit facilities that prioritizes transit use and active transportation. The program encourages mixed-use development and public spaces that are safe, clean, vibrant, active, and accessible. This mission is accomplished through a comprehensive planning approach that incorporates guidance from the creation of other New Jersey plans.

**NJ TRANSIT: A 10-Year Strategic Plan (2020)**

In June 2020, NJ TRANSIT released NJT2030: A 10-Year Strategic Plan. The Plan presents a roadmap for the next decade to support ridership and changing environments through long-term planning and critical investments. The Plan’s vision is to transform NJ TRANSIT into an innovative, world-class public transportation provider. Transit Friendly Planning assists in this vision by better connecting communities to transit. By focusing on transit area planning, the TFP Program helps to deliver the Strategic Plan goal of a high-quality customer experience in and around transit. Additionally, transit-friendly planning limits sprawl, which helps accomplish the Strategic Plan goal of promoting a more sustainable future.

Additionally, TOD is a key part of the vision NJ TRANSIT set forth in NJT2030 (strategy 4.1: Partner with communities and developers to encourage Transit-Oriented Development), and the TFP Program will play an essential role in realizing this strategy. Planning for successful TOD will optimize NJ TRANSIT real estate holdings and advance the TFP Program’s mission of promoting public financing and providing technical assistance to communities.

**NJ TRANSIT: A 5-Year Capital Plan (2020)**

The NJ TRANSIT: A 5-Year Capital Plan prioritizes projects to meet the vision and goals of the Strategic Plan. The Capital Plan contains more than 100 projects in 10 project categories. The vision document places an emphasis on improving the speed, reliability, safety, reach, and quality of NJ TRANSIT service. The Capital Plan represents an opportunity to unite planned capital improvements with transit-friendly planning projects to create a more comprehensive approach to transit area planning.

**New Jersey Executive Order 23 – Furthering the Promise (2018)**

Signed by Governor Murphy in April 2018, the Executive Order directs all state agencies to consider the issue of Environmental Justice in its evaluations and assessments per the guidance created by the New Jersey Department of Environmental Protection (NJDEP) and other relevant departments. In September 2020, the NJDEP released said guidance known as “Furthering the Promise: A Guidance Document for Advancing Environmental Justice Across State Government.” The document provides guidance on equitable planning concepts, including but not limited to, affordable housing, community centers, inclusionary zoning, job creation programs, land banks, and participatory planning.

**New Jersey Executive Order 89 – Climate Change Resiliency (2019)**

Signed by Governor Murphy in October 2019, the Executive Order establishes an Interagency Council on Climate Resilience to develop and implement the Statewide Climate Change Resilience Strategy. At the time of publication of the TFP Guide, the plan has yet to be completed. Once the plan is released, the TFP Program will translate the plan recommendations to adaption and resilience of New Jersey’s economy, communities, infrastructure, and natural resources into a localized, transit-friendly planning context. The Guide provides guidance on resiliency strategies, including but not limited to, green space, stormwater management, local economic development, and pedestrian-focused infrastructure.

**New Jersey State Development and Redevelopment Plan (2020)**

Transit Friendly Planning advances the goals of the New Jersey State Development and Redevelopment Plan—approved by the New Jersey State Planning Commission—by working with the public and private sector to guide future growth toward compact, mixed-use development that is appropriately scaled to the various designated centers and planning areas identified in the State Plan. Specifically, Transit Friendly Planning principles address the State Plan’s vision to create and maintain livable communities and integrate the transit network into communities by developing or redeveloping transit areas to preserve the environment and to improve the quality of life for all community members.

The Office of Planning Advocacy, within the New Jersey Department of Treasury Business Action Center, serves as office staff to the New Jersey State Planning Commission.

Like the State Plan, TFP Program technical assistance follows a planning process that is comprehensive, collaborative, equitable, and sensitive to community or capacity constraints. Similarly, transit-friendly planning concepts promote the desired planning outcomes in the State Plan. Transit-friendly planning can reduce negative environmental externalities like excessive land consumption, revitalize transit areas in distressed communities, efficiently manage growth, and create diverse communities (housing, transportation choice, public space, etc.). Finally, transit-friendly planning strives to engage all interested stakeholders and simplify the development process, similar to the State Plan’s goal to coordinate and integrate planning at all levels of government.
How Does This Guide Apply to My Community?

New Jersey is a densely-populated state with a diversity of community types served by NJ TRANSIT. This Guide is designed for New Jersey communities with transit facilities (rail, bus, and light rail). Much of the guidance applies to all communities; however, some guidance is specific to the different scales of development that can be found around transit facilities. Depending on a community’s goals, the Guide provides transit-friendly planning techniques that are sensitive to different types of built environment or desired future development.

While no two communities are the same, the Guide describes five place types to address the range of density surrounding most transit facilities in New Jersey. Where appropriate, the Guide provides guidance specific to each place type. The place types describe the land uses surrounding a transit facility, the level of development, and other characteristics of the built environment. Guide users should read the place type descriptions and select the place type that best represents the current conditions near the community’s NJ TRANSIT facility. It is important to keep in mind that a place type may change over time and that guidance from multiple place types may be applicable.

How Do I Use This Guide?

This Guide is meant to promote TOD in New Jersey by assisting municipalities, developers, state agencies, and other interested stakeholders with implementing transit-friendly planning concepts around transit facilities and promoting TOD in New Jersey communities.

The Guide provides recommendations to both local land use decision makers and the community at-large. Throughout the Guide, some recommendations will vary depending on the place type that best represents your community.

The Guide contains three key chapters that encompass the broad range of transit-friendly planning practices: Design and Development (Ch. 2), Access, Circulation, and Parking (Ch. 3), and Active Transportation (Ch. 4). The Guide is designed to cover the fundamentals of transit-friendly planning. More technical information can be found in the Additional Resources boxes located throughout the chapters.

NEW JERSEY PLACE TYPES

How Do I Use This Guide?

This Guide is meant to promote TOD in New Jersey by assisting municipalities, developers, state agencies, and other interested stakeholders with implementing transit-friendly planning concepts around transit facilities and promoting TOD in New Jersey communities.

The Guide provides recommendations to both local land use decision makers and the community at-large. Throughout the Guide, some recommendations will vary depending on the place type that best represents your community.

The Guide contains three key chapters that encompass the broad range of transit-friendly planning practices: Design and Development (Ch. 2), Access, Circulation, and Parking (Ch. 3), and Active Transportation (Ch. 4). The Guide is designed to cover the fundamentals of transit-friendly planning. More technical information can be found in the Additional Resources boxes located throughout the chapters.
The Urban Center place type is dense and offers a diverse mix of commercial, civic, and residential uses with active streetscapes and open spaces. Characterized by high employment and housing density, Urban Centers are often historic urban areas with a central transportation hub. The public realm is vibrant, sidewalks are wide, and transit may have a more substantial physical presence in the streetscape.

The surrounding street grid supports continuous pedestrian and bicycle mobility within a low-stress network where riders can navigate multiple modes through intuitive and interactive wayfinding. Transit facilities are often significant landmarks within the urban fabric, or gateways for the region emphasizing the identity and history of their context.

While primarily oriented to pedestrians and bicyclists, transit facilities in an Urban Center are accessible by major highways, as well as interstate and regional transit. There is a high concentration of multimodal nodes across a larger service area, and transit facilities often serve as both a commuter origin and destination. As a regional hub, parking is often in high demand but consolidated and screened from the active public realm.

### Common Transit Facilities
- Multimodal hub or free-standing rail station
- Bus station or multi-stop bus corridor
- Light rail station

### Land Use
- Integrated balance of residential, office, and retail (mixed-use) with high-rise buildings
- High housing density and/or commercial floor area ratio (FAR)
- High employment density

### Transit Access
- High-quality walkways with direct access to surrounding area
- Dedicated or shared bicycle routes with regional trail connections
- Bicycle racks, lockers, covered parking

### Public Space
- Vibrant, multi-functional public open space
- Active and passive use facilities
- Transit access incorporated into development

### Parking
- Predominantly paid parking garages
- Garages with multiple entrances, active first floors
- Reduced and shared parking requirements

### Regional Network
- TOD accessible by multiple regional connections
- Served by multiple high-frequency routes
- Bus-to-rail transfers adjacent

### Keys to Success
- Attract a mix of uses
- Create a high-quality public realm
- Focus on multiple modes of transit
- Prioritize pedestrians, minimize parking

**NEWARK**
Newark Penn Station is in the heart of downtown Newark, surrounded by high-density residential and commercial development. The surrounding area is a hub for commercial, retail, cultural, and government activity.

**CAMDEN**
The Walter Rand Transportation Center is located in the center of Camden. This multimodal transit hub is surrounded by commercial, retail, and residential development. Rutgers University and several other civic institutions are in close proximity.

**JERSEY CITY**
The Exchange Place Hudson-Bergen Light Rail (HBLR) Station is in the commercial hub of Jersey City. The densely developed neighborhood contains a mix of commercial, residential, retail, and civic uses around multiple transit facilities.

Top left credit: Paul Salaberman on Flickr. Top right: Pennoni. Bottom: NJ TRANSIT.
Common Transit Facilities
- Rail station with bus connections
- Bus station
- Multi-stop bus corridor
- Light rail stations

Land Use
- Balance of residential, office, and retail
- Medium-density housing and commercial space
- Medium-high employment density

Transit Access
- Direct, low-conflict pedestrian routes
- Dedicated bicycle lanes/bicycle-friendly routes
- Transit facility access integrated with existing uses

Public Space
- Dedicated civic/open space
- Landscaped areas
- Adequate lighting and visibility on pathways

Parking
- Generally paid parking garages, some lots
- Reduced and shared parking requirements
- Garages with first floor neighborhood retail

Regional Network
- TOD accessible from multiple regional connections
- Served by high-frequency transit
- Accommodations for transfers

Keys to Success
- Reduce residential and commercial parking
- Optimize use of street level space (retail)
- Focus on placemaking near transit area

Urban Neighborhood

Often located adjacent to an Urban Center, the Urban Neighborhood place type is characterized by a walkable, urban built environment. With a lower population and employment density than Urban Center places, uses are more residential-oriented with office and commercial uses interspersed throughout. The streetscape is active and diverse, accommodating users most hours of the day. A range of active and passive open spaces are oriented towards the transit area or are within walking distance.

An interconnected street network supports multiple modes of transit which may range from multi-modal hubs to multi-stop bus corridors. The physical presence of transit within the streetscape may vary, however, with a high concentration of transit modes, parking is often shared and surface lots are limited.

The Urban Neighborhood may also contain a regional transit hub that serves as a commuter origin for residents while catering to travelers visiting the area. Serving as important gateways to and from the community, transit facilities are well-integrated into the scale and context of the neighborhood and active transportation connections between the transit and surrounding community are supported.

PATerson
The Paterson Rail Station is adjacent to downtown historic Paterson. The station area is densely-developed with government offices, commercial retail businesses, and mid-rise residential buildings.

Trenton
The Cass Street River LINE Station is south of downtown Trenton. The station area is developed with mixed density housing, many retail businesses, and several large government employment sites.

UNion City
The Bergenline Avenue Station is a HBLR station and local hub for NJ TRANSIT buses. The station area comprises a dense commercial corridor surrounded by mid-rise residential buildings. The neighborhood is densely developed with several civic uses and small open space sites within walking distance.
The Town Center place type is often located in a community’s central business district (CBD) with an urban character of neighborhood-scale residential, retail, and office. The area surrounding the CBD generally contains lower density uses with an inner-ring, streetcar suburb character where residential uses are either mixed with commercial or stand alone. The streetscape accommodates a variety of users and an assortment of active and passive open spaces are within walking distance of transit.

The street patterns around Town Center transit are grid-like and are oriented around the CBD where transit is accessible by walking, biking, and automobile. The Town Center primarily serves as a commuter origin point, with possibilities for multimodal nodes that support predominately local trips. Parking is typically shared and screened from the active public realm.

Transit facilities are well integrated into the CBD and can be a focal point of the community’s built environment, representative of the quality of service and the identity of the place. Active transportation connections between transit and destinations of interest in the surrounding community are possible.

**Common Transit Facilities**
- Rail station, bus station, or multi-stop bus corridor

**Land Use**
- Mix of land uses, some mixed-use development and medium-density housing
- More residential than commercial gross square footage in the transit area
- Low to medium employment density

**Transit Access**
- Pedestrian paths to parking lots and CBD
- Bicycle routes from transit to CBD and surrounding neighborhoods
- Bicycle parking available, scale dependent on demand

**Parking**
- Garage parking or surface parking lots adjacent to transit
- Some parking is accommodated in garages
- Surface parking should be shielded by buildings and prioritize pedestrian access/safety

**Public Space**
- Dedicated, visible civic space for community events
- Public/open space is connected to existing built environment
- Adequate lighting, landscaping, and wayfinding

**Regional Network**
- Generally, TOD accessible from at least one regional connection
- Served by high frequency and express service
- Intersections are more dispersed than in the Urban Neighborhood

**Keys to Success**
- Improve pedestrian and cyclist infrastructure links
- Match development with existing character
- Promote inclusion of affordable housing units

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**METUCHEN**
The Metuchen Rail Station is located in the town center on Main Street. Many local businesses, community services, and homes are located within walking distance.

**RED BANK**
The Red Bank Rail Station is located in downtown Red Bank. The rail station, with connecting local bus service, connects people to a variety of local businesses, cultural establishments, and community services near the transit area.

**BURLINGTON**
The Burlington Towne Centre Light Rail Station is located in the town’s central business district on W. Broad Avenue and near the High Street corridor. Many local businesses and homes are within walking distance.
Suburban Place

The Suburban Place place type is characterized by a more suburban environment than the Town Center place type. However, these places usually contain mixed-use development along primary paths to transit but are surrounded by low-density land uses that are typically separated and clustered according to zoning classifications.

Suburban Places tend to be located further from larger cities, serve as transit hubs for a larger commuter shed, and provide more peak-based transit service. There is often a large volume of passenger drop-offs and a high demand for parking. The street grid supports movement from residential areas to transit nodes, primarily accessed by automobile. The transit facility could be a focal point for the community, and local pedestrian and bicycle connections to the surrounding neighborhood are often supported.

Common Transit Facilities
- Rail station
- Regional park and ride
- Multi-stop bus corridor

Land Use
- Mix of uses close to transit
- Some multifamily housing near transit
- Lower residential and commercial density
- Low employment density

Transit Access
- Drop-off access for vehicle passengers is important (non-auto mode share is limited)
- Pedestrian paths through parking lots and to mixed-use transit area
- Some bicycle-friendly routes connecting transit to surrounding neighborhoods

Public Space
- More open space than civic space
- Wayfinding and sidewalks/bicycle paths to main activity centers
- Transit facility essentials/amenities provided

Parking
- Surface parking more prevalent with multiple egress points
- A limited amount of parking accommodated in garages
- Park and Ride is appropriate depending on neighborhood

Regional Network
- Generally, TOD accessible from at least one regional connection
- Served by local and express service
- Some bus-to-rail transfers

Keys to Success
- Provide alternative pedestrian routes away from major arterials
- Market transit connections
- Enhance nonresidential uses for transit users and residents

The Ramsey Route 17 Station is located along the Route 17 corridor which contains low-density, large-scale commercial uses. The outlying rail station is surrounded by low-density residential neighborhoods. The station has a large parking deck.

The Manasquan Station is centrally located near the Borough’s Main Street. The rail station is near several neighborhood commercial businesses and civic uses, all of which is surrounded by low-density residential neighborhoods.

The Collingswood PATCO Station is adjacent to the Borough’s principal commercial corridor. The station is surrounded by a park and ride lot, medium-density housing, commercial retail, and medical offices.

Urban Places

The Urban Place place type is characterized by a more urban environment than the Town Center place type. These places usually contain mixed-use development along primary paths to transit but are surrounded by low-density land uses that are typically separated and clustered according to zoning classifications.

Urban Places tend to be located closer to larger cities, serve as transit hubs for a smaller commuter shed, and provide more peak-based transit service. There is often a large volume of passenger drop-offs and a high demand for parking. The street grid supports movement from residential areas to transit nodes, primarily accessed by automobile. The transit facility could be a focal point for the community, and local pedestrian and bicycle connections to the surrounding neighborhood are often supported.

Common Transit Facilities
- Rail station
- Regional park and ride
- Multi-stop bus corridor

Land Use
- Mix of uses close to transit
- Some multifamily housing near transit
- Lower residential and commercial density
- Low employment density

Transit Access
- Drop-off access for vehicle passengers is important (non-auto mode share is limited)
- Pedestrian paths through parking lots and to mixed-use transit area
- Some bicycle-friendly routes connecting transit to surrounding neighborhoods

Public Space
- More open space than civic space
- Wayfinding and sidewalks/bicycle paths to main activity centers
- Transit facility essentials/amenities provided

Parking
- Surface parking more prevalent with multiple egress points
- A limited amount of parking accommodated in garages
- Park and Ride is appropriate depending on neighborhood

Regional Network
- Generally, TOD accessible from at least one regional connection
- Served by local and express service
- Some bus-to-rail transfers

Keys to Success
- Provide alternative pedestrian routes away from major arterials
- Market transit connections
- Enhance nonresidential uses for transit users and residents

The Ramsey Route 17 Station is located along the Route 17 corridor which contains low-density, large-scale commercial uses. The outlying rail station is surrounded by low-density residential neighborhoods. The station has a large parking deck.

The Manasquan Station is centrally located near the Borough’s Main Street. The rail station is near several neighborhood commercial businesses and civic uses, all of which is surrounded by low-density residential neighborhoods.

The Collingswood PATCO Station is adjacent to the Borough’s principal commercial corridor. The station is surrounded by a park and ride lot, medium-density housing, commercial retail, and medical offices.

Urban Places
The Rural Place place type is often characterized by its small-town, “Main Street” feel. These places have historically had a mix of uses in a compact commercial center surrounded by low-density residential areas, highway commercial uses, suburban developments, or rural landscapes. Some Rural Places contain an anchor institution or key industry, and may have a cluster of commercial or civic buildings around a public plaza within walking distance of transit. This place type is often located in smaller, historic towns at the end of transit lines where there is a low concentration of transit use and access is primarily by automobile. Serving mostly as an origin for commuters, there are typically fewer multimodal connections over a larger, less-dense area serving a more sparsely-populated area with longer trips. Parking will often be provided near transit with integrated pick-up and drop-off areas. Rural Places are found in the exurban and rural sections of the state where street grids may have fewer local connections. Transit areas can be a catalyst for development, focusing on key destinations and improving walkability in a manner that respects the small-scale context and character of the area.

**Common Transit Facilities**
- Outlying rail stations
- Regional park and ride
- Free standing shuttle/bus stop

**Land Use**
- Low density housing and limited retail
- Limited office uses, low employment density

**Transit Access**
- Limited integration with surrounding uses
- Limited pedestrian/cycling infrastructure
- Drop-off areas are important

**Public Space**
- Open space
- Landscaped paths
- Waiting shelters with limited essentials

**Parking**
- Surface parking lots
- Predominantly park and ride
- Parking needed for future development

**Regional Network**
- Connected to arterials or adjacent to highways
- Limited service outside peak hours
- Often used by “super commuters”

**Keys to Success**
- Create pedestrian infrastructure
- Improve transit facility amenities
- Make transit more accessible

---

**RP Rural Place**

**READINGTON TOWNSHIP**
The White House Rail Station is located in a rural community in Hunterdon County. It is surrounded by several local businesses and large lot, single-family homes.

**MOUNT ARLINGTON**
The Mount Arlington Rail Station, adjacent to I-80, is also a major park and ride for a private bus carrier. The station is surrounded by light industrial uses, a nature preserve, several highway commercial uses, and nearby low/medium density residential subdivisions.

**FLORENCE TOWNSHIP**
The Roebling River LINE light rail station is a park and ride station on the periphery of the Roebling community. It is surrounded by several local businesses and large lot, single-family homes.
NJ TRANSIT Facilities

With a service area of 5,325 square miles providing nearly 910,000 weekday passenger trips (FY19), NJ TRANSIT is the nation’s third largest provider of bus, rail, and light rail transit, linking major points in New Jersey, New York City, and Philadelphia. Access Link, the agency’s ADA paratransit program, provides an additional 1.5 million annual passenger trips across New Jersey. NJ TRANSIT operates its four transit modes from several types of transit facilities. Additionally, NJ TRANSIT partners with all 21 counties to annually disperse federal and state funds for the operation of community-based transportation programs.

### Terminal Stations

NJ TRANSIT operates rail, bus, and light rail service from several terminal stations in New Jersey, as well as New York City and Philadelphia. Terminal stations are multimodal hubs with local, regional, and express transit service. Many terminal stations are serviced by other transit providers such as LIRR, PATCO, PATH, and SEPTA. Terminal stations provide many customer amenities including retail stores and services, bike storage, micromobility services, and customer service centers.

### Rail Stations

NJ TRANSIT operates 12 commuter rail lines with approximately 725 weekday rail trips. NJ TRANSIT’s 165 rail stations are located across New Jersey, ranging from urban centers in Essex and Hudson counties to smaller communities in Somerset and Morris counties. Many rail stations also have NJ TRANSIT bus and community transit service available.

More than 40 active NJ TRANSIT rail stations are listed on the State and National Registers of Historic Places for architectural, historical, and cultural merit. Station amenities vary from station to station but often include waiting rooms, ticket vending machines, and service information kiosks.

### Bus Stations

NJ TRANSIT has 253 bus routes with approximately 16,450 weekday trips across the tri-state region. These routes carry more than 55 percent of all NJ TRANSIT passenger trips.

NJ TRANSIT operates 30 bus stations across the state. These stations generally provide local, regional, and interstate bus service, as well as community transit connections.

NJ TRANSIT bus stations are often located in regional and urban centers. Many bus stations have ticket offices or ticket vending machines, bike storage, and service information kiosks.

### Light Rail Stations

NJ TRANSIT operates three light rail lines serving 62 light rail stations with approximately 1,100 weekday trips. Hudson-Bergen and Newark Light Rail stations are located in urban neighborhoods throughout Essex and Hudson counties.

River LINE terminus stations are located in urban centers (Camden and Trenton) and mid-line stations are located in suburban neighborhoods across Burlington County.

Several light rail stations are located at multimodal hubs such as Walter Rand Transportation Center (Camden), Newark Penn Station, and Hoboken Terminal.

### Bus Stops

### Park and Ride

### Paratransit

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**SECAUCUS JUNCTION STATION**

Credit: NJ TRANSIT.

**WESMONT RAIL STATION**

**IRVINGTON BUS TERMINAL**

**WALTER RAND TRANSPORTATION CENTER (CAMDEN)**

Credits (Top to Bottom): NJ TRANSIT, NJ TRANSIT, Camden by Thingscouldbebetter (CC BY-SA 4.0).
**Bus Stops**

NJ TRANSIT’s 253 bus routes are served by more than 15,900 bus stops. Bus stop locations vary throughout the state, ranging from high-frequency corridors to multi-route bus stops in town centers to a single route bus stop in suburban or rural communities.

Across the state, NJ TRANSIT provides bus service to 384 New Jersey municipalities. Under New Jersey law, the power to designate bus stops rests with each municipality. Bus shelters are maintained by local public or private sponsors. Bus stops located on county and state roads require coordination with county officials or NJDOT.

**Park and Ride**

NJ TRANSIT bus routes provide service to more than 50 park and ride facilities across the state. Most park and ride facilities are bus stops or rail stations in suburban communities with ample parking and additional passenger amenities that provide direct or limited-stop service to urban centers. Several light rail facilities function as park and ride facilities such as Liberty State Park Station, Grove Street Station, and the Pennsauken Transit Center.

Many park and ride facilities are located in communities with no commuter rail service or where the bus service to urban centers is more frequent than commuter rail service.

**Access Link**

NJ TRANSIT’s Americans with Disabilities Act (ADA) paratransit program, Access Link, does not provide fixed-route service like the other three modes. Access Link’s fleet of 503 paratransit vehicles provide origin to destination service for people with disabilities who are unable to use the local fixed route bus service for some or all of their rides.

Access Link provides transit service to points within a 0.75-mile radius of an eligible bus route or light rail station. Access Link service requires accessible curbside spaces to provide its paratransit services. For more information visit the NJ TRANSIT Access Link website.

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**Transit Friendly Checklist for Communities**

The Transit Friendly Checklist is a tool to quickly assess existing conditions of a community’s transit facility. The checklist allows users to quickly gauge which aspects of transit-friendly planning the community excels in and where there is room for improvement. The checklist assesses planning and the built environment within the transit area, as well as policies and governance at the municipal level.

Many of the items on the checklist reference sections of this Guide and provide guidance with links to additional resources. The checklist is not a definitive measurement but rather a tool for communities to gauge their own successes, weaknesses, and opportunities related to building a transit-friendly community in New Jersey.

Guide users are encouraged to complete the Transit Friendly Checklist for any and all transit facilities in their communities. The checklist can be found on the Transit Friendly Planning website. The website also provides further guidance on how to determine the place type of a transit area.
Complete Streets: structures, and/or require some type of site developed, that may contain pre-existing Brownfield: bikeways, or trails. Bicyclist strategy for optimizing operational performance of structures for new purposes. It is an effective human-powered mode of transportation, such as bicycle, tricycle, side-by-side tandem, hand cycle, and family, and take advantage of recreational opportunities. A mobile society also implies transportation choices, so that people of all ages and abilities have access to options for work and recreation. Ultimately, mobility is not so much about how many miles are traveled; rather, it is about how easy it is to access personal needs that impact quality-of-life. Network: An interconnected system to provide continuous transportation and mobility. Paratransit: Special transport services for people with disabilities that supplements the larger public transit systems by providing individualized rides without fixed routes or timetables. Pedestrian: A person who moves about on foot or a disabled person with a mobility aiding device. Infill Development: Property constructed in unused and underutilized lands. This strategy is vital to allowing growth and transformation in cities. It can include construction on vacant lots, rezoning declining areas, and repurposing existing structures. Leading Pedestrian Interval: A tactic in which additional time is given for pedestrians to cross an intersection before cars may proceed. This treatment has been shown to reduce the pedestrian-vehicle incidents and increase safety at intersections for all users. Low-Stress Facility: The level of traffic stress is a system that quantifies and assesses the effects of traffic characteristics (road width, traffic speed and volume, presence of facilities for walking or bicycling, etc.) on a person’s willingness to bicycle. A low-stress facility is typically separated from motor vehicle traffic and is attractive and usable to a larger portion of the population, including children. Micromobility: Small scale fleets of single occupancy, fully or partially human-powered vehicles such as bikes, e-bikes, and e-scooters. These vehicles are generally rented through a mobile app or kiosk, picked up and dropped off in the public right-of-way, and meant for short point-to-point trips. Shared-Use Path: A bicycle/pedestrian facility physically separated from motorized vehicular traffic by an open space or barrier and either within the highway right-of-way or within an independent right-of-way. Shared use paths are often used by pedestrians, cyclists, micromobility device users, wheelchair users, joggers, and other nonmotorized users. Street Hierarchy: The conceptual arrangement of streets based on function. A hierarchical approach to street design classifies streets according to function, from high-traffic arterial roads to streets primarily for residential access. Suburban Retrofit: A common form of redevelopment that attempts to introduce a more urban form to low-density suburban places. They often include compact layouts, higher densities, taller buildings, a mix of uses, and a focus on walkability. Traffic Calming: A strategy that employs physical measures to reduce motor vehicle speeds and improve comfort and safety for non-motorized users.
Traffic Signal Priority: Traffic control technology that gives priority to transit at certain intersections. For example, a traffic light may continue to be green to allow an approaching bus or light rail vehicle to pass.

Trail: Linear corridors for walking and bicycling that are physically separated from motor vehicle traffic.

Transit-Related Street Classification: In urban planning, the transect is a tool that can be used to analyze and classify street designs based on land use context, ranging from rural to urban.

Transit Access Network: An interconnected system of active transportation and Complete Street facilities that supports walking and cycling to transit facilities.

Transit Bikeshed: The area of a reasonable distance from which people might be expected to bicycle to or from a transit facility. For cyclists, this is typically a 2 to 3-mile radius, though it is also affected by factors such as topography, availability and quality of cycling facilities, and level of traffic stress. Transit bikeshed will be available as a transit area analysis tool on NJTRANS.

Transit Walkshed: The area of a reasonable distance from which people might be expected to walk to or from a transit facility. For pedestrians, this is typically a ¾ to 1-mile radius, though it is also affected by factors such as topography, availability and quality of sidewalks, and level of traffic stress. Transit walkshed will be available as a transit area analysis tool on NJTRANS.

Transportation Network Companies (TNCs): Private companies such as Uber, Lyft, Zip Car, and Via that provide for-hire access to rides or vehicles using an online-enabled application or platform.

Vision Zero: A strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitably mobility for all. It acknowledges that traffic deaths are preventable.

Wayfinding: Information systems (i.e., signage) that guide people through a physical environment while enhancing their understanding and experience of a particular space.

Workforce Housing: Workforce housing is built to serve families who fall in the middle between traditional affordable housing and luxury housing. The Urban Land Institute defines it as housing that is affordable to households earning between 60 and 120 percent of median income.

Endnotes
Chapter 2: Development and Design

Transit-friendly planning leverages the presence of transit to support and enhance vibrant communities. Transit area development, public spaces, transit facility design, and wayfinding need to work together to create a welcoming and easily-navigable environment for all users.

Some of these development and design elements are context-specific, but some principles are central to all transit-friendly places, including:

• **A mix of residential and commercial uses.** Transit-friendly places should accommodate many types and scales of residential buildings, mixed with commercial and office uses. The density is often highest near the transit facility, but the level and intensity of development should fit the scale of the community and consider future population growth.

• **Safe sidewalks and pedestrian connections.** At some point in the transit trip, everyone is a pedestrian. It is critical that everyone is safely connected to transit facilities and between transit modes—whether walking from the parking lot or walking from where they live.

• **Clear access to and directions between transit facilities.** More people will take transit if it is easy to access and find, and more people will transfer between transit modes if directions and timetables are clear. Providing easy-to-use wayfinding is essential to the transit experience.

This chapter covers best practices for creating active and attractive transit areas, welcoming public spaces, integrated transit stops, and identifiable stations, as well as some of the key design tenets to create a safe and welcoming environment for all users. More details on vehicular circulation and pedestrian and bicycle movement can be found in Chapter 3 and 4, respectively.

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Principles of Transit-Friendly Development and Design

The principles at the beginning of each chapter are the cornerstone of Transit Friendly Planning. Each principle is applicable to every New Jersey community that seeks to create transit-friendly places. The best way to implement each concept will vary by place type.

Principle #1: Create Active Transit Area Development
Principle #2: Design a Welcoming Public Realm
Principle #3: Build Complete Transit Facilities
Principle #4: Provide Wayfinding and Local Identity

Urban Center

Principle #1: Commercial and mixed-use development is diverse, dense, and active at street level. Residential development is dense and mixed with commercial. Development is mostly mid- to high-rise.
Principle #2: Sidewalks are wide, active, and accommodate many uses. Open spaces are active and oriented to the transit area.
Principle #3: Intermodal facilities can serve as a landmark and a gateway for the region. Higher frequency service may require a more substantial physical presence in the streetscape.
Principle #4: Clear and legible signage internal and external to the transit facility is oriented to pedestrians and people on bikes and scooters, including coordinated signage for passengers exiting the transit facility to local area destinations.

Urban Neighborhood

Principle #1: Commercial and mixed-use development is diverse and active at street level. Residential development is mixed with commercial. Development is mostly mid-rise buildings.
Principle #2: Sidewalks are active and accommodate many uses. Open spaces in the transit area can be landscaped or paved with passive and active uses.
Principle #3: Transit facilities are integrated into the existing neighborhood context and character. Both large and small transit shelters may be utilized.
Principle #4: Wayfinding signage for all users starts half to one mile away from the transit facility and directs users from major roadways, including coordinated signage for passengers exiting the transit facility to local area destinations.

Suburban Place

Principle #1: Commercial, residential, and/or mixed-use development is clustered around the transit area and along primary paths to the transit facility. Residential development is mostly low-rise with slightly higher densities and building heights near the transit area.
Principle #2: Sidewalks accommodate all types of users and serve as a buffer on busy roads. Open spaces are within walking distance of the transit facility, and are landscaped or paved for active or passive uses.
Principle #3: The transit facility may be the focal point of the community and should use design elements that are representative of the quality of service and the identity of the place. Both large and small transit shelters may be utilized.
Principle #4: Wayfinding signage starts one to two miles away from the transit facility and directs users from major roadways, including coordinated signage for passengers exiting the transit facility to local area destinations.

Rural Place

Principle #1: Commercial and mixed-use development is limited and is clustered around or on primary paths to the transit facility. Residential development is low-rise with slightly higher densities and building heights near the transit facility.
Principle #2: Sidewalks, trails, or shared-use paths should accommodate users of all ages and abilities. Open spaces are within walking distance, but they can also be more community-oriented or regional destinations.
Principle #3: The transit facility may be a focal point where the visual impact of transit utilities and system components is minimized to respect scale and character. Basic transit shelters are provided at low-volume facilities.
Principle #4: Wayfinding signage for drivers starts three to five miles away from the transit facility and directs users from major roadways, including coordinated signage for passengers exiting the transit facility to local area destinations. Signage for pedestrians and cyclists should be posted within half to one mile from the transit facility.
2.1 Create Active Transit Area Development

Transit-friendly development needs to be designed for the human scale and consider the experience of a pedestrian before accommodating people in cars. Development should fit the neighborhood context. It is often clustered around the transit facility, promotes street-level activity, and balances both peak and off-peak rider and resident demands for the space.

Urban Center
• Commercial and mixed-use development is diverse, dense, and active at street level, and accommodates users all hours of the day.
• Residential development is dense and mixed with commercial uses, and is mostly mid-to high-rise.

Urban Neighborhood
• Commercial and mixed-use development is diverse and active at street level. It is less dense than the urban center, but still accommodates users most hours of the day.
• Residential development is mixed with commercial, and is mostly mid-rise.

Town Center
• Commercial and mixed-use development is clustered around the civic center and transit area. It is active on street level and accommodates users most hours of the day.
• Residential development is mixed with commercial and stand-alone. Mixed-use development is mostly mid-rise with lower density residential development in surrounding neighborhoods.

Suburban Place
• Commercial, residential, and/or mixed-use development is clustered along primary paths to the transit facility. Accommodates mostly peak-time uses with some neighborhood-serving retail.
• Residential development is mostly low-rise with slightly higher densities and building heights near the transit facility.

Rural Place
• Commercial and mixed-use development is limited, and may be clustered around or on primary paths to transit, and include only neighborhood-serving uses.
• Residential development is low-rise with the potential for slightly higher densities and building heights near the transit facility.

Commercial Mixed-Use

Promote Active Street Fronts

The average walking speed of a human is about 2.5 to 3 mph, compared to 25 or 35 mph for someone traveling in a car. This means pedestrians are able to absorb the details of the buildings around them with much more attention. This is why the first and second floors of a building are the most important when designing for a human scale. This building frontage next to the pedestrian is sometimes referred to as the “street wall.”

Transit Friendly Planning encourages mixed-use development that is oriented toward the street and not set back too far from the sidewalk. In a more residential area, the setback can be scaled to the road width and neighborhood character, but front entrances and porches should still be facing the sidewalk.

On the first floor, it is especially important to promote active uses that allow people to interact. The first floor should avoid “blank walls” by encouraging windows and doors at the ground level. For commercial uses, some ways to activate these spaces are retail displays and restaurant seating, while for office uses and hotels, reception and waiting areas and lobbies can serve the same function. Parking should not be situated between the sidewalk and the building.

Balance Architectural Variety With Continuity

It is important to have a variety of massing, textures, and materials. This type of variety will keep users more engaged with the built environment. However, there is a need to balance variety with continuity. The range of architectural detailing and building types should work together to form a cohesive identity.
Balance Building Height and Street Width

When planning for commercial and mixed-use development around a transit facility, the width of a street can often inform the height of surrounding buildings. Though not a “rule,” in practice, the ratio of street width to building height for a commercial downtown district near a train facility is about 1:½, meaning that a wider street often has taller buildings and a smaller street often has shorter buildings.

On wider streets, other traffic calming and roadway modifications should be considered to make it safe for pedestrians and cyclists to travel. See Chapter 3 for more guidance on traffic calming.

Mix Uses at the Block and Parcel Level

Encouraging a mix of uses near transit is an important way to bring activity to the ground floor and provide flexibility for other uses that support transit—like office space, hotels, and residential units for people to live as close as possible to transit and commercial amenities.

A flexible and transit-friendly mix of uses will:
- Occur within the same block and the same building.
- Allow for live-work spaces.
- Discourage uses that are auto-centric, like drive-through facilities, warehouses, gas stations, and strip malls.
- Encourage transit-supportive land uses, such as medium and high-density residential, restaurants, and personal services, and civic facilities such as libraries, post offices, police stations, and educational facilities.

Accommodate Peak/Off-Peak Ridership

A mix of uses should bring people to the transit area at different times. To do this, identify land uses that generate riders in both peak and off-peak periods. These uses will help public safety and provide a level of constant activity within the transit area. The increased activity also adds more “eyes on the streets” to increase public safe, and attract more people to patronize local retail.

Peak uses might include:
- Small scale retail, including vending, coffee, and newsstands
- Banks, dry-cleaners, and pharmacies
- Restaurants

Off-peak uses might include:
- Educational facilities, day care centers, tutors, and community centers
- Hospitals and medical offices
- Community supportive facilities including libraries, post offices, and gyms

Places with lower ridership can use transit area facilities in the evening or on weekends. For example, underutilized surface parking lots can host community activities like farmers markets, food-truck pop-ups, movie nights, and temporary outdoor workout spaces.

Suburban Retrofit and Adaptive Reuse

Suburban retrofits and adaptive reuse of old buildings are two ways to revitalize underutilized sites.

Indoor shopping malls, office parks, and corridor strip malls are commonly found throughout New Jersey, but have struggled in recent years to stay competitive with newer development. When they are located near transit facilities and along bus corridors, these sites can be reused or retrofitted into more resilient, equitable, adaptable, walkable, transit-oriented, and public-oriented places.

Retrofitting Suburbia by Ellen Dunham-Jones, a great resource that profiled a wide range of successful retrofits, provides three main strategies for retrofitting:
- Re-inhabitation, or various forms of adaptive reuse.
- Re-development, or urbanization by increasing density, walkability, use mix.
- Re-greening, from small parks and plazas, to restoring wetlands.

Adaptive reuse of older buildings or industrial sites can be a tool for municipalities that want new development, but also want to retain some of the existing architectural details that make a building unique. Reuse can help to anchor a neighborhood, and lead to a social and economic revitalization.

New Jersey has many opportunities for adaptive reuse, especially older factories, vacant churches, and post-industrial sites.

A few examples of adaptive reuse in New Jersey include: Monroe Center in Hoboken (pictured below), St. Phillips Academy in Newark, and the Schroeder Lofts in Jersey City.

Additional Resources:
- 11 Urban Design Tactics for Suburban Retrofitting, by June Williamson
- Shifting Suburbs: Reinventing Infrastructure for Compact Development (2012) by Urban Land Institute
- Creating Sustainable Communities: A Guide for Developers and Communities (2007) by New Jersey Department of Environmental Protection

Residential Density and a Mix of Housing Types

Permitting a range of mixed-use and multifamily building types in and around the transit area supports additional ridership and current users. Transit riders and over-the-shop residents generate a regular customer base supporting ground floor commerce. People seek places where shops, employment, entertainment, and transit are all close by and part of the community experience. New Jersey towns along major transit routes have become more, not less, desirable in recent years. Empty nesters and retirees are finding that urban places offer a lively, social, and walkable lifestyle.

Municipalities with transportation hubs and transit-adjacent neighborhoods can leverage these positive trends by designing for these consumers with a mix of housing types and a range of affordability levels.

Create a Hierarchy of Density

Within a transit area, there should be a hierarchy of densities with the highest density closest to the transit facility. From there, the density can transition to lower densities in surrounding neighborhoods.

Often, neighborhoods that grew over time around transit exhibit this organizational program organically, and are generally more compact near transit facilities, becoming less dense farther away.

Grow “Missing Middle” Housing

Density does not always mean tall buildings. In areas where the predominant housing type is the single-family detached home, a sudden transition to high-density multifamily housing closer to transit can be jarring.

High-density multifamily development might not be feasible near a community’s transit facility. One solution is to promote “missing middle housing,” which is a group of housing types that are designed to build more density without building as high. This solution allows more units to fit into an existing low-density neighborhood character.

“Missing middle” housing often includes duplexes, fourplexes, townhomes, manor homes, and bungalow courts. These are dense enough to support transit-oriented walkable activity and commerce, while also being visually compatible

Mix of Housing Types for the Transit Area

<table>
<thead>
<tr>
<th>Housing Type</th>
<th>Density (du/acre)</th>
<th>Parking</th>
</tr>
</thead>
<tbody>
<tr>
<td>Small-lot, Single-family detached</td>
<td>6-10 du/acre</td>
<td>Rear-loaded, attached or detached garage</td>
</tr>
<tr>
<td>Cottage Court</td>
<td>8-20 du/acre</td>
<td>Rear-loaded, attached or detached garage, shared behind building, on-street parking</td>
</tr>
<tr>
<td>Townhouse</td>
<td>12-40 du/acre</td>
<td>Shared behind building, rear loaded, on-street parking</td>
</tr>
<tr>
<td>Duplex &amp; Townhouse Courts</td>
<td>16-40 du/acre</td>
<td>Shared behind building, rear loaded, on-street parking</td>
</tr>
<tr>
<td>Fourplex</td>
<td>30-75 du/acre</td>
<td>Shared behind building, rear loaded, on-street parking</td>
</tr>
<tr>
<td>Stacked Townhouse</td>
<td>30-75 du/acre</td>
<td>Shared behind building, rear loaded, tucked under, on-street parking</td>
</tr>
<tr>
<td>Multiplex walkup or Apartment</td>
<td>30-75 du/acre</td>
<td>Ground floor podium, sub-grade, or padded behind building</td>
</tr>
<tr>
<td>Mid to High-Rise Mixed-Use Apartment</td>
<td>75+ du/acre</td>
<td>Off-street in a structure, podium, or below grade</td>
</tr>
</tbody>
</table>

Chapter 2: Development and Design
with the higher and lower density areas on either side of them to make the transition more palatable.

Missing middle housing also has the benefit of creating a larger range of housing affordability near transit, which can accommodate people with a wider range of incomes. This type of naturally occurring affordable housing is ideal for a transit area.

Infill Development and Accessory Dwelling Units

Zoning in transit areas must accommodate a variety of housing types to meet community needs. It should accommodate all affordability levels and special needs groups, and promote flexible development that is sensitive to varying market conditions while respecting existing land use patterns.

Preservation of existing neighborhoods, including rehabilitation efforts, can be achieved through careful infill development that preserves the existing neighborhood character. Where vacant land is available, the community should consider allowing for development that provides for the needs of a growing older population, as well as more workforce housing to accommodate civil employees like first responders and schoolteachers.

One strategy for managing these opportunities and expanding the range of housing options is to encourage Accessory Dwelling Units (ADUs) on existing and redeveloped single-family lots. An ADU is a residence integrated within a single-family dwelling unit, above or within a detached garage located on the single-family lot, or as a stand-alone detached unit located behind the single-family structure. This strategy is an essential tool for delivering affordable units to the market without developing new garden apartment complexes.

Most municipalities that permit ADUs restrict the size so that they may not exceed 50 percent of the floor area of the single-family dwelling unit. They are further regulated to limit one ADU per building lot, and prohibit the unit from being subdivided or sold separately from the single-family dwelling unit.

Benefits of Mixed-Income TOD

- Provides housing and mobility choices
- Supports healthy lifestyles
- Improves environmental performance
- Reduces greenhouse gas emissions and auto dependence
- Reduces infrastructure costs
- Strengthens transit systems
- Creates lasting value

Benefits of Mixed-Income Housing

- Provides needed housing
- Helps deconcentrate poverty
- Desegregates low-income households
- Promotes workforce stability
- Broadens access to opportunity
- Stabilizes transit ridership
- Offers truly affordable housing
- Relieves gentrification pressures
- Creates lasting value

Prioritize Affordable Housing

According to New Jersey's Mount Laurel "fair share housing" doctrine, every town in New Jersey must provide its "fair share" of the regional need for low- and moderate-income housing. Locating this affordable housing closer to transit can provide additional cost savings to low- and middle-income individuals and families.

Inclusionary Zoning

Inclusionary zoning is a policy that requires any new housing development or redevelopment project to include affordable housing units, often as a rate between 10 percent and 20 percent of total units. This policy usually only applies to developments with over a minimum number of units and specifies the affordability level of the units.

Inclusionary zoning can be a voluntary or compulsory policy. It may require the developer to build the units on-site, or allow payment-in-lieu into a housing fund. Non-voluntary policies that require the developer to build the units are much more effective at bringing affordable units near transit to the market. Inclusionary zoning is also most effective in places with a strong real estate market.

Many New Jersey municipalities have inclusionary zoning ordinances, including Newark, Montclair, and Cherry Hill. A good source for more information on Inclusionary Zoning is The Housing Affordable Toolkit (2021) by the National Multifamily Housing Council.

Land Banking

Land banking allows municipalities to designate another public or non-profit entity to act as the municipality's agent to acquire abandoned and tax-delinquent properties, which helps to expedite the acquisition and redevelopment process. A law signed by Governor Philip Murphy in July 2019 made land banking legal in New Jersey. The law also includes provisions for community oversight through an advisory board. Newark launched New Jersey's first land bank in March 2021.

For more information on land banks, visit the National Housing Conference Affordable Housing Policy Guide, which is a good resource for affordable housing zoning changes; and the Puget Sound Regional Council TOD Overlay (2020) profile is a good resource for TOD overlays. Alternatively, implementing a form-based code can help shape the physical form of the public realm. For more on zoning changes in a transit area, see Chapter 5.
2.2 Design a Welcoming Public Realm

The public realm—the sidewalks, curbs, open space, and landscaping—is equally important to the transit experience as the surrounding built environment. Municipalities and developers are uniquely positioned to influence sidewalk design, the integration of buildings into an area, and the siting and programming of open space.

Urban Center

- Sidewalks are wide and accommodate the highest number of uses. The frontage and furniture zones are big enough for seats, lights, green infrastructure, and more.
- Sidewalks are heavily used to access transit facilities.
- Open space is used for active and passive activities. It is most often oriented toward transit facilities with other open spaces in walking distance.

Urban Neighborhood

- Sidewalks accommodate all types of users and many uses. The street furniture zone buffers users from the street.
- Open spaces near the transit area and in other areas within walking distance. They might be landscaped or paved with active or passive uses, and cater to both travelers and residents.

Town Center

- Sidewalks accommodate all types of users and many uses. The street furniture zone buffers users from the street.
- Open spaces are within walking distance of transit facilities. They might be landscaped or paved with active or passive uses, and cater to both travelers and residents.

Suburban Place

- Sidewalks accommodate all types of users and many uses. The street furniture zone is often needed to buffer users from busier streets. Sidewalks are mostly used for moving between places, with fewer commercial uses.
- Open spaces are within walking distance of the transit facilities. They might be landscaped or paved with active or passive uses, and cater to travelers and residents.

Rural Place

- Sidewalks should accommodate users of all ages and abilities.
- Open spaces are within walking distance of transit facilities and civic uses. They can be community-oriented or regional destinations.

Sidewalks and Frontage Zones

Sidewalks and designated pedestrian walkways are necessary infrastructure for every transit-friendly place. They act as a main corridor for the movement of people, goods, and commerce. Numerous studies have also shown that good pedestrian network connectivity and walkability have a positive impact on land values.²

In this context, sidewalks serve three major purposes—to accommodate people transferring or walking to and from transit, to facilitate commerce, and to integrate the building with the street. To read more about specific guidelines for sidewalks as they relate to pedestrian connectivity, see Chapter 3.

The Anatomy of a Sidewalk

A sidewalk has three major zones:

1. The frontage zone is directly next to the building. It needs to at least accommodate doors opening and closing, but can be wide enough to house sidewalk cafes and outdoor seating. This type of use became critical to restaurants and other businesses during the COVID-19 pandemic.
2. The pedestrian zone is the active section of the sidewalk for pedestrians. This zone needs to accommodate people walking or rolling in wheelchairs or with strollers.
3. The amenity zone is for amenities like lighting, benches, utility poles, trees, transit infrastructure, bicycle parking, and bus shelters. This is also where green infrastructure, such as rain gardens, might be placed. As micromobility becomes more common, there is more pressure on the curb zone to also accommodate bikeshare and scooter-share facilities. This zone plays a critical role in buffering pedestrians from moving vehicles.

If any of the three zones is too small, especially the pedestrian zone or the amenity zone, it can be discouraging for pedestrians and make the walking experience much less safe and enjoyable. It is also important that neither the frontage zone nor the amenity zone interfere with the pedestrian zone or inhibit ADA compliance.

Transit Friendly Planning recommends prioritizing:

- Comfort. Wider sidewalks are always more comfortable. Awnings, trees, and overhangs provide shade for customers and others walking along primary streets to and from a transit facility.
- Connectivity. Sidewalks connecting the transit facility to nearby intersections and destinations should be as short, direct, and visually unobstructed as possible. Crosswalks are clearly delineated at intersections surrounding the transit facility. A distinguishable paving material and/or paint can help to differentiate the crosswalk from the roadway.
- Driveways and curb cuts. Although these are often necessary to serve buildings and parking, the sidewalk should continue at grade across driveways. This signals to the pedestrian and the driver that the pedestrian has the right-of-way.

Second from top credit: Dan Reed on Flickr. All others Mercer Planning Associates.
AMENITY ZONE: LANDSCAPING

AMENITY ZONE: STREET TREES
Top left: South Orange (Credit: Michael Vito on Flickr). Top right: South Orange (Credit: Michael Vito on Flickr). Bottom: South Orange (Credit: Michael Vito on Flickr).

AMENITY ZONE: LIGHTING

SPACIOUS PEDESTRIAN ZONE

FRONTAGE ZONE: OUTDOOR DINING

FRONTAGE ZONE: BENCHES
Top left: New Brunswick (Credit: Michael Vito on Flickr). Top right: Maplewood (Credit: Michael Vito on Flickr). Bottom: Maplewood (Credit: Michael Vito on Flickr).
Open Space

Public and private open spaces serve an important role in transit area development and design. Public spaces can bring together people who live, work, and play in the same place, improve physical health and mental well-being, provide equitable access to amenities, support redevelopment, and improve safety. Some roles for open space include:

• A transition space between the functions of a transit facility and a more commercial area.
• A waiting or gathering space for transit riders and visitors.
• A destination for someone arriving via transit.
• A passive place to sit, rest, and meet with friends, or an active space to get exercise outdoors.

Active, Accessible, and Comfortable

Just as the sidewalks and buildings need to be designed at a human scale, so do parks and open space. Special attention should be paid to ensure these spaces are safe and active. According to the Project for Public Spaces, a non-profit leading the way on research for great public space design, three key principles for successful public spaces include: use, access, and comfort.\(^4\)

Some transit-friendly ideas to consider:

Active

• The more activities the better. Programming a space with regular activities can keep people coming back.
• Use throughout the day. Even if transit is not running all day, public spaces should still be accessible for use by residents.

Accessible

• Safe and easy to access. There are clear connections from the transit facility and surrounding buildings. It is visibly accessible.
• ADA and accessibility for older adults. Design must include people of all ages and abilities.

Comfortable

• Seating that is convenient. Chairs that can move around are great, or provide options that are in the shade and the sun.
• Clean and well-lit space. Maintenance of open spaces is important to consider, and can add to a feeling of safety and comfort.

Pop-up Spaces and Temporary Uses

If it is too much of a monetary or time commitment to establish regular programming in a public space, shorter-term activations of public spaces are an option. They can also build support for a project and get the word out about future changes.

One common temporary use that can become permanent is a parklet, which is a takeover of a parking space by a business to provide outdoor seating where space previously did not exist. These extra-small public spaces can be great for a transit facility in a Town Center or Urban Neighborhood. Beyond the Curb: Parklets in North Jersey (2014).

Maintenance of Open Space

Public spaces can offer many benefits to a community. Research increasingly points to the role that public space quality and maintenance play in the well-being of communities and their environment.\(^4\) This is why it is so important to consider long-term maintenance of open spaces in the vicinity of transit and throughout the community.

Develop an Improvement District

Business Improvement Districts (BIDs), Special Improvement Districts (SIDs), and Downtown Improvement Districts (DIDs), are all synonymous terms for a program that allow a municipality to establish a special assessment of properties in a designated district to provide dedicated funds for activities that supplement municipal services. Improvement districts are managed by a board whose goal is to establish and enhance these community destinations.

Improvement Districts assessments can be used to fund the maintenance of public spaces within its boundaries, and to organize events to activate a civic center.

More information can be found on the website for the New Jersey Department of Community Affairs.

Adopt-A-Station

The NJ TRANSIT Adopt-A-Station Program allows for members of a community—individuals, businesses, students, and local groups—to make an important difference at NJ TRANSIT facilities. Volunteers can participate in the following ways: removing litter at least four times a year, providing light landscaping and maintenance, planting flowers, small trees, and shrubs.

NJ TRANSIT can provide safety vests and trash bags and dispose of all trash collected at transit facility clean-ups. NJ TRANSIT is currently updating the program. More information can be found at NJ TRANSIT’s online Community Resource Center.
### Open Space Types for the Transit Area

<table>
<thead>
<tr>
<th>Type</th>
<th>Description</th>
<th>Example</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transit Plaza (0.1-0.5 acres)</td>
<td>A transit plaza is most likely made of a paved surface or brick with benches and landscaping. It can be a small open space that is adjacent to the transit facility or it can be linear with a defined center. This can help support transit facility access and active or passive recreation. Streets nearby, especially ones in proximity to transit, can also be closed off to provide more open space for residents.</td>
<td>Eastman Clock Plaza Park, Cranford, NJ; Father Demo Square, NYC.</td>
</tr>
<tr>
<td>Plaza (0.1 to 1 acre)</td>
<td>A plaza, similar to the transit plaza, is most likely hardscape with seating and landscaping. It might be close to transit or within a few blocks. This can be used for passive recreation and can be a place for food trucks or vendors to gather in high-traffic locations.</td>
<td>Roosevelt Plaza Park, Camden, NJ; Gateway Park, Hoboken, NJ</td>
</tr>
<tr>
<td>Small park (0.1 to 2 acres)</td>
<td>A small park is more landscaped than a plaza, but can still be a mix of active and passive recreation, depending on its location. This is often separated by roadways and serves primarily passive recreation.</td>
<td>Military Park, Newark, NJ</td>
</tr>
<tr>
<td>Community park (1 to 5 acres)</td>
<td>This is a medium-sized open space and might be a local and regional destination for active and passive recreation, and entertaining families and animals. It is primarily landscaped but might have paved paths or trails. Community parks can include playgrounds, gathering spaces, or recreational facilities.</td>
<td>Sawmill Park, Richland, NJ; Columbus Park, Trenton, NJ</td>
</tr>
<tr>
<td>Regional open space (varies)</td>
<td>This large open space is likely not immediately next to transit, but it might be a regional destination. It could be part of a trail system or network of parks.</td>
<td>Great Falls, Paterson, NJ; Atlantic City, NJ</td>
</tr>
</tbody>
</table>

### Publicly Owned Public Space vs. Privately Owned Public Space (POPS)

Sometimes owning and managing public spaces can be difficult for a municipality, but that does not mean that open space is out of reach. Municipalities might consider jointly developing public open spaces with developers to ensure that there is a fair mix of open space in a transit area.

Privately owned public spaces are spaces dedicated to public use and enjoyment but are owned and maintained by private property owners. They are often created in exchange for more density allowance.

For privately owned public spaces, Transit Friendly Planning recommends:
- **Hours:** Discourage limited hours.
- **Access:** Discourage single-point access.
- **Security:** Keep staff and security visible by locating help desks in a central location.
- **Safety and maintenance:** Require a maintenance plan to keep the space clean and usable.

### Minimize Pavement, Maximize Stormwater Management

Sidewalks and open space can be a great place to address the environmental impact of development. Using green infrastructure can decrease heat island effect, provide a pleasant and welcoming outdoor environment, and manage stormwater. Some ideas include:
- Using landscaping that is designed to be contextual with the ecology of the surrounding area.
- Providing shade and reduce heat island effects by planting mature shade trees with a large canopy.
- Using native and drought tolerant landscaping to minimize irrigation.
- Minimizing impervious surfaces by utilizing permeable pavers and soft landscaped areas.
2.3 Build Complete Transit Facilities

A well-programmed transit area will provide shelters and waiting areas, accessibility, and visibility at day and night, and access to information. Support services must be incorporated with the intention of shifting behavior toward transit mobility, and to provide an attractive pedestrian environment with a high degree of priority, safety, and amenities. For many users, safety is a key factor when deciding whether to walk, bike, drive, or take public transit. Therefore, enhancing customer comfort and safety is essential. These efforts improve the experience of riders and will serve to enhance first-last mile connectivity.

Urban Center
- Intermodal facilities can serve as a landmark and focal point for the urban center, and as a gateway for the region. Typically, transit access, waiting, and service areas are located within a building.
- Higher frequency service may require a more substantial physical presence in the streetscape with large transit shelters calling attention to the quality of service and offering opportunities for placemaking.

Urban Neighborhood
- Transit facilities are integrated into the existing neighborhood context and respect the residential character and scale of the given neighborhood.
- When possible and depending on frequency of service, the visual impact of transit utilities and system components are minimized with respect to the scale and character of the existing neighborhood.
- Both large and small transit shelters may be utilized depending on the volume and frequency of transit service in the location.

Town Center & Suburban Place
- Larger transit facility footprints with higher frequency service may require larger waiting areas and transit shelters.
- The transit facility may be a focal point for the community and should use design elements like lighting, furniture, and shelters that are representative of the identity of the place.
- Both large and small transit shelters may be utilized depending on the volume and frequency of transit service in the location.
- Where there are parking facilities provided, adequate lighting and surveillance can be provided for safety and security of transit users.

Rural Place
- The transit facility is a focal point where the visual impact of transit facility utilities and system components are minimized to respect the scale and character of the context.
- Basic transit shelters are provided at low-volume facilities.

Transit Waiting Areas

Transit facilities exist on a continuum, from minimal sign-and-pole stops to fully enclosed stations. The design, prominence, and comfort of a transit facility is the first step in their experience as a potential transit rider. Comfortable, easily accessible, and well-designed waiting areas can be incorporated into all transit areas at varying degrees.

Waiting areas may be the first element of the overall network encountered by users; and therefore, can have a significant impact on their willingness to use transit in place of driving. Amenities available in waiting areas may differ depending on the transit area place type, but may include shelters, weather protection, seating, trash receptacles, lighting, landscaping, retail, bike amenities, personal lockers, real-time transit information, and charging stations for devices.

Transit Friendly Planning recommends:
- Designing waiting areas to ensure safe access for all users, regardless of age, ability, or transportation mode of choice.
- Utilizing waiting areas such that they do not conflict with the main movement areas and offer clear views and sight lines to boarding areas and surrounding neighborhoods.
- Providing shade in summer and protection from wind and rain with plant screens, walls, and canopies.
- Emphasizing the use of color, light, street furniture, and natural materials to counter dreary effects of winter days and nights.
- Working with NJ TRANSIT to provide real-time service information in waiting areas.
- Incorporating coordinated street furniture programs that reflect the vision and character of the transit facility and system, and that provides sufficient seating, sheltered waiting areas, adequate lighting, and waste/recycling receptacles.
- Designing building lobbies as interior waiting areas for transit users when possible. These lobbies can be located within close proximity of the transit mode and face the service area. Seating should be provided for passenger comfort.
- Provide personal lockers in waiting areas for user convenience, depending on the place type of the transit facility.
- Consider incorporating public restrooms in highly trafficked transit facilities, especially those in urban centers, urban neighborhoods, and town centers.
- Incorporate businesses such as restaurants, cafés, and convenience services such as dry cleaning.
Visual Access, Safety, and Security

Safety at transit facilities is enhanced by improved street crossings, strategic lighting, and slower vehicular speeds. Pedestrian infrastructure must be designed to create a barrier-free, accessible pedestrian network where vehicular conflicts are mitigated to ensure a safe and comfortable pedestrian experience. Additionally, providing more than one access point will ensure that persons with disabilities have safe and direct access to or from transit modes.

For more information on strategies to address transportation safety, reference Chapter 4. Transit Friendly Planning recommends:

- Assuring that transit facilities are well-lit at night and accessible 24 hours a day. Provide smaller elements that do not impede views and provide pedestrian-scale lighting.
- Maintaining clear sight lines between waiting areas and the surrounding neighborhood to facilitate natural surveillance. Use low-level fencing or vegetation for visual contrast to semi-private areas and parking lots.
- Locating vulnerable activities, such as waiting at night, in safe locations with good natural surveillance and street-level activity, such as along mixed-use streets or retail plazas.
- Adopting solar powered lighting and LED lighting to optimize energy consumption for building and landscape design.
- Promoting safety using lamp posts, call boxes, kiosks, and other transit facility design features. These elements can also be natural anchors for wayfinding materials.
- Providing lighting and security for parking facilities.
- Partnering with NJ TRANSIT’s Transit Ambassador Program. More information on the Program can be found on pg. 69.

Historic Station Guidance

The NJ TRANSIT system includes 44 rail stations and one bus terminal listed on the State and United States National Registers of Historic Places. Additionally, 17 rail stations are located within historic districts listed on the State and U.S. National Registers. These sites not only serve as active transit facilities, but also valuable community assets. The historic designation protects these facilities from potential adverse effects that could diminish their historic value.

Any proposed work at a historic transit facility apart from regular maintenance—whether interior or exterior—requires authorization from the New Jersey Historic Preservation Office (HPO) prior to construction.

NJ TRANSIT can assist communities in completing the HPO Application for Project Authorization. Required documentation includes architectural or engineering plans, specifications, photographs, and a complete list of all consulting parties.

For more information, contact the Manager of Environmental Compliance in the Environment, Energy and Sustainability Unit of NJ TRANSIT or visit the New Jersey Historic Preservation Office website.

Chapter 2: Development and Design

Additional Transit Facility Design Resources

- Transit Street Design Guide (2016) by the National Association of City Transportation Officials
- Mobility Hubs: A Reader’s Guide (2016) by Urban Design Studio

ADA Accessibility

Ensuring that transit facilities are accessible to all users is essential to building equitable transit-friendly communities. When proposing changes to a community’s transit facility, it is important to be aware of Americans with Disabilities Act (ADA) requirements. Communities should consult with the NJ TRANSIT Office of Government & Community Relations to understand the implications of any proposed interior or exterior work at a transit facility.

Regardless of facility ownership, any alteration(s) to a transit facility’s usability will generally require the facility to become accessible to people with disabilities. The required accessibility improvements will depend on the proposed work to the facility but may include the installation of ramps, elevators, and high-level boarding platforms. In most circumstances, general maintenance and aesthetic repairs do not require accessibility improvements.

The Federal Transit Administration (FTA) provides ADA guidance for transit facilities in FTA Circular 4710.1. For more information about ADA compliance, refer to FTA ADA Regulations.

For more information contact: crc@njtransit.com or (973) 491-7104
Rail Stations Listed on the State and National Registers of Historic Places

The NJ TRANSIT system includes 44 rail stations listed on the State and United States National Registers of Historic Places. The historic designation protects these facilities from potential adverse effects that could diminish their historical value. The full list of rail stations includes:

**Major Transfer Facilities**
- Hoboken Terminal
- Newark Penn Station

**Morristown Line**
- Broad Street, Newark
- East Orange
- Brick Church, East Orange
- Orange
- Mountain, South Orange
- South Orange
- Madison
- Morristown
- Morris Plains
- Dover

**Gladstone Branch**
- Murray Hill, New Providence
- Millington
- Lyons, Bernards Township
- Bernardsville
- Far Hills
- Gladstone

**Montclair/Boonton Line**
- Bloomfield
- Glen Ridge
- Watchung Avenue, Montclair
- Upper Montclair
- Mountain Avenue, Montclair

**Main/Bergen County Line**
- Rutherford
- Ridgewood
- Waldwick

**Pascack Valley Line**
- Credel
- Westwood
- Hillsdale
- Park Ridge

**Northeast Corridor**
- New Brunswick
- Princeton

**North Jersey Coast Line**
- Perth Amboy
- Matawan
- Red Bank
- Little Silver
- Bradley Beach

**Raritan Valley Line**
- Fanwood
- Netherwood, Plainfield
- Plainfield
- Bound Brook
- Raritan
- Whitehouse, Readington Township

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Chapter 2: Development and Design
2.4 Provide Wayfinding and Local Identity

When designed well, wayfinding can contribute to a neighborhood’s pride and unique sense of place. Transit facilities must be recognizable within the community fabric where graphics and branding of the location’s identity should welcome residents and newcomers alike. The following guidance is meant to improve the visibility of public transportation and increase the mobility of New Jersey residents.

Urban Center
- Clear and legible signage internal to transit facilities giving adequate direction for each transit line, as well as clear direction to access the various facility environs.
- Signage to transit is oriented to pedestrians and people on bikes and scooters.
- Coordinated signage with local municipalities clearly directing to transit facility locations within a 0.25-mile radius.
- Coordinated signage for transit exiting transit facilities to local area destinations.

Urban Neighborhood
- Coordinated signage with local municipalities clearly directing to transit facility locations within a 0.5-mile radius.
- Signage to transit is oriented to pedestrians, people on bikes and scooters, and automobiles.
- Coordinated signage for transit passengers exiting the transit facility to local area destinations.

Town Center and Suburban Place
- Wayfinding signage occurring within one to two miles of transit, including signage directing passengers from major arterials and highways.
- Signage oriented to pedestrians within 0.5-mile, and within one to two miles for people on bikes and scooters, and automobiles.
- Coordinated signage for passengers exiting the transit facility to local area destinations.

Rural Place
- Wayfinding signage occurring within three to five miles of transit, including signage directing passengers from major arterials and highways.
- Signage oriented to pedestrians within 0.5-mile, and within one to two miles for people on bikes and scooters and automobiles.
- Coordinated signage for passengers exiting the transit facility to local area destinations.

Visibility, Sight Lines, and Approach

The visible presence of transit service is integral to helping people identify their location, determine their destination, and develop a plan that will help them get from their location to their destination. Wayfinding is an important part of the architecture and site design of a transit facility, and should aim to address the needs of multiple user groups, including first time and infrequent transit users. Transit areas should be designed to accommodate wayfinding to support all transit users, including pedestrians, bike and scooter riders, and those traveling by automobile.

Transit-friendly principles of wayfinding that reinforce a transit facility’s location, identity, and orientation are as follows:

- Make transit facilities visible from nearby adjacent streets and other populated areas. Locate entry points so that they are prominent and easily accessible.
- Locate street crossings appropriately in response to the anticipated traffic flow and convenience of the pedestrian.
- Locate driveways off main public streets to side streets and alleys whenever feasible to minimize conflicts to pedestrian circulation routes.
- Incorporate features such as white markings, signage, and lighting so pedestrian crossings are visible to moving vehicles during the day and night.
- Scale and locate signage along primary pedestrian routes. Place wayfinding signs within sidewalk amenity zones and emphasize direct paths.
- Design or maintain clear view corridors along sidewalks connecting to transit and important civic buildings and landmarks.
- Arrange paths within a transit area so nearby destinations are visible wherever possible and the direction of transit service is apparent.
Reinforce Identity of Transit Facility and Place

Enhance transit and local areas by including public art, lighting, and landscaping that improves the visual environment and relates to the specific place. The most effective wayfinding not only facilitates users reaching their destinations by indicating the direction and distance to and from transit facilities, but also provides information about alternative routes and additional points of interest along the way.

Clearly Identified Context

Signage should be visually consistent throughout transit areas so there is a recognizable look and feel. Strong branding reinforces user confidence by displaying a unified identity, especially when the transit facility serves as a landmark within the neighborhood and acts as a physical and cultural gateway. Where TOD exists or is developed at a transit facility, wayfinding and signage needs to be developed jointly by the municipality, developer, and community leaders. Principles of wayfinding that reinforce transit facility’s identity include:

- Promote comprehensive community, gateway, and wayfinding signage programs that emphasize the local and regional context.
- Coordinate with NJ TRANSIT Transit Arts Program to localize the design of transit facilities through materials, colors, and public art. Integrate any special cultural heritage or community significance.
- Provide enhanced paving materials (colored, stamped, permeable, patterned, etc.) to identify proximity to transit, high pedestrian traffic zones, or community elements, such as commercial areas, schools, and parks.
- Consider multi-lingual signs, icons/symbols, and image examples to broaden wayfinding legibility. This may apply to directional signs or system maps.
- Reinforce the identity of the local context by connecting transit to area destinations through direction and travel times in easily understood units, such as blocks or approximate walking time.

Ensure that wayfinding design, location, and other critical information are distinct from advertising signage to avoid passenger confusion.

Avoid over-signing in any area. Over-signing is when an area has too many signs as seen from a particular vantage point so that the transit user may become distracted and confused. Signs that can contribute to over-signing include concessionaire signage, advertisements, and even wayfinding, operator identification, and regulatory signs.

Locate directional signage upon approach and departure of a transit facility by clearly identifying streets and sidewalks, walkways, driveways, parking facilities, alleys, and mid-block passages.

Highlight programs, such as car sharing or bike sharing, in transit areas.

NJ TRANSIT Sign Standards

If you would like to know more about NJ TRANSIT’s Sign Standards, please contact the NJ TRANSIT Transit Arts Program for details and specifications.

Public Art and Creative Placemaking

Integrating public artwork and creative placemaking into the transit area can enliven the place, incorporate local arts and culture, provide wayfinding, and create a sense of civic pride. A wide range of art, from permanent to temporary, can activate a transit area.

Murals are found in and around many transit facilities. They add color and express community character. Communities that are interested in a mural installation on NJ TRANSIT property should contact the Office of Government & Community Relations. More information can be found at NJ TRANSIT’s online Community Resource Center.

The Scenic Route: Getting Started with Creative Placemaking in Transportation, developed by Transportation for America, is also a valuable resource for public art and placemaking in transportation. The guide explains how to incorporate art into every aspect of the planning process. It shows how transit area improvement projects that tap into local culture can create an inclusive process and a transit facility that reflects community character and values.
Transit Arts Program

Created in 1996, the Transit Arts Program is based on the philosophy that art is essential to the overall transportation experience. It began as a pilot project with the initial segment of the Hudson Bergen Light Rail System. The Program provides a sense of ownership to communities, while enhancing public spaces for NJ TRANSIT customers.

Art Installations

NJ TRANSIT is dedicated to integrating artwork into the architectural design of transit facilities, creating inspirational places that enhance the beauty of public spaces. The State of New Jersey Arts Inclusion Act (P.L. 1978, c117) mandates that all state-funded capital projects allocate up to 1.5% of the construction cost to public art. A Transit Arts Committee is formed for each project to help guide the community-focused process and select the most appropriate art for each site. All artists can view public art opportunities at NJ TRANSIT through the Call for Entry (CaFE) website. Currently, NJ TRANSIT has more than 150 art installations at transit facilities across the state.

TRANSITional Art Program

This program brings temporary visual and performance art into transit spaces. As a partnership between NJ TRANSIT and the New Jersey State Council on the Arts, the program is designed to enhance the customer experience by activating public spaces at transit facilities with various short-term art installations or performances. The TRANSITional Art Program seeks to connect NJ TRANSIT customers and the community with new experiences in their daily lives. Additionally, the program provides New Jersey artists with exhibition opportunities and a supportive experience creating public art in transit spaces.

For more information, visit the NJ TRANSIT Transit Arts website.

Provide Consistent Wayfinding Between Digital and Physical Space

Clear and simple information like route and system maps, schedules, expected travel times, and ridership procedures make the systems more attractive and simpler to use. Information and wayfinding features that are physically located away from transit facilities and reinforced digitally can help riders choose between travel options in advance, and then find the right stop depending on the travel option chosen. Smartphones play a significant role in providing real-time transit information and navigation tools, as well as access to local, place-based information anytime.

Digital Timetables, Next-to-Arrive Details, and Live Tracking

Real-time information facilitates transfers between transit modes and allows users to pick the best transit option in real time. Additionally, live-tracking also informs users of expected delays or changes in transit service, which can help improve the customer experience. Next-to-arrive details, digital timetables, and real-time information allows individuals more flexibility to adjust their travel choices as changes occur. When real-time information is not available, perceived wait time is greater than measured wait time, causing frustration and a negative transit experience.

Transit Friendly Planning suggests the following ideas:

• Incorporating an interactive kiosk with transit information into the design of the transit area, including high contrast and crisp E-ink or bright outdoor displays that interact with trip planner tools.
• Integrating community information, such as news, event listings, and public service messages into the local information program.
• Integrating real-time information, such as several digital and physical access points through QR codes, phone numbers, mobile applications, and digital signage in the transit area.
• Ensuring information is provided in accessible formats for persons with disabilities, such as visual and audible platforms.

ART IN NEWARK PENN STATION

Detail from "The City: Contingent and Eternal #2," Mural by Michael Dal Cerro NJ TRANSIT and New Jersey State Council on the Arts / TRANSITional Art Project in Penn Station, Newark (Credit: NJ TRANSIT).

Chapter 2: Development and Design
Internet Access at Transit Facilities and on Transit

Providing free and easy Wi-Fi connections at transit facilities can make many types of data available and accessible for transit users. Smartphone apps can also provide detailed service advisories for delayed transit, traffic, and safety issues.

- Provide wireless charging, charging stations, and free public Wi-Fi hotspots.
- Develop an open platform application to display where and what transit options or assets are available.

LARGE TIMETABLES

LOCAL WAYFINDING

Top: Secaucus Junction (Credit: NJ TRANSIT). Bottom: Crystal City, VA Signage (Credit: Aimee Custis on Flickr).

NJ TRANSIT Apps

NJ TRANSIT is committed to using the latest technology to enhance the customer experience. The NJ TRANSIT Mobile App allows customers to purchase tickets, check departure times (Departure Vision/My Bus), see how full trains and buses are via the “How Full is My Ride?” feature, and view travel information.

The NJ TRANSIT Access Link App provides a digital platform for paratransit customers to schedule and pay for reservations on Access Link. Both apps are available on iOS and Android devices.

Wi-Fi at Facilities

NJ TRANSIT does not currently provide Wi-Fi access at facilities or on transit. However, service from Optimum or Verizon is sometimes available for account holders or individuals interested in a day pass. Some vendors, such as Union Township Station Café, provide Wi-Fi at transit facilities. Amtrak, Newark Liberty International Airport, and the Port Authority of NY and NJ offer select Wi-Fi service. Transit Friendly Planning suggests vendors work with local internet providers to provide Wi-Fi at transit area so that data is available and accessible.

Transit Ambassadors

NJ TRANSIT’s existing Transit Ambassadors program provides opportunities for local volunteers to help guide and direct people at transit facilities. These volunteers can be especially beneficial at transit facilities during peak travel times or for special events.

Placing Ambassadors at transit facilities can have a positive influence on educating community members about transit and increasing their comfort level. As a supportive service for the transit network, Ambassadors are knowledgeable about the local area, amenities, services, and mobility options. They may provide assistance with reading schedules and routes, wayfinding, planning a trip, or other special requests (i.e. wheelchair assistance). Ambassadors may also play a helpful role in encouraging safe behavior on and around transit.

Transit Friendly Planning recommends:

- Depending on the size of the transit facility, on-site staff or Transit Ambassadors will be needed to assist transit customers.
- Transit Ambassadors can be employed during special events, school days, and rush hours to broaden awareness, provide safety information, and assist riders. Improvement districts could also consider deploying Transit Ambassadors as liaisons between transit and the downtown.
- Transit Ambassadors can provide an opportunity for community members, retirees, and transit enthusiasts to share their expertise about the community and its mobility assets with others.

Communities interested in creating a local transit ambassador program can partner with NJ TRANSIT Customer Service staff. NJ TRANSIT can provide training to individuals or community groups interested in serving as local transit ambassadors. For more information, email customersupport@njtransit.com.

Ownership and Leasing of NJ TRANSIT Facilities

If you would like to know more about ownership and leasing of transit buildings and other facilities please contact Transit Friendly Planning at transitfriendly@njtransit.com.

Endnotes

5 William Penn Foundation. (2020). The Benefits and Costs of Urban Public Spaces
Chapter 3: Access, Circulation, and Parking

The success of a transit system depends on its users being able to readily access transit facilities using a variety of transportation modes, including walking, biking, bus, personal vehicle, and other mobility options like scooters and ride-hailing. As municipalities throughout the state seek to grow their downtowns, enhancing circulation to and from transit facilities will be critical to ensuring safe and convenient access to jobs, commerce, and recreation.

Transit Friendly Planning recognizes that the field of transportation planning has undergone a major shift in mindset. Where vehicular access was placed above all else for many years; current best practice focuses on enhancing access by all modes and providing real transportation choices. Part of this change stems from a recognition that encouraging active transportation can help communities meet a diverse set of health, sustainability, and equity goals. Equally important are the roles of parking and curbside management, which have a major influence on urban design, community form, and the streetscape.

This chapter provides guidance on promoting transit friendly circulation patterns, encouraging convenient transfers between modes of transportation, designing context-sensitive parking, and prioritizing curbside management policies that facilitate pedestrian and bicycle movement. More details about transit-friendly design and active transportation can be found in Chapter 2 and 4, respectively.

Below: Wayfinding signage in downtown Westfield (Credit: WSP)

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Principles of Transit-Friendly Access, Circulation, and Parking

The principles at the beginning of each chapter are the cornerstone of Transit Friendly Planning. Each principle is applicable to every New Jersey community that seeks to create transit-friendly places. The way in which to implement each concept will vary by place type.

Principle #1: Promote circulation patterns that support transit operations
Principle #2: Provide convenient transfers between various modes of transportation
Principle #3: Encourage context-sensitive parking that supports transit
Principle #4: Implement transit supportive curbside management policies

Urban Center

Principle #1: Transit operations support and promote high ridership for local, commute-based, and regional trips.
Principle #2: Intermodal transfers are prioritized and often include intercity/regional rail, commuter rail, bus, and paratransit.
Principle #3: Parking is consolidated and actively managed to promote transit use and minimize impacts on surrounding land uses. Structured parking should be a primary consideration.
Principle #4: Curb space is in high-demand and should be managed flexibly for transit access, micromobility and pedestrian access, pick-up/drop-off areas, and freight loading zones.

Urban Neighborhood

Principle #1: Transit operations support and promote high ridership for both local and commute-based trips.
Principle #2: Intermodal transfers are less frequent with first and last mile access being prioritized.
Principle #3: Parking is consolidated and efficiently managed to promote transit use. It is integrated and shared with surrounding land uses.
Principle #4: Curb space is often prioritized for residential parking, but also needs to accommodate transit stops and multimodal access.

Suburban Place

Principle #1: Transit operations support low to moderate ridership with mostly commute-based trips.
Principle #2: Intermodal transfers are mainly private automobile to transit with some first and last mile demand from nearby neighborhoods.
Principle #3: Parking is concentrated at transit facilities in a manner that supports park and ride usage.
Principle #4: Curb space is typically in less demand, with needs for curb side access varying significantly based on the local context.

Rural Place

Principle #1: Transit operations support low to moderate ridership with mostly commute-based trips.
Principle #2: Intermodal transfers are mainly private automobile to transit with lower first and last mile demand from cyclists and pedestrians.
Principle #3: Parking is concentrated at transit facilities in a manner that supports park and ride usage.
Principle #4: Curb space is typically in less demand, with needs for curb side access varying significantly based on the local context.

Town Center

Principle #1: Transit operations support moderate to high ridership with both local and commute-based trips.
Principle #2: Intermodal transfers are less frequent with first and last mile access being prioritized.
Principle #3: Parking is consolidated and actively managed to promote transit use and support commerce while minimizing impacts on surrounding land uses. Structured parking may be a consideration depending on the community.
Principle #4: Curb space is in high demand and should be managed flexibly for transit access, micromobility and pedestrian access, pick-up/drop-off areas, and freight loading zones.
3.1 Promote Circulation Patterns That Support Transit

Urban Center
- Multimodal circulation patterns are prioritized and support a high number of trips from local and regional transit riders.
- Street patterns are direct and grid-like, supporting more compact development.

Urban Neighborhood
- Multimodal circulation patterns prioritize transit for semi-regional and local trips.
- Street patterns are direct and grid-like, supporting more compact development.

Town Center
- Multimodal circulation patterns support both local and regional transit riders.
- Street patterns are often grid-like and oriented around a civic center.

Suburban Place
- Circulation patterns support local connections from residential neighborhoods and regional access from major roads and highways.
- Street patterns can vary from grid-like to more suburban patterns with less connectivity.

Rural Place
- Circulation patterns support local connections from residential neighborhoods and regional access from major roads and highways.
- Street patterns can vary from grid-like to very dispersed.

Many new developments, particularly in suburban and rural settings, encourage the use of automobiles and discourage both walking and transit use by providing dead-end streets, circuitous routes, and disconnected street networks. These auto-oriented designs dramatically increase walking distances to transit, while making it difficult for buses to operate efficiently. In contrast, Transit Friendly Planning advocates for all users—including pedestrians, bicyclists, and transit riders—to have real transportation choices by improving the street network and intersection design, thereby enhancing the viability of transit service, while simultaneously reducing reliance on automobiles.

Redefine the Street Hierarchy

Both existing and new streets should be planned and designed in a manner that reflects not only transportation function, but also community function. While traditional road classification systems focus solely on transportation function, Transit Friendly Planning uses a transect-based street classification system that considers both transportation and land use in an integrated manner. For example, a major roadway that acts as the main street of a transit-oriented community serves many purposes, of which moving traffic is only one. Consideration must be given to the needs of local businesses, non-motorized users, access to transit, and the need for public spaces.

Establishing a street hierarchy can help maximize opportunities for both transit vehicle operations and bicycle and pedestrian access. In practice, a transect-based approach pairs street classification with community context to create a matrix of design values, including lane widths, sidewalk widths, presence of bicycle facilities, curbside use, and desired operating speeds.

Prioritize Transit Users

Circulation planning and street design should prioritize users in a manner that enables and encourages transit use. Preference should be given first to pedestrians and bicyclists, then to transit and other shared mobility modes, and lastly to private vehicles.

While the needs of each user group may shift depending on the community context—i.e. rural to urban, dispersed to compact—having a prioritization approach will help guide decision making, particularly in built-out or constrained areas where trade-offs between different travel modes are inevitable. For example, on a typical constrained urban street, modal prioritization can help guide the allocation of limited space to on-street parking, bicycle lanes, travel lanes, transit vehicles, sidewalks, etc. Modal prioritization may also be informed by municipal, county, regional, and state comprehensive plans.

Circulation Plans

Whether developed through a master planning process, as part of subdivision design, or through capital improvement programs, circulation plans should provide for transportation choice by supporting transit operations and maximizing pedestrian and bicycle access to transit facilities.
Example of a Transect-Based Approach to Street Classification

Credit: Smart Transportation Guidebook.

The photos enclosed in a magenta box indicate town center and core city streets that also operate as a local or regional main street.

Road type not common at this typology.
Promote Network Connectivity

A fundamental principle of promoting transit-friendly circulation is to create street networks with frequently spaced intersections and interconnected pedestrian pathways and bicycle networks. An interconnected network helps to disperse traffic and allows for narrower, more human-scale streets. Recognizing there are many different types of street networks in New Jersey communities, the key to connectivity is having a high ratio of nodes (intersections) to links (roadway sections) as shown in the graphics to the right.

Transit Friendly Planning promotes the following principles for street networks:

- Transit stop spacing and density should encourage safe and direct walking access. In compact communities, the average walkshed is a 0.5-mile radius or 15-minute walk. However, NJ TRANSIT recommends approximately 0.25-mile stop spacing for bus. Providing direct and connected street networks will help maximize the overall walkshed associated with each stop.
- Transit vehicles cannot operate in cul-de-sacs or on excessively steep, narrow, or winding streets. These constraints should be avoided when designing new streets that are intended to serve transit routes.
- Enhance access to transit via bicycle and other active transportation modes by implementing a continuous network of bicycle facilities, both locally and regionally.

Zero Emission Buses

NJ TRANSIT is developing a bus electrification master plan for the agency’s strategic goal of a 100 percent zero emission, electric bus fleet by 2040. In the coming years, NJ TRANSIT will begin to introduce zero emission vehicles (ZEVs) into service in Camden and Newark, two urban areas highly affected by air pollution. Electric buses will reduce vehicle emissions and provide a quieter ride for NJ TRANSIT customers and the communities served by NJ TRANSIT buses.

Operating an electric bus fleet will require investments in new and modernized garage facilities. Charging facilities will also be used for re-charging buses on service runs. NJ TRANSIT is working with communities to identify potential sites for future bus garages and charging facilities.

Improve Street and Intersection Design

In keeping with a transit-focused user prioritization, streets and intersections should be designed to accommodate all users including transit vehicles, pedestrians, bicyclists, shared mobility vehicles, delivery trucks, and private automobiles. The idea of accommodating all users is often referred to as complete streets or context-sensitive design. Another related concept is traffic calming which mainly uses physical measures to reduce motor vehicle speeds and improve comfort and safety for non-motorized users. When designing streets and intersections, Transit Friendly Planning recommends considering:

- **Focus on Safety.** Prioritize the safety of the most vulnerable users—pedestrians and bicyclists. Many communities have adopted Vision Zero policies and plans focused on reducing fatalities and severe injuries by making the transportation system itself safer, rather than simply changing behaviors.
- **Street Design.** The allocation of the existing curb to curb space should be a primary consideration. Road diets, which reduce the number of traffic lanes and often reallocate that space to other travel modes, are used throughout the country to advance complete streets and multimodal travel in all types of communities. Communities must consider transit operations when planning for road diets or complete streets.
- **Lane Widths.** There is increasing acceptance of using narrower lane widths than are typically specified in highway manuals as a means to slow traffic. While 12-foot-wide lanes may still be appropriate on limited access highways, guidance from both National Association of City Transportation Officials (NACTO) and Institute of Transportation Engineers (ITE) encourage the use of 11-foot lanes on most streets to calm traffic and create space for other modes. It is important to note the typical bus is 10.5 feet wide, mirror to mirror.

- Bicycle Routes. Developing a connected network of bicycle routes will enhance access to transit. Bike routes can include a range of on- and off-street bicycle treatments, including shared lane markings, unprotected and protected bicycle lanes, and cycle tracks, as well as off-street bike and shared-use paths. Communities should also install bicycle supportive infrastructure like bicycle racks and storage lockers, bike repair stations, and bike share stations. For safety reasons, NJ TRANSIT does not support bike lane design that would require NJT buses to cross bike lanes to access bus stops. (See Chapter 4 for more information about how to design bike lanes in a bus-compatible manner).

- Pedestrian Access. Designing curb radii that slows turning traffic and decreases crossing distance while still allowing for the safe movement of transit vehicles will increase the safety and comfort of pedestrians. This can be accomplished by shifting stop bars, restricting on-street parking near intersections, and allowing for turns into adjacent lanes. Curb extensions, pedestrian crossing islands, and leading pedestrian intervals (LPIs) at traffic signals can also be used to create safer crossings.

- On-Street Parking. On-street parking creates a buffer between pedestrians and vehicles and can also serve as a traffic calming feature.

- Intersection Control. It is important to choose the right type of control; which, based on conditions, can range from traffic signals with leading lefts to all-way stops, side-street stops, beacons, or roundabouts. Traffic signal operations should prioritize pedestrian movements where significant pedestrian volumes are expected. Traffic Signal Priority can be used to prioritize bus movements along transit corridors.

- Physical Barriers. Convenient and direct pedestrian access is of paramount importance to the success of any transit facility. Avoid designs that incorporate physical barriers such as berms, walls or fences between residences or commercial developments and transit, which can significantly increase walking distances to stops.

- Grade Crossings. Where rail lines cross a roadway at-grade, good design and protective equipment increases safety for all users. Street design should incorporate grade crossing considerations such as expected gate closure times, traffic queues, and other circulation ramifications. Quiet zones may also be sought by local communities. Further information about quiet zones is included on the following page.

**Grade Crossings and Quiet Zones**

The establishment of quiet zones can minimize noise related to rail operations and increase the attractiveness of siting development near grade crossings.

**Grade Crossings**

Train horn noise at road-rail grade crossings can make siting transit-friendly development nearby unappealing. A quiet zone is a Federal Railroad Administration (FRA) approved approach that incorporates additional safety infrastructure to mitigate the risk of a railroad ceasing routine horn-sounding as they approach the grade crossing. Quiet zones have been implemented at railroad crossings in several New Jersey towns, including Linden, Hillsborough, Montclair, Somerville, Westfield, and Woodbridge.

**Quiet Zone Considerations**

Local government and public agencies, working in collaboration with the railroad and the appropriate state transportation authority, can request approval of a quiet zone from the FRA. Municipalities interested in quiet zones are required to apply for and secure funding for the quiet zone. They are often desired by grade crossing-adjacent communities with characteristics such as historic downtowns, walkable neighborhoods, and/or significant residential populations that can be sensitive to train horn noise. The above figure depicts an example of quiet zone status are included in the FRA approval process to obtain quiet zone status is also provided on the Highway-Rail Crossing Handbook. NJDOT and NJ TRANSIT do not fund or approve quiet zones.

**How to Implement Quiet Zones**

To successfully implement a quiet zone, grade crossings must follow FHWA guidance in the Highway-Rail Crossing Handbook (2019) and comply with the Manual on Uniform Traffic Control Devices (2020), which contain information about safety device requirements, such as four quadrant crossing gate protection, audible warnings, median barriers, and other necessary grade crossing improvements. Applicable federal codes and the FRA approval process to obtain quiet zone status are included in the Highway-Rail Crossing Handbook. Information on quiet zones is also provided on the FRA website. NJDOT and NJ TRANSIT do not fund or approve quiet zones.
Additional Resources

Safety Education Program (NJ TRANSIT)
NJ TRANSIT takes every precaution to ensure safety at its transit facilities, rail crossings, and onboard all NJ TRANSIT vehicles. Safety is also a community responsibility. Beyond the guidance on safety and transit facility design, NJ TRANSIT offers schools and community groups free safety education presentations for all ages about how to safely use NJ TRANSIT services.

The Safety Education Program (SEP), in collaboration with the Scouts of New Jersey, offers Boy and Girl Scout Troops the opportunity to earn Transit-Patches through fun-filled, age-appropriate activities that teach passenger and public safety on our bus, rail, and light rail systems. Presentations and workshops are facilitated in-person and/or virtually. The 45-minute session provides increased awareness of transportation safety and the different types of transit modes. Presentations also highlight the fundamental skills on how to be safe when riding and walking, pedestrian signs, and transit signals. Participants are provided with complimentary educational materials to reinforce safety messaging.

For more information visit the NJ TRANSIT Safety website.

Program Contacts:
• North Jersey – safetyeducation@njtransit.com or (973) 491-7243
• South Jersey – safetymatters@njtransit.com or (973) 491-7224

Street Smart NJ (NJTPA)
The North Jersey Transportation Planning Authority’s program, Street Smart NJ, is a public awareness and behavioral change pedestrian safety campaign. The program has helped raise community awareness about safety at bus stops. The program works to educate pedestrians and drivers through media campaigns and partnerships with police departments.

Street and Intersection Design Tools
The examples provided in this guide are only a sampling of the full range of planning and engineering tools available to support complete streets, context-sensitive design, and traffic calming. Further information can be found in the following design guides:
• Urban Street Design Guide (2013) by NACTO
• 2017 State of New Jersey Complete Streets Design Guide (2017) by NJDOT

Obstacles and Challenges
Traffic Impacts
Much of street and intersection design is controlled by policies and standards that prioritize vehicular traffic over all other travel modes. The traditional traffic impact analysis process, which uses metrics such as level of service (LOD), is typically focused on minimizing delay to drivers. This approach neglects the needs of other travel modes and is often at odds with community goals related to walkability, placemaking, and urban design.

However, there is growing recognition that congestion can help to slow traffic, thus improving safety; and that the desire to minimize congestion must be balanced with other multimodal travel and community goals.

Source: Traffic Analysis and Intersection Considerations to Inform Bikeway Selection (2021) by FHWA

NJ State Highway Access Management Code
Municipalities seeking new or modified access to State highways are required to follow the NJ State Highway Access Management Code, which outlines a series of “access level” designations based on functional classification and other roadway characteristics. These designations can significantly impact street design options, for instance, by requiring jug handle ramps or auxiliary turning lanes.
3.2 Provide Convenient Transfers

Urban Center
- Intermodal transfers are prioritized and often include intercity/regional rail, commuter rail, bus, and paratransit.
- Passenger-facing amenities support high ridership and micromobility connections with seamless transfers.

Urban Neighborhood
- Intermodal transfers are less frequent with first and last mile access being prioritized.
- Passenger-facing amenities support high ridership and micromobility connections.

Town Center
- Intermodal transfers are less frequent with first and last mile access being prioritized.
- Passenger-facing amenities support moderate ridership and micromobility connections.

Suburban Place
- Intermodal transfers are mainly private automobile to transit with some first and last mile demand from nearby neighborhoods.
- Passenger-facing amenities include some micromobility options, but mainly support park and ride users.

Rural Place
- Intermodal transfers are mainly from private automobile to transit with lower first and last mile demand from cyclists and pedestrians.
- Passenger-facing facilities mainly support park and ride users.

The ability of passengers to transfer easily between different modes of transit and other types of transportation plays a key role in encouraging transit ridership and the success of transit-oriented development.

Improving the physical relationship between different transportation modes will reduce the inconvenience associated with transfers. Transfers can be multi-faceted and involve many elements that impact their overall convenience. Intermodal transfers should be simplified by designing facilities with clear and convenient transfer opportunities.

Provide Convenient Transfer Opportunities

Linking bus stops and rail stations allows riders to transfer in a seamless and intuitive fashion. Transfer paths should be clearly marked and as direct as possible to avoid confusion. Where possible, major waiting areas and transfer paths should be sheltered to protect riders from inclement weather and encourage the use of transit regardless of conditions. Further information related to shelters and stop design are included in the Transit Stop Design Guidance section of Chapter 2.

Communities should consult NJ TRANSIT early in the planning process to determine the feasibility of off-street bus facilities for specific routes and corridors. The additional travel time associated with pulling into and out of dedicated boarding locations at transfer facilities may outweigh the benefits of the facility. Routes with limited numbers of transferring riders at a given location may not benefit from an off-street bus bay or transfer facility.

Ensure Rider-Friendly Connections and Services

Space for bus stops should be allocated according to schedules and service frequencies to ensure on-time performance. Where high frequencies and density of bus service exists, dedicated off-street facilities, such as bus bays and bus-only circulation lanes, will better accommodate bus operations and passenger boarding. This should also include the prioritization of transit vehicle circulation in and around the transfer facility. Pedestrian facilities should be robust to ensure safe and quick transfers.

All rail stations should consider the possibility of future bus and jitney service and transfers. Facility circulation and operations can be further improved by providing adequate regulation and pick-up space for new and emerging community jitneys, employer shuttles, residential shuttles, other organized shuttle services, and rideshare services.

Bus Stop Transfer Spacing

It is recommended that the location of bus stops not exceed 660 feet (1/8-mile) from the boarding location of the connecting mode (such as a rail platform) and should preferably be within 250 feet of the point of transfer. This distance allows a walking transfer of no more than two and half minutes, and preferably less than one minute.

Community Transportation Programs

Overview
Community transportation programs provide flexible transportation options that are designed to complement existing transit services and provide connections to transit facilities. Community transportation programs can leverage the latest technology to offer real-time dynamic routing, on-demand services, and full integration with the larger public transit ecosystem. There are many benefits to community transportation services, including a reduction in traffic congestion, air pollution, and reducing barriers to transit use. Smaller vehicles, such as minibuses or vans, are used for the services. They can be organized by local and county governments and operated by their staff or outside service providers.

NJ TRANSIT administers several federal and state funding sources that support community transportation programs throughout the state. Community transportation can be made available to the general population or a select subgroup of the population. Community-based transportation services benefit senior citizens, persons with disabilities, rural and small urban area residents, and low-income individuals. These programs provide local transit options, including areas where NJ TRANSIT’s fixed route services do not exist, and benefit those who are truly transit dependent.

Many Community transportation programs in New Jersey such as all the 21 County Community Transportation systems work in partnership with NJ TRANSIT, however, not all programs are administered through NJ TRANSIT. The following community transportation programs are examples from across New Jersey’s urban and rural communities.

Somerset County Division of Transportation
Somerset County is an example of services offered in a suburban area. The County operates community transportation services to the public along eight routes in the county. These include SCOOT services in the central part of the county, DASH services between Bound Brook, Franklin and New Brunswick rail station, and CAT services to link communities to Raritan Valley Community College. Many of the routes have connections to NJ TRANSIT services and provide expanded access for travelers to destinations within and adjacent to Somerset County. Curb to curb services are also available for people requiring special assistance.

Essex County Community Transportation System
The Essex County Community Transportation System is an example of a community transportation program in an urban setting. The program is part of the Division of Senior Services and provides free transportation to residents aged 60 and over, and to disabled residents aged 18 and older. The program has experienced great success and customer satisfaction since its start in April 2019. In addition to traditional curb-to-curb services with accessible vehicles, the county received a Transportation Networking Company Challenge Grant, which is funded through the Senior Citizens and Disabled Residents Transportation Assistant Program (SCDRTAP) managed by NJ TRANSIT. This grant is meant to explore partnerships with Transportation Network Companies (TNCs) to enhance or expand services to county residents.

The partnerships are expected to expand transit and provide trips that would typically be inaccessible due to capacity issues.

Essex County In turn partners with their Transportation Management Association, EZ Ride, for the Ryde4Life Program to schedule real-time on-demand transportation. Members of the program can call the Ryde4Life program directly to request a ride and are connected to an EZ Ride staff member who can assist them with their TNC trip. The program does not require a smartphone and is free to Essex County residents that meet the program requirements. The program assists Essex County with day-to-day capacity issues and allows the County to provide more service with a minimal budget.

Cape May County Fare-Free Transportation
Cape May County Fare-Free Transportation is an example of a community transportation service in a rural setting. Fare-Free Transportation is an organization that provides efficient, safe, effective, and accessible transportation to residents of Cape May County. The organization has provided demand responsive services to residents in Cape May County, including older adults, people with disabilities, veterans, and individuals who are low-income for over 48 years. Passengers can request rides for any purpose including medical appointments, employment, and personal business within the County. The service also provides rides to medical facilities outside of Cape May County.

Historically, Fare-Free Transportation required a three-business day notice prior to the trip date. In 2019 after conducting research, analysis, and planning, the organization decided change was needed. Fare-Free Transportation decided to provide real-time on-demand service with their own vehicle and drivers, and a pilot program went live on April 1st, 2021. Under this new service delivery method, residents of Cape May County that meet the requirements of the program can access the transportation system in real-time through the Uber app or, for those who do not use technology, via a dedicated phone line.

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Design Modern and Appealing Transfer Facilities

Transfer facilities should be designed based on activity levels at the facility. Designs should be tailored to accommodate sufficient passenger capacity in waiting areas and pathways between modes:

- Shelters and buildings can be right sized to provide comfortable facilities for riders. This should include both the overall structure size and seating quantities.
- Depending on the type of facility and its functionality, additional passenger amenities such as restrooms, food and drink vending, and other customer conveniences should be provided, as appropriate.

In addition to meeting riders’ needs and expectations, facilities should be designed with transit operations and future capacity in mind. The on-time performance of transit service is paramount to encouraging intermodal transfers. Thus, accommodating the capacity needs of transit operations is among the highest priorities in designing a successful transfer facility.

Transit Shelters

Enhanced bus waiting areas can improve safety, user comfort, and security at transit hubs and throughout the transit network. Bus shelters should provide seating, shading, lighting, real-time transit information, charging stations, and wayfinding signage. Where it is appropriate to separate bus loading from an adjacent vehicular or bike lane, consider introducing a transit boarding island to provide more space.

While transit shelters are welcome at any bus stop, they should be prioritized to stops with a moderate to high number of boardings at transfer points, at stops in weather exposed locations or without nearby potential sheltering locations, and at stops with a relatively high use by older adult and child passengers.

Small Transit Shelters

At low-volume transit facilities where service is less frequent or limited service is provided, basic shelters can provide passengers with comfortable seating and route information, which can significantly improve perception of wait time and rider satisfaction. Small shelters are used for transit facilities where a relatively small number of people wait at a given time. For small transit shelters, Transit Friendly Planning recommends the following considerations:

- Prioritize social safety at transit shelters. Use transparent materials to enhance visibility of waiting passengers. Include lighting in the shelter or locate shelters in a well-lit area.
- Include trash bins, especially at high-volume stops. Ensure a maintenance plan is in place.
- Advertisements on shelters must not block sight lines between vehicle operators and waiting passengers.
- Shelters should include space to rest, either a bench or leaning rail, and space for a wheelchair user next to the bench.
- Shelters must be cleaned and maintained.

- Advertising revenue, or concessions that require the installation of shelters in exchange for revenue, can fund shelter maintenance in full or in part.
- Consider the micro-climate of a specific stop in choosing a shelter design. Stops may be more or less affected by sun, wind, or rainfall depending on the arrangement of nearby buildings and trees.
- Two-sided shelters provide good protection from precipitation and some protection from wind, while maintaining open sightlines to approaching vehicles.
- Three-sided shelters offer protection from wind and more intense storms, but usually require an opening in the rear side of the shelter, or a large space between the shelter and curb to provide an accessible path.
- Four-sided shelters, usually with an entrance at both the sidewalk and curb side, can enhance comfort in extreme winter climates.
- Shelters open at both back and front, including cantilevered shelters or post shelters, are easy to place, and provide protection from sun and light rain, but little wind blockage.
Large Transit Shelters

Larger shelters can give the transit facility a more substantial physical presence in the streetscape. Used on higher-frequency or higher-capacity routes, large shelters are especially useful serving facilities with articulated or multiple vehicles, as well as on transit corridors, destination streets, and where transit placemaking is desired. For large transit shelters, Transit Friendly Planning recommends the following considerations:

• Work with NJ TRANSIT to use ridership data and observed conditions to determine if a large shelter is appropriate. Consider weather, nearby destinations, and land uses to determine the level of coverage and capacity for a shelter.

• Depending on the land use characteristics of the area, a high-amenity shelter may be desired. The facility design may be informed by the proximity of significant trip generators (0.5-mile radius).

• Depending on placement, a large shelter may service one or both travel directions.

• The shelter structure must not conflict with accessible travel paths, boarding areas, or transit vehicle door zones.

• Shelters can be oriented in a variety of ways: open to curb (typical); back towards the curb; at the building-side of the sidewalk; or integrated into a building facade.

• Consider climate in both design and materials selection. Metals should be covered in a hot climate. In cold, snowy, or harsh climates, enclosed shelters provide additional weather protection.

• Provide opportunities for placemaking, especially by integrating public art or amenities.

• At transit facilities with high ridership or long queues, larger enclosures with more seating provide a higher level of passenger comfort.

• Heating or lighting should be provided within enclosures to increase comfort.

• Enclosures may be provided in collaboration with abutting buildings and structures, such as retail or commercial businesses.

Trip Segments and Decision Points

Planning should include an analysis of the series of trip segments that an individual must take within a transit facility and to their next destination. Understanding these segments serves as the framework for identifying decision points and for locating wayfinding signage at a transit facility. Decision points are locations where an individual addresses an intermediate wayfinding decision, such as locating entrances, exits, and specific transit stops or platforms. Transit Friendly Planning recommends considering:

• Directional signage should not only be installed at “decision points” or intersections. Information must be perceived at or shortly before a decision point, otherwise it might not be noticed.

• Take into consideration lighting levels and density of people using the facility in establishing acceptable locations for signage in relation to decision points.

• Wayfinding signage should be placed in an appropriate sequence and include an appropriate level of detail and specificity.

• Design wayfinding with the recognition that decision points vary among customers, i.e., some customers need to find wheelchair access ramps and others want to find bicycle lanes.

• In locations that have long segments between decision points, additional wayfinding signage may be necessary to reassure transit users that they are on the correct route.

For more guidance on transit area design, see the wayfinding and identity section of Chapter 2.
Bus Shelters Acquisition, Maintenance, and Advertising

Bus shelters are an important infrastructure element in building a transit-friendly community, and play an important role in the transit user experience.

**Acquisition**

Communities interested in shelters can partner with the NJ TRANSIT Bus Stop Sign and Shelter Program to acquire a shelter for municipally-approved bus stops. NJ TRANSIT pays for the shelter and the installation costs (including concrete pads). The municipality or a private entity must serve as the shelter sponsor by accepting responsibility for shelter maintenance costs and liability.

**Maintenance**

When maintenance issues arise, the NJ TRANSIT Bus Stop Sign and Shelter Programs can connect shelter sponsors with NJ TRANSIT’s shelter contractor, Handi-Hut, for information about parts and prices. NJ TRANSIT is responsible for and maintains all bus stop signs and poles. Municipalities can provide additional shelter amenities to increase passenger safety, comfort, and convenience.

**Shelter Advertising**

Many include advertising on privately-sponsored shelters. Most shelter ads are vertical panels that are added to the structure post-installation.

**Solar Bus Shelters**

NJ TRANSIT is planning to develop a new solar-powered, low-maintenance modern bus shelter. The new shelter design will aim to advance the NJT2030: A 10-year Strategic Plan goal of providing a high-quality customer experience through improved lighting at bus stops.

The Local Bus Shelter Modernization Program, identified in the 2020 NJ TRANSIT 5-Year Capital Plan, anticipates a total of $17M to replace existing shelters with the new modern shelters across New Jersey.

For more information:
Bus Stop Sign and Shelter Program
NJ TRANSIT
1 Penn Plaza East
Newark, NJ 07105
busstops@njtransit.com or (973) 491-8671

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**Bus Stop Placement**

The placement of bus stops is a crucial aspect of providing transit-friendly access and circulation. Under New Jersey law, the power to designate bus stops rests with each municipality. NJ TRANSIT will provide municipalities with recommendations for safe and convenient bus stop locations. NJ TRANSIT recommends bus stop placement approximately every three blocks in most Urban Center, Urban Neighborhood, and Town Center place types.

**The Bus Stop Approval Process**

1. The municipality contacts NJ TRANSIT Bus Stop Sign and Shelter Program to discuss the proposed location of the bus stop.  
2. NJ TRANSIT Office of System Safety staff conducts a site visit to analyze the proposed location for spacing requirements and any safety concerns.  
3. Once the location is agreed upon, the municipal governing body must pass a resolution or ordinance approving the site of the bus stop. If the bus stop is on a county road, the county must also pass a resolution or ordinance. All ordinances and resolutions must be sent to the NJ TRANSIT Bus Stop Sign and Shelter Program.  
4. If the proposed bus stop is on a state road or highway, the municipality must send the proposed location to the New Jersey Department of Transportation (NJDOT) for approval.

As communities grow and change, the location of bus stops may create access problems and safety concerns. NJ TRANSIT strongly encourages bus stops to be located on the far side of intersections, a minimum of 150 feet after the intersection. Far side bus stops reduce the potential points of conflict and give bus operators more clearance to re-enter travel lanes. Nearside (before entering the intersection) and mid-block bus stops are discouraged and are actively being relocated because of the safety risks and difficult maneuvering.

Where possible, NJ TRANSIT encourages bus stops to be located near well-lit intersections with pedestrian crossing infrastructure and clear signage to ensure safe bus boarding and alighting.

The growing prevalence of on-street bicycle facilities can produce safety concerns at bus stops. Municipalities planning for active transportation on streets with existing bus service should consult with the NJ TRANSIT Bus Stop Sign and Shelter Program during the planning process to avoid points of conflict between active transportation infrastructure and bus stops.

To request a bus stop be added, relocated, or eliminated, contact:

**Bus Stop Sign and Shelter Program**
NJ TRANSIT
1 Penn Plaza East
Newark, NJ 07105
busstops@njtransit.com or (973) 491-8671
3.3 Encourage Context-Sensitive Parking

Urban Center
- Parking is integrated into surrounding land uses and screened from the street to support an active public realm.
- Parking is consolidated/structured and shared, with little to no surface parking.

Urban Neighborhood
- Parking is integrated into surrounding land uses and screened from the street to support an active public realm.
- Parking is consolidated, shared, and/or structured (where feasible), limiting the amount of surface lots in the area.

Town Center
- Parking is partially integrated into surrounding land uses and screened from the street to support an active public realm.
- Parking is consolidated, shared, and/or structured (where feasible) to reduce surface lots.

Suburban Place
- Parking is provided to support surrounding land uses and screened from the street to support an active public realm.
- Parking is largely provided in surface lots with integrated pick-up and drop-off areas.

Rural Place
- Parking is provided near major transit nodes with integrated pick-up and drop-off areas.

Careful consideration of all aspects of parking is essential to transit-friendly planning, as parking is often a major land use near transit facilities. Parking can bolster ridership at transit facilities, particularly in more auto-oriented contexts, but also consumes a large amount of space and can detract from pedestrian access and sense of place. Transit-friendly planning should carefully consider the supply, location, and design of parking facilities and minimize impacts through these considerations:

- Implement “right-size” parking requirements and look for opportunities to implement shared parking.
- Provide safe and convenient non-motorized access to transit facilities to reduce parking demand.
- Design parking facilities to better co-exist with their surroundings and provide both internal and pass-through circulation for pedestrians and bicyclists.
- Where possible, parking facilities can provide reasonable accommodation for bus operations.
- Where appropriate and feasible, consider requiring or encouraging structured parking in lieu of surface parking. Structured parking can reduce the overall parking footprint and serve integrated or adjacent uses.

Encourage Shared Parking Facilities

Shared parking is a strategy where parking supply is shared among different buildings and facilities by taking advantage of different peak periods, thereby reducing the overall amount of parking, and freeing up land for more productive uses. This strategy works well in mixed-use environments and can help reduce parking requirements for new development projects.

Examples of shared parking include:
- An office complex sharing parking facilities with hospitality uses (e.g., restaurants, theaters, etc.) since offices require maximum parking during weekdays, while hospitality uses require maximum parking during evenings and weekends.
- A residential building (which peaks during overnight periods) sharing parking with local retail businesses (which peak during the day).
- Religious institutions (which peak on weekends) sharing parking with transit facility commuter parking (which peak weekdays).

Peak Parking Usage for Various Transit Area Land Uses

Weekday Peaks:
- Retail and office
- Schools
- Distribution facilities
- Medical clinics
- Transit facilities

Evening Peaks:
- Restaurants and bars
- Theaters and performance events
- Residential

Weekend Peaks:
- Religious institutions
- Parks
- Shops and malls
- Residential

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Weekend Peaks:
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- Parks
- Shops and malls
- Residential
“Right-size” Parking Requirements

Parking requirements play an outsized role in determining how land is consumed in communities, and can also have a significant impact on local circulation patterns. In transit-friendly communities, parking requirements should be reduced to reflect the availability of multiple travel modes and encourage the use of transit. The specifics of “right-sizing” parking will vary across different types of communities. In urban contexts with frequent transit service, maximum parking requirements should be considered to limit the potential impact of new parking on the urban form. On the other hand, little to no reductions may be appropriate in rural and suburban communities with minimal transit service.

Table 1 shows suggested values for parking ratio reductions by place type. The percentages shown in the table represent the approximate percent reduction by land use type to account for increased transit access. In general, these values would apply to developments within a one to two-mile radius of a transit area.

Table 1. Transit Area Parking Reduction Schedule

<table>
<thead>
<tr>
<th>Community</th>
<th>Office</th>
<th>Commercial</th>
<th>Residential</th>
</tr>
</thead>
<tbody>
<tr>
<td>Urban Center</td>
<td>60%</td>
<td>30-60%</td>
<td>60%</td>
</tr>
<tr>
<td>Urban Neighborhood</td>
<td>15-25%</td>
<td>10-15%</td>
<td>25-30%</td>
</tr>
<tr>
<td>Town Center</td>
<td>25-30%</td>
<td>20-40%</td>
<td>25-30%</td>
</tr>
<tr>
<td>Suburban Place</td>
<td>10%</td>
<td>5-10%</td>
<td>5-10%</td>
</tr>
<tr>
<td>Corridor</td>
<td>10%</td>
<td>5-10%</td>
<td>5-10%</td>
</tr>
<tr>
<td>Rural Place</td>
<td>10%</td>
<td>5%</td>
<td>5%</td>
</tr>
</tbody>
</table>

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The location and design of parking can have a tremendous impact on neighboring communities. Transit Friendly Planning recommends the considerations described on the next page when siting and designing parking.

Parking Facility Siting and Design

Parking Siting Principles

The location of access points for parking facilities should be studied from both circulation and urban design perspectives. Primary siting considerations include:

- It is particularly important to limit both the number and width of driveway curb cuts along streets with medium to high pedestrian traffic.
- Access points should be located to distribute and load traffic onto appropriate roadways and away from traffic-sensitive areas, including residential streets and major pedestrian thoroughfares.
- Consider providing pedestrian access to garages via streets rather than directly from individual buildings, which will encourage increased pedestrian traffic and better activate the area.

Parking Design Principles

- Pedestrian circulation should be provided in all parking facilities, both at transit facilities and in the surrounding area. In larger and stand-alone surface parking lots, ADA-compliant walking routes should be provided to improve safety and accessibility for pedestrians. Wayfinding signage and lighting should be used to reinforce connections to transit facilities and enhance personal security.
- Surface parking lots should be “wrapped” with active uses along the street and located at the rear or sides of buildings wherever possible. Wrapping alleviates the need for pedestrians to walk through parking lots to access a building’s main entry and helps to minimize visual impacts at street level.

Demand-Based Pricing Strategies

Pricing is an important component of managing parking demand in transit-friendly communities. In areas with high on-street parking demand, dynamic pricing strategies can be used to encourage turnover and achieve desired occupancy rates, often cited at 85% or one open space per block. Pricing strategies can also help balance on- and off-street parking supply, so that off-street lots or garages are not half empty, while on-street spots are always occupied with little turnover.
Parking Minimums and Maximums

Parking Minimums

Communities across the U.S. have implemented ordinances to end parking minimums, which require private businesses and residences to provide a certain number of off-street parking spaces. More than 200 cities across the U.S. have recently introduced parking reforms at the district level or citywide.

San Francisco, CA; Hartford, CT; and St. Paul, MN have all removed this requirement in an effort to decrease the cost of housing, improve walkability, and spur new development in areas with existing transit service.

Best practices for “right-sizing” parking are still emerging, though dozens of municipalities have amended their requirements in recent years, as the Parking Reform Network’s Parking Mandates Map shows.

Parking Maximums

In recent years, parking minimums have been critiqued by scholars for lacking a firm empirical foundation. Minimum parking rates have been traditionally generated using counts from low-density, suburban locations at peak annual demand, and generated using statistically spurious methods.

As a result, excess parking is frequently required, which has been attributed to increased Vehicle Miles Traveled (VMT), carbon emissions, and a 17 percent premium for rents in new developments.

Gaithersburg, Maryland instituted a moratorium on parking minimums in the City’s Old Towne District, until 2025 (Gaithersburg City Code § 24-21a). While one recently constructed transit-oriented development does contain parking, it reflects perceived demand from the developer, and may include less than what would have otherwise been constructed. The City of Newark requires no on-site parking for projects within 1,200 feet of a “light rail, PATH train, or NJ TRANSIT rail station” (Newark City Code § 41:7-2-6).

To build a more transit-friendly community, existing minimum parking regulations should be re-evaluated to allow for multimodal mobility and denser development.
• Where financially and spatially feasible, structured parking can be an effective and efficient solution to minimize the parking footprint.
  • In commercial areas with pedestrian activity, structured parking should be built within mixed-use facilities with active uses at street level.
  • Parking structures should also include provisions for bicycle parking, scooter parking, and carshare (where applicable).
  • Security features, such as video cameras and call boxes, should be considered in the design of parking lots and garages.

Parking Landscaping and Wayfinding

To the extent possible, landscaping should be provided within and around surface parking lots. Landscaping helps to integrate parking with the surrounding streetscape, provide shade for pedestrians, and contribute to meeting environmental goals related to stormwater management and air quality. The following should be considered when landscaping parking areas:
  • Perimeter planting around surface parking lots should obscure views of vehicles within the lot, but should still allow people to see in and out. Low density plantings with taller, ornamental trees along a parking lot’s edges will fulfill this requirement.
  • Innovative designs such as “green walls” and other aesthetic treatments can be used to screen parking from the street.
  • Landscaping should not hinder sight distance at egress points.
  • A strong wayfinding and signage system can dramatically improve access to parking facilities and reduce unnecessary vehicular circulation. Consider implementing electronic real-time occupancy signage in high demand/downtown lots and garages.

Additional Resources

Parking Requirements and Pricing
Donald Shoup’s High Cost of Free Parking (2011) and Parking and the City (2018) provide background and recommendations for rethinking parking requirements and pricing strategies.

The Parking Generation Manual, 5th Edition (2019) from the Institute of Transportation Engineers provides empirical parking ratio data for existing land uses across the country and can be a resource to engineers and planners when estimating peak parking ratios. Data from the manual supports parking reductions for multifamily housing and commercial developments in transit-oriented areas.

Shared Parking

The Shared Parking: Third Edition (2020) manual published by the Urban Land Institute is a good resource when considering shared parking. It provides guidance on methodology, trends, optimal uses, and parking ratios. The manual also includes a spreadsheet-based model that allows users to estimate parking needs based on land use inputs.

Obstacles/Challenges

Formal Shared Parking Agreements
Typically a formal agreement with the landowner is needed to institute shared parking. While obtaining these agreements can be a challenge, there are many successful examples of shared parking in New Jersey communities, including arrangements in Red Bank, Cranford, Clifton, Marlborough, Montclair, among others. Municipal officials can help to facilitate these agreements and serve as a resource for local parking data, such as facility maps, supply/utilization metrics, and operations insights.
Implement Transit Supportive Curbside Management

Urban Center
- Curb space is in high-demand and must be managed flexibly and dynamically, including use and pricing.
- Prioritize safe distribution of curb space for pick-up/drop-off zones, transit stops, delivery vehicles, and micromobility and pedestrian access.

Urban Neighborhood
- Curb space is often prioritized for residential parking, but also needs to accommodate transit stops and multimodal access.
- Prioritize safe distribution of curb space for transit passengers, delivery vehicles, and residential parking.
- Curb space is also prioritized for micromobility and pedestrian access.

Town Center
- Curb space is in high-demand and must be managed flexibly and dynamically, including use and pricing.
- Prioritize curb space for pick-up/drop-off zones, transit stops, truck access/deliveries, micromobility and pedestrian access, and short-term parking.

Suburban Place
- The curbside is typically in less demand, with needs for curbside access varying significantly based on the local context.
- Curb space is often prioritized for residential parking and park and ride usage, but should also accommodate multimodal travel.

Rural Place
- The curbside is typically in less demand, with needs for curbside access varying significantly based on the local context.
- Curb space is often prioritized for park and ride usage.

The Importance of Curbside Management

Curb space is a critical public asset that serves many overlapping functions related to both land use and circulation. In areas with high commercial activity, such as urban centers and downtowns, curb space is often in high demand. In recent years, the proliferation of shared mobility options, ride-hailing, and e-commerce package deliveries have heightened this demand. There is also increasing desire to expand retail uses outdoors, both within the sidewalk area and into the street (e.g. parklets).

Curb space is flexible, and can be adapted as adjacent land uses change and technology evolves. Municipalities should develop an overall strategy that accounts for community values and goals, modal prioritization, and the desire for efficient, reliable, and equitable use of curb space. Well managed curb space can become a revenue generator for neighborhoods through Parking Benefits Districts. These districts reinvest parking revenue into the district for transportation-related improvements.

Active management of limited curb space in transit-friendly communities is vital to promoting efficient circulation, economic activity, equitable access, and multimodal safety.
Manage Curb Space Dynamically

Effective curbside management must be responsive to constantly evolving conditions related to land use, transit operations, freight delivery, and new transportation technologies, including shared micromobility. Fortunately, many of the tools used to manage the curb can be deployed relatively quickly and at little cost. For instance:

- Signage can be used to establish priority access by time of day, such as off-peak freight delivery paired with peak-hour transit or retail parking.
- Cities can dynamically adjust meter rates to respond to changes in occupancy levels at different times of day.
- Real-time parking information can be provided via smartphone apps, helping drivers make decisions about where to park.
- Municipalities should regularly collect and analyze parking occupancy data to monitor trends.

Designate Pick-up and Drop-off Zones

Providing adequate passenger loading and unloading areas is critical to managing the curbside, and minimizing congestion and safety issues related to illegal parking. Many transit riders arrive or depart from facilities using for-hire vehicles, whether they be traditional taxi services or newer TNC services like Uber or Lyft. While most activity currently takes the form of individual ride-hailing, ridesharing programs, such as paratransit and carpools, should be actively promoted and encouraged.

Designating passenger loading zones should be considered for areas with high activity and demand, including transit centers, airports, event venues, and business districts. These zones help riders and drivers more easily locate one another and guide interactions between for-hire vehicles and other transportation modes, including bicycles, pedestrians, and transit.

- Passenger loading zones can take the form of traditional taxi stands with physical infrastructure, or newer “geofenced” areas that specify a virtual geographic boundary for pick-up and drop-off zones.
- Regardless of form, passenger loading zones should be strategically located close to transit facility entrances and adjacent businesses to maximize visibility and encourage sharing between uses.
- Local taxi ordinances should be consulted, as they may require taxis and other for-hire rides to be separated.

Provide Opportunities for Freight and Commercial Vehicle Access

Demand for goods delivery continues to increase with the growth of e-commerce and other delivery services. Providing adequate loading zones for passengers, delivery, and freight is important not only for economic activity, but also to minimize unsafe conditions created by double parked delivery vehicles or commercial trucks that block travel lanes, bike lanes, crosswalks, and even sidewalks. To be effective, loading zones need to be:

- Timed appropriately based on business needs and delivery schedules
- Sized adequately to accommodate delivery vehicles
- Adequately enforced

To mitigate peak-hour demand, some cities have worked with businesses to encourage off-peak delivery times. While this can require significant logistical coordination, and may only apply to certain businesses, the benefits related to increased curb flexibility and decreased congestion can be substantial. Another strategy is to locate delivery zones “around the corner” on nearby side streets or in nearby parking lots and garages, so as not to overlap with curbside activities on busy corridors.

Establish Zones for Paratransit and Shuttle Services

Passenger loading zones should be established for ride-sharing services, including paratransit vehicles and local shuttles. Since vehicles for shared services are typically larger than passenger cars, they need to be sited and sized accordingly. Ride-share services should also be integrated into site circulation plans in a manner that accommodates the needs of individuals with disabilities, including short, direct, and accessible walking connections to destinations.
Preserve Space for Walking, Biking, and Streetscape Amenities

The allocation and length of available curb space is also influenced by provisions for pedestrians, bicyclists, and streetscape amenities. Transit Friendly Planning recommends:

- Crosswalks and curb ramps are unobstructed with clear sight lines.
- Curb extensions are designed in a manner that does not impact the functionality of adjacent transit stops and loading zones.
- Protected bike lanes are designed to flow seamlessly with vehicular and pedestrian traffic, particularly near intersections.
- Streetscape amenities such as trees, planters, and seating are sited to provide enough space for adjacent curbside activity like freight loading or ADA access.

In many cities and towns, on-street parking and loading spaces are being converted to less auto-oriented uses, including parking for bikes and scooters, and parklets for outdoor dining. These conversions help to further activate the streetscape and promote multimodal travel.

Planning for Bike Lanes and Bus Operations

While protected bike lanes are important for protecting bicyclists from vehicle and pedestrian traffic, measures must still be taken to ensure safe interactions between bicyclists and buses.

Transit Friendly Planning recommends the following considerations when planning for bike lanes and bus operations:

- The bike lane must be positioned so that the bus operator is able to safely enter the bus stop area.
- The bus operator needs to have visibility of bicyclists and pedestrians.
- Bicyclists should not be at risk of colliding with a bus lift.
- Signs are needed to inform bicyclists that they need to stop or yield to buses.
- There must be enough space in the travel lane for buses to avoid collisions with car doors swinging open or cars that are parked improperly.

Municipalities interested in bike lanes should consult with Transit Friendly Planning Program for guidance in designing safe bike lanes around bus routes.

Obstacles and Challenges

Enforcement of Parking/Curb Regulations

Poor management and enforcement of the curbside often results in dangerous and illegal behavior, including vehicles that double park, park on sidewalks, or block curb ramps and crosswalks. Inconsistent enforcement can also create friction between municipalities and the community.

In most municipalities, responsibility for curbside enforcement falls on either the local police department or a designated parking authority. To maintain efficient circulation and promote roadway safety, it is critical that municipalities provide adequate planning, resources, and support to these agencies. New technology, such as License Plate Recognition (LPR) equipment, can streamline and enhance enforcement by using a combination of video cameras, lasers, and GPS instead of traditional labor-intensive methods. The costs of new enforcement technology should be compared with the return on investment over time, particularly in larger communities with extensive public parking systems.

Siting of Pick-Up/Drop-Off Zones

Siting of zones can be a challenging process, and may face push back during the initial roll out if the zones are not correctly sited. Data from a variety of public and private sources can inform the optimal position of pick-up/drop-off zones. Municipalities can use data such as origin/destination locations, loading dwell times, and temporal data to understand demand trends, commercial driver behavior, and competing curb uses.

When selecting a site, municipalities can start with a pilot program or non-permanent street infrastructure, including paint, signs, and plastic bollards. With non-permanent zone installations, it is easy to move the zone to a more appropriate location, if necessary. Once the zone sites are finalized, municipalities can take steps to make them permanent.

Additional Resources

Curbside Management Best Practices

The Curbside Management Practitioners Guide (2018) by the Institute of Traffic Engineers, provides guidance on best practices for curb space allocation policy and implementation. The Guide provides a framework and toolbox for optimizing curb space with the goal of prioritizing community values and safety.

Endnotes

2. Adapted from Victoria Transport Policy Institute
Chapter 4: Active Transportation

Active transportation is self-propelled, human-powered transportation, such as walking or bicycling. The transit network in New Jersey—bus, rail, light rail, paratransit, and ferry—relies on active transportation as a component of basic functionality, recognizing that all transit users are pedestrians at some point in their journey. Transit Friendly Planning, therefore, recommends the expansion of active transportation as a primary way to access transit in all types of places, from urban centers to rural places.

This chapter covers best practices for developing connections between active transportation and transit. It involves planning at the policy level, as well as network and local scales, prioritizing safety, and seeking unique solutions that support local community needs.

When links between active transportation and transit are safe, comfortable, convenient, and continuous, there are many potential benefits:

- Easier and safer access to transit for pedestrians and bicyclists.
- Equitable mobility for people of all ages, abilities, and backgrounds.
- Improved health through physical activity.
- Better options for local and regional mobility.
- Growth of the ability to live car-free or car-light.
- Greater use of established transit routes and facilities.
- Solutions to the first/last mile predicament, providing safe connections to destinations.
- Decreased need for road infrastructure improvements (capital costs).
- Reduced traffic congestion and emissions.
- Support for community identity, placemaking, and local economic growth.

Below: Rutherford Station (Credit: NV5).
Principles of Transit-Friendly Planning
For Active Transportation

The principles at the beginning of each chapter are the cornerstone of Transit Friendly Planning. Each principle is applicable to every New Jersey community that seeks to create transit-friendly places. The way in which to implement each concept will vary by place type.

Principle #1: Implement complete streets to improve transit access
Principle #2: Create new trails and connections

Urban Center

Principle #1: The dense road network and grid layout support complete streets, enabling continuous pedestrian and bicycle mobility and generally addressing the needs of all users to access transit and community destinations.

Principle #2: Trails along waterfronts and abandoned railroad rights-of-way. Urban trails are a high-quality public space that connect people with transit, parks, schools, libraries, markets, and employment centers. Some trails attract visitors and may include on-road segments.

Urban Neighborhood

Principle #1: The dense road network and grid layout support complete streets, enabling continuous pedestrian and bicycle mobility and generally addressing the needs of all users to access transit and community destinations.

Principle #2: Trails along waterfronts and abandoned railroad rights-of-way. Urban trails are a high-quality public space that connect people with transit, parks, schools, libraries, markets, and employment centers. Some trails attract visitors and may include on-road segments.

Suburban Place

Principle #1: Generally, there is a continuous sidewalk network between the transit and surrounding neighborhoods, with high-visibility crosswalks and traffic signals support, low-stress bicycle routes, and curbside management strategies to manage the large volume of drop-off traffic.

Principle #2: Trails link residential neighborhoods and connect to transit, parks, schools, libraries, markets, and employment centers, and may include on-road segments and utilize low-stress facilities to improve the user experience.

Rural Place

Principle #1: Priority routes for pedestrian and bicycle travel are present to connect transit to surrounding land uses, and function as complete streets with mostly continuous sidewalks, bicycle facilities, and safe intersection crossings.

Principle #2: Trails with access to and from transit provide mobility for local residents and attract visitors for ecotourism and agritourism. Trails may occur along waterfronts, abandoned railroad rights-of-way, parks, farms, and open space, and likely also include on-road segments with some low-stress facilities.
4.1 Implement Complete Streets to Improve Transit Access

Complete streets are designed for the use and benefit of all travelers, shifting emphasis from a vehicle-centric perspective to a balance among all users. Implementation of complete streets—from the policy level to construction and maintenance of facilities—should be carried out in a context-sensitive manner to ensure that roadway networks are safe, comfortable, and convenient for everyone, regardless of transportation mode.

Access to transit facilities is a key consideration in planning for a network of complete streets. Transit Friendly Planning recommends adopting a Complete Streets Policy, planning for an active transportation network, accommodating active transportation at the transit facility, and supporting evolving micromobility services.

Urban Center and Urban Neighborhood
- Transit facilities serve as an origin and destination point.
- The dense road network can support continuous pedestrian and bicycle mobility.
- Sidewalks should be well maintained and wide enough for pedestrian traffic, street furniture, and green infrastructure.
- Intersections should address the needs of all users.
- A low-stress bicycle network provides access to transit and community destinations.
- Convergence of trails and transit should include intuitive and reliable interactive wayfinding and signage.

Town Center
- Transit facilities often serve as a focal destination and act as gateways to and from the community, and should reflect its character and support the local community.
- Active transportation connections exist between the transit facility and surrounding land uses.
- Priority routes for pedestrian and bicycle travel to and from the surrounding land uses function as complete streets.

Suburban Place
- Sidewalk network is continuous between transit and surrounding neighborhood.
- Intersections include high visibility crosswalks, and traffic signals support the use of phasing intervals and signal actuators.
- Residential roads and signage are used to establish low-stress bicycle routes.
- Curb management strategies at the transit facility are important due to large volume of drop-off access.

Rural Place
- Priority routes for pedestrian and bicycle travel to and from the surrounding land uses.
- Priority routes function as complete streets, including continuous sidewalks, bicycle facilities, and safe intersection crossings.

Adopt a Complete Streets Policy

A Complete Streets Policy is an official administrative approach adopted by an organization—typically state, county, or local government—that “details an effective process and specific actions designed to ensure that complete streets are routinely considered in all transportation decisions.”

New Jersey—via the Department of Transportation—was among the first states to adopt a statewide Complete Streets Policy in 2009. Since then, some 169 municipalities, and eight counties have followed suit in adopting their own policies and helping to implement complete streets throughout the state.

Communities should develop a Complete Streets Policy as the first step toward realizing the benefits of multimodal safety, mobility, and access to transit. A strong policy can shape the priorities for an active transportation network by directing all levels of the organization to consistently plan, design, build, operate, and maintain roads for users of all ages, abilities, and backgrounds. An effective Complete Streets Policy should be direct, enforceable, and tailored to fit the local context, goals, and aspirations of the community.

NJ TRANSIT facilities are located along a full spectrum of state, county, and local jurisdiction roadways. Transit Friendly Planning recommends the following considerations when developing a Complete Street Policy:
- Active transportation facilities are often described as “improvements” or “enhancements” instead of fundamental components of the built environment. A strong Complete Streets Policy can reverse this mindset at the institutional level and guide positive change in all aspects of street planning, design, and maintenance.

Complete Streets Resources
- Complete Streets Policy (2009) by NJDOT
- Complete Streets Policy Compilation by the New Jersey Bicycle and Pedestrian Resource Center
- Complete & Green Streets for All: Model Complete Streets Policy & Guide (2019) by NJDOT
- Complete Streets Local Policy Workbook (2012) by Smart Growth America National Complete Streets Coalition
- Changing Complete Streets Policy: A Brief Guidebook (2016) by Smart Growth America
- Design Guides by NACTO
- Small Town and Rural Multimodal Networks (2016) by FHWA
- Pedestrian and Bicycle Information Center
• Include stakeholders from the community and partner agencies to envision how complete streets can benefit all users. As a start, this can include private citizens, local organizations, schools, improvement districts/chambers of commerce, and local, county, and state agencies that maintain roads, along with NJ TRANSIT.

• Consider ways that streets can benefit the community beyond just cars. From car-free pedestrian plazas to community art installations, streets and transit areas are public spaces that can showcase the character of the local community, function as community gateways, serve residents on a daily basis, and attract visitors.

Plan for Equity and Environmental Justice

The idea of walking or bicycling to transit has instant appeal as something that should benefit everyone. However, such benefits have not been realized in many communities.

Overburdened communities with high percentages of low-income households, minority residents, or individuals with limited English proficiency have historically been underserved, experienced disinvestment, or been excluded from decision making processes. These communities bear disproportionate rates of illness, poor air and environmental quality, and are likely to lack safe, comfortable, and convenient facilities for walking or bicycling.

It is also essential to include the needs of people of all ages—including young and old—and people with different physical, cognitive, intellectual, and sensory abilities in consideration of the built environment and compliance with the Americans with Disabilities Act.

An environmental justice approach to planning seeks to empower residents and communities who have historically been left out of the decision-making process of government. The approach aims to address environmental concerns, and in turn, improve the quality of life for overburdened communities. An equitable approach to planning strives for fairness in mobility and accessibility of all community members. This approach evaluates the circumstances that impact a community’s mobility, connectivity, and safety to understand the measures needed to create an equitable system. Additionally, it prioritizes the need to provide underserved communities access to opportunity. Transit Friendly Planning considers environmental justice and an equitable approach to planning and decision-making at the community level to be fundamental. An important objective of transit-friendly planning is to engage the full participation of groups who have been historically underrepresented in planning and decision-making processes, and to ensure that all community voices are heard in order to achieve equitable and just outcomes.

Planning for Equity Policy Guide

The Planning for Equity Policy Guide (2019) by the American Planning Association provides policy recommendations for planners to advocate for equity in all aspects. The actionable guidance is provided through an equity lens on contemporary topics within planning.

Equity and Environmental Justice Resources

• United States Environmental Protection Agency: Environmental Justice webpage
• New Jersey Department of Environmental Protection:
  - Office of Environmental Justice
• Local and Regional Government Alliance on Race and Equity
• New Jersey Environmental Justice Alliance
• The State of Transportation and Health Equity (2019) by Smart Growth America
• League of American Bicyclists: Equity, Diversity, and Inclusion webpage
• Rails-to-Trails Conservancy:
  - Equitable and Inclusive Trails webpage
  - Equitable Practices in Trail Planning webpage
• New Jersey Bicycle and Pedestrian Resource Center:
  - Barriers to Bicycle Access & Use in Black and Hispanic Communities (2016)
  - Bicycling Among Black and Latino Women (2016)
• Pedestrian and Bicycle Information Center: Equity webpage
Vision Zero and Complete Streets

Vision Zero and Complete Streets is a comprehensive approach to transportation that involves collaboration across agencies and advocacy organizations. Importantly, in a break from traditional thinking that places responsibility for safety on the individual, Vision Zero recognizes that the people who create and enforce the road network are also responsible for safety.¹

—Pedestrian and Bicycle Information Center: Vision Zero

“The Vision Zero Network is helping communities across the nation mobilize to address the crisis of 40,000 traffic deaths a year in this country, and millions more injuries. We are bringing key stakeholders together to declare that “Enough is Enough,” recognizing these tragedies as preventable with the right strategies and commitment. Our goal is safe mobility for all.”

—Vision Zero Network

“The Vision Zero New Jersey Alliance is committed to the idea that deaths and serious injuries on the roads are fully preventable. We can eliminate all deaths and severe injuries on our roadways through an equitable, data-driven process that focuses on safe systems and infrastructure for all. Every road in New Jersey can and should be designed and maintained to ensure safety for all users throughout the state and across modes, built upon meaningful engagement with impacted communities.”

—Vision Zero New Jersey Alliance

Plan for Active Transportation Networks

In New Jersey, the existing road network has inadequacies that limit mobility for active transportation modes. Examples include lack of sidewalks, poorly-maintained or discontinuous sidewalks, stressful roads with high traffic speed and volume, lack of bicycle facilities, and lack of safe crossing opportunities.

Transit Friendly Planning encourages measures that will enable safe, comfortable, and convenient walking and bicycling to transit. With an emphasis on continuity, such measures will establish and support an active transportation network—an interconnected system of facilities—that enables people to walk and bike as part of everyday trips.

Transit Friendly Planning encourages municipalities to develop a circulation element (component of a municipal master plan) as a formal process to examine the factors that affect active transportation, identify the destinations that play a role in the everyday life of the community, and implement complete streets and active improvements.

Transit Friendly Planning recommends the following for transit access networks:

• Plan for active transportation as a network of interconnected routes for walking and bicycling that provide access to transit.

• Consider the transit walkshed and transit bikeshed, i.e., the area of reasonable distance from which people might be expected to walk or bicycle to or from a transit facility. From the transit facility, the transit walkshed is typically a 0.75 to one-mile radius, and the transit bikeshed is typically two-three miles. These distances are used generally as a starting point for network planning. Detailed network analysis can reveal how factors such as topography, level of traffic stress, and other barriers affect walking and bicycling.²

• Promote continuity and remove barriers by identifying locations or conditions that discourage or prevent walking and bicycling. Strategically plan and implement complete streets incrementally.

• Plan sidewalks that are wide enough for pedestrian traffic, provide direct access to transit, and connect to transit with ground floor retail and other community destinations.

• Planning for low-stress facilities. The relationship between a sidewalk or bike facility and the characteristics of an adjacent roadway (traffic volume, speed, etc.) affect the way people on foot or bicycle feel about traveling. Wherever possible, provide physical separation from motor vehicle traffic.

• Plan for multimodal intersections. Intersections and crossings should consider more than just motor vehicle traffic. People on foot or bicycle should have a visual presence, dedicated space to queue, adequate time to cross, and can benefit from dedicated signal phases and/or the ability to actuate (i.e., self-activate) signals.

• Ensure that accommodations for the safety, comfort, and convenience of people walking and bicycling continue within the transit facility until boarding. For bicycling, accommodations include safe, secure bicycle storage and bicycle tool stations, such as air pumps.

Transit Access Resources

• Improving Access to Transit Using Road Safety Audits: Four Case Studies (2016) by FHWA

• Manual on Pedestrian and Bicycle Connections to Transit (2017) by FTA

• Bicycle and Pedestrian Access to Transit Stations (2018) by NJ TRANSIT and NJTPA

• New Jersey Land Use + Transit Data Application (NJLUTRANS) developed in partnership by NJ TRANSIT and the Edward J. Bloustein School of Planning and Public Policy at Rutgers University. Application updates in 2021-2022 will include the ability to map and perform analyses within the transit walkshed and transit bikeshed.

Protected bicycle lane being installed in Jersey City (Credit: Vision Zero Jersey City @VisionZeroJC).
Examples of Active Transportation Facilities

Active transportation facilities should be designed to fit within the context of the community. Although there are technical requirements to be met for different facilities, a context-sensitive approach should always be applied. The following images are intended to display just a few of the many types of facilities and solutions that contribute to a safe, comfortable, and convenient active transportation network.

Accommodate Active Transportation at the Transit Area

Considerations for safe, comfortable, and convenient access to transit by foot or bicycle should continue into and through the transit facility property. When travelers arrive at a transit facility from the surrounding sidewalk, bicycle, or trail network, their ability to navigate to the boarding area should be straightforward, low-stress, and have separation from motor vehicles.

Sidewalks, pathways, high-visibility crosswalks, and ADA-compliant curb ramps provide appropriate safety and mobility for pedestrians within and around transit. These facilities also enable pedestrians to move through or around transit parking lots, and lay the foundation for more walkable and connected places. Lighting should be included as a component of these facilities.

The ability to ride past traffic congestion, easily secure your bicycle, and quickly board transit can be a motivating factor to encourage a shift to bicycling. Bicycle parking locations should be easily identified from roadways and parking lots by using elevated wayfinding signs. High-visibility bicycle parking can help attract new bicyclists to the transit facility, especially in communities with a well-developed bicycle infrastructure network.

As more people access transit by bicycle, the need for bicycle parking at transit facilities increases. Many transit facilities have bicycle parking available, and NJ TRANSIT includes bicycle parking in all new facility designs. A transparent bicycle locker provides added security and weather protection.

Transit Friendly Planning recommends the following transit area accommodations to support walking and bicycling:

- Provide sidewalks, walkways, high-visibility crosswalks, ADA-compliant curb ramps, and lighting for safe and efficient pedestrian access to and through the transit facility.
- Provide designated walkways through parking lots associated with the transit facility.
- Ensure secure bicycle parking for various durations is available at the transit facility.
- Provide bicycle parking that is as close to the platform as possible, allowing bicyclists to gain full advantage of their travel choice and minimize their commute time.
- Daily bicycle parking may be closest to the platform or bus stop—these are often open bicycle racks that are quick and convenient to use when locking a bicycle.
- Long-term bicycle parking may be slightly farther away, but should offer additional security and protection from the weather, such as a roof.
Planning Process: Key Steps for Planning an Active Transportation Network and Access to Transit Plan

1. Define the transit facility
   - Define the general study area and existing transit facility
   - Transit facility may be single-point: train station, bus depot, or park-and-ride
   - Transit facility may be multi-point: a bus route or light rail line

2. Establish the transit walkshed, bikeshed, and identify priority routes
   - Define the transit walkshed: Typically 0.75 to one mile, or about a 15-minute walk from the transit facility
   - Define the transit bikeshed: Typically two to three miles, or about a 15-minute bicycle ride from the transit facility
   - Identify priority routes: Efficient routes leading to the transit facility that currently serve or have the potential to serve people on foot or bicycle

3. Identify the active transportation network and existing barriers
   - Examine walkability and bikeability along priority routes, as well as through public space around the transit facility and through the transit facility property
   - Conduct public outreach—are people walking and bicycling? Why or why not? Where are they traveling to and from?

4. Conceptualize active transportation facilities and improvements
   - Identify design treatments to improve safety and continuity for walking and bicycling, such as sidewalks, trails, curb ramps, intersection and signal upgrades, over/underpasses, lighting, bicycle lanes, etc.

5. Prioritize and implement improvements
   - Decide the order in which to implement improvements—short, medium, or long term
   - Work with partners (municipal, county, state, developers, etc.) to fund and advance projects

6. Periodically re-examine the priority routes
   - Ensure priority routes are well-maintained and continue to provide safe, comfortable, and convenient access to transit facilities.
Integrate Shared Micromobility Services

According to NACTO, shared micromobility refers to “shared use fleets of small, fully or partially human powered vehicles such as bikes, e-bikes and e-scooters.” These vehicles are typically used for short trips and are rented via a mobile app or kiosk. Users are able to pick-up and drop-off vehicles in the public right-of-way.7

Shared micromobility services benefit communities as a solution to the first/last mile dilemma to connect to transit. They also reduce dependency on motor vehicles, traffic congestion, and emissions, and expand mobility options for all travelers. According to NACTO, shared micromobility has shown strong growth nationally, with 136 million trips on shared bikes, e-bikes, and e-scooters in 2019, an increase of approximately 60 percent from 2018.

Shared micromobility services are typically authorized and regulated by local government, but operated by private companies through a contract and/or permit authorized by the municipality. In general, shared micromobility service providers indemnify the municipality, maintain insurance for the system and operations, and maintain the shared vehicle fleet, docking/parking infrastructure, and payment method.

Several e-scooter pilot programs have been launched in New Jersey communities since 2018, including Asbury Park, Hoboken, and Elizabeth. The City of Asbury Park has taken an innovative approach to delivering its program of over 250 e-scooters at 50 locations throughout the City. Scooter parking locations are clearly designated within the sidewalk amenity zone and the no-parking areas at intersections. The City has also implemented speed inhibitors to limit e-scooters to 12 miles per hour, restricted e-scooter rentals to people over 18 years of age, and prohibited e-scooter travel on the sidewalk with the ability to assess fines to those who break the rule.8

Shared micromobility systems are highly customizable and should be tailored to the unique context, geography, preferences, and regulations of each municipality, while complying with applicable county, state, and federal laws. Communities interested in shared micromobility services should consult additional resources, such as NACTO Guidelines for Regulating Shared Micromobility, Version 2 (2019) and consider the following steps:

- Engage the community to obtain input on micromobility service options, vehicle and docking preferences, safety concerns, and pricing. Consider pilot programs with qualified vendors to test micromobility systems and refine the program over time to maximize community benefit.
- Identify circulation and mobility goals to inform how and where shared micromobility vehicles will be docked and distributed in the community. Ensure that access to the program is equitable, and the vehicles are distributed and redistributed to underserved communities to maintain equity.
- Define safety goals and describe how regulations, best practices, design standards, helmet policies, and education/training for riders and the community will be implemented.
- Determine the technical features of the shared micromobility fleet—such as safety lights, bells, speed inhibitors, GPS, payment system, and docking system (physical or geofence)—to support the safety, comfort, and convenience of riders and others in the community.
- Create a complete streets approach to ensure that the benefits of micromobility are enjoyed in a shared roadway environment that supports mobility and safety for all.
- Decide how the community should benefit from its relationship with the selected shared micromobility service provider. Ensure that employment and procurement opportunities related to the program are equitable and drawn from the local workforce.
- Coordinate with NJ TRANSIT to ensure that siting, operations, and management of the micromobility system components do not impact transit operations or safety standards.

Shared Micromobility Resources

- NACTO:
  - Bike Share and Shared Mobility Initiative
- Pedestrian and Bicycle Information Center:
  - Micromobility webpage
  - E-Scooter Management in Midsize Cities in the United States (2019)
- New Jersey Bicycle and Pedestrian Resource Center:

The State of New Jersey recently passed legislation regarding electric bikes and scooters: New Jersey E-bike and E-Scooter Laws in Title 39 Motor Vehicles and Traffic Regulation

Operation of low-speed electric bicycle or scooter (§2 - C.39:4-14.16)

Interpretation: The above named statutes define and classify electric bikes (e-bikes) and electric scooters (e-scooters) as having an electric motor either to propel or assist with propulsion not beyond a maximum speed of 20 or 19 miles per hour, respectively. Use is in general equivalent to a bicycle—may be operated on the streets, highways, roadways, and bicycle paths—and do not require registration, a driver’s license, or proof of insurance.

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7. Shared Micromobility Resources

8. Shared Micromobility Resources
4.2 Create New Trails and Connections

Trails are inherently active places that help people move and promote values of sustainability, stewardship, and health. Trails create opportunities for mobility and interaction among people of all abilities, incomes, and backgrounds. Trails and trail networks that are designed for walking and bicycling (including shared use) and provide access to transit facilities are an attractive solution for daily transportation.

Trails and transit—complemented by complete streets that extend the network reach of active transportation modes—can function as an integrated system to enhance transit access, local and regional mobility, and access to recreation and cultural destinations throughout New Jersey.

Urban Center and Urban Neighborhood

- Urban trails are high-quality public spaces that connect people with transit, parks, schools, libraries, markets, and employment centers.
- Trails are publicized as attractions to bring visitors.
- Trails are in proximity to or within public open spaces and/or abandoned railroad rights-of-way, as well as include on-road segments with low-stress facilities.

Town Center

- Trails connect to the town center and provide access to and from transit, parks, schools, libraries, markets, and employment centers.
- Trails can be planned along waterfronts and within abandoned railroad rights-of-way, as well as include on-road segments with low-stress facilities.

Suburban Place

- Trails connect to transit, parks, schools, libraries, markets, and employment centers.
- Trails link neighborhoods and provide mobility through cul-de-sac developments, as well as include on-road segments with low-stress facilities.

Rural Place

- Trails provide access to and from transit and offer mobility to local residents and attract visitors for eco-tourism and agritourism.
- Trails can be along waterfronts and/or abandoned railroad rights-of-way or within parks, farms, open spaces, as well as include on-road segments with low-stress facilities.

Creating connections between trails and transit builds on the strengths of both modes as regional transportation solutions. The benefits of trail-to-transit connections include:

- Improved transit access, mobility, and quality of life for people of all ages and abilities, with low-stress facilities separated from motor vehicle traffic.
- Regional transportation solutions for daily trips and tourism without reliance on a car and serve as a connection between transit modes.
- Support environmental quality, economic revitalization, placemaking, and cultural initiatives by encouraging trails that connect to existing natural features, cultural centers, and historic resources.

Transit to Trails Program

NJ TRANSIT’s Transit to Trail Program encourages the use of transit to connect to parks and recreational areas. Residents and visitors are able to access over 60 parks across the State via bus, light rail, rail, and Access Link. Visit the Trails to Transit Program website for information about park locations, service options, access points, and directions.

Additional Trail Resources

- Planning for Greenways: A Guidebook for New Jersey Communities (2019) by NJDOT
- Rails-to-Trails Conservancy & their Resource Library

Credits: NV5.
Design Trails for Mobility and Experience
Trails are linear corridors for walking and bicycling that are physically separated from motor vehicle traffic. The term trail can represent a range of facilities from rustic and natural, to paved and urban.

Well-designed trails will attract users based on the quality of the experience. By linking trails and transit facilities, there is the potential to encourage transit ridership, decrease dependence on motor vehicles, create equitable opportunities for everyday mobility, and enhance health, safety, and the experience of place.

Transit Friendly Planning recommends:
- Trails should be safe, comfortable, and convenient, and connect efficiently to transit facilities and support everyday mobility needs. Avoid circuitous routes that are inefficient for everyday travel.
- Trails should have a firm and stable surface, and be wide enough, typically ten feet wide or more, to safely accommodate peak volumes of pedestrians on foot, with mobility devices, and on bicycles in two directions of travel.
- Where space is available and user volumes are high, trails should offer designated travel spaces that separate pedestrians from bicycles and scooters.
- Where trails intersect the roadway network, there should be a highly visible crossing with appropriate signage and signals to safely coordinate the interaction among those on foot or bicycle and those in motor vehicles.
- Trail design should consider perceptions of personal safety and include elements, such as lighting and good visibility of surroundings.
- Trail lighting enables people to use trails outside of daylight hours. This is an important consideration for transit access and trail equity.
- To feel inviting and support a sense of place, trails should include amenities such as benches, garbage receptacles, wayfinding and interpretive signage, bicycle parking, and access to shared micromobility stations.
- Trails should include green infrastructure and use trees and plantings to provide shade, comfort, and stormwater management benefits.
- Trails should be well maintained and free of obstacles and debris.

Support Trail-to-Transit Connections for Everyday Trips
Trails provide access to transit facilities for people on foot or bicycle as part of everyday mobility, and should be planned, designed, and operated as essential transportation infrastructure. Trail-to-transit connections can be equitable and affordable mobility solutions that encourage physical activity and help active commuters avoid car-dominated roads.

Ideally, trails should provide direct access to transit facilities. In reality, planners should anticipate that trails will intersect or overlay the roadway network at various points, and should integrate complete streets design treatments to ensure a safe and comfortable transition between on-road and off-road settings. (See complete streets guidance in Section 4.1).

Transit Friendly Planning recommends that trail-to-transit connections should:
- Prioritize direct routes that are time-efficient for everyday commuting.
- Minimize conflict between trail traffic and motor vehicle traffic.
- Where trails intersect roads, provide high-visibility crossings that prioritize trail users, and use signals, as appropriate.
- Provide direct trail connections to transit facilities and ensure bicycle/pedestrian mobility throughout transit facilities.
- Design for personal safety with the integration of lighting, call boxes, and security cameras.
- Provide wayfinding signage and mile markers to attract and help orient trail users.
- Incorporate bicycle parking at transit areas and/or bikeshare programs to facilitate bicycle access.
- Include a maintenance plan to ensure trail surfaces remain structurally sound and are cleared of debris, plant overgrowth, refuse, and snow.
Support Trail-to-Transit Connections for Recreation and Tourism

Trail-to-transit connections that create access to recreation and cultural destinations encourage tourism and expand affordable access to New Jersey’s centers for the arts, education, environmental stewardship, history, health, and entertainment. Use of trails and transit to access such destinations strengthens equitable access to recreation and culture. A local economic development authority, improvement district, or chamber of commerce can be a key stakeholder in helping to envision and communicate how a local trail-to-transit connection can benefit the community.

Transit Friendly Planning recommends that trail-to-transit connections for recreation and tourism:

- Envision and plan connections to recreation or cultural destinations.
- Integrate complete street design treatments to ensure a safe and comfortable transition between on-road and off-road settings.
- Consider the user experience and needs for wayfinding, safety, and surface conditions.
- Publicize trail-to-transit connections to increase public awareness and assist with trip planning.
- Incorporate bicycle parking at transit areas and bikeshare programs at recreation and cultural destinations to encourage active transportation as part of the tourism experience.

Transit to Parks with Trails

Branch Brook Park Station is one of five access points from the Newark Light Rail.

Transit to Cultural Trails

The Delaware River Heritage Trail has access to the River LINE.

Trenton Wellness Loop

The on-road protected bicycle lane has bus service, connecting D&R Canal State Park with the Trenton Battle Monument and future trails through the City of Trenton.

Camden Greenway and Circuit Trails

The Historic Nevius Street Bridge, repurposed for walking and bicycling, is near Raritan Station and provides a critical passage over the Raritan River.

Connect to Trails

Raritan Station serves as a transit gateway for bicyclists and pedestrians to reach Duke Farms, where there are miles of pathways to explore.

Connect to Tourism and Recreation

Aquarium and Entertainment Station Center is located on Delaware Avenue in Camden. The Station is a stop on the River LINE.

Battleship New Jersey

From the River LINE, residents and visitors have direct access to Wiggins Waterfront Park, which includes a concert pavilion, aquarium, and the Battleship New Jersey.

NJ TRANSIT: Transit Friendly Planning Guide Chapter 4: Active Transportation

Credits: NV5.
Economic Benefits of Active Transportation

“Complete streets provide benefits to the community in many other ways, from public health to sustainability and from improved property values and economic revitalization to increased capacity and improved mobility for all... Implementing complete streets allows for an efficient and optimal use of limited resources: time, fuel, land, public health, the environment, and money.”

—Smart Growth America National Complete Streets Coalition: Costs of Complete Streets (2016)

Research analysis in New Jersey estimates that active transportation activities contributed $497.46 million to the New Jersey economy in 2011 through capital investments, businesses, and events.

—Voorhees Transportation Center, The Economic Impacts of Active Transportation in New Jersey (2013)

“In a survey of 15 real estate markets from Jacksonville, Florida to Stockton, California a one-point increase in the walkability of a neighborhood as measured by WalkScore.com increased home values by $700 to $3,000.”

—Smart Growth America National Complete Streets Coalition, Complete Streets Stimulate the Local Economy (2016)

“A modest public investment in completing trail and active transportation networks within and between communities will deliver myriad benefits to individuals and society and an annual economic return to the tune of $73.8 billion.

These benefits include access to safe and seamless walking and biking routes; improved health and social connectivity; new opportunities for economic growth; and access to jobs, education and culture. In the substantial scenario, economic benefits nearly double to more than $138.5 billion annually.”

—Rails-to-Trails Conservancy, Active Transportation Transforms America (2019)

The Camden County Link Trail is a planned 33-mile multi-use, off-road trail through urban, suburban, and rural environments connecting a diverse landscape of communities, business districts, and parks. Trail access will begin at the Walter Rand Transportation Center and connect over to hundreds of acres of public open space at the Winslow Fish and Wildlife Management Area.

The feasibility study for the trail determined the following economic benefits:
• Over $19.5 million per year into Camden County's local economy through tourist spending
• Support a total of $9.8 million in economic output
• Add 114 jobs along the route
• Add $4.2 million in labor income to the County
• Add $963,000 in local and state taxes per year

—Camden County Link Trail

Endnotes

5 Federal Transit Administration, Low-Stress Bicycling and Network Connectivity, 2012.
6 Mineta Transportation Institute, Low-Stress Bicycling and Network Connectivity, 2012.
8 City of Asbury Park Scooters Website. https://www.cityofasburypark.com/360/Scooters
9 Citi Bike station at Exchange Place in Jersey City. (Credit: Mercer Planning Associates).
10 BIKESHARE. Citi Bike station at Exchange Place in Jersey City. (Credit: Mercer Planning Associates).
11 NJ TRANSIT: Transit Friendly Planning Guide Chapter 4: Active Transportation
Chapter 5: Case Studies and Implementation

5.1 Case Studies

People know when they are in a great place—it is vibrant and full of activity. No matter the height of the buildings, active storefronts and public spaces create a human scale. Walking around is safe and comfortable, and doesn’t feel like a chore.

This section provides real-world examples of transit-friendly planning in context of place types—urban center, urban neighborhood, town center, suburban place, and rural place, as well as unique opportunities along corridors. Each case study includes a description of what makes the place work, as well as the effort needed to make it happen.

Principles of Transit Friendly Planning

1. Create Active Transit Area Development
2. Design a Welcoming Public Realm
3. Build Complete Transit Facilities
4. Provide Wayfinding and Local Identity
5. Promote Circulation Patterns that Support Transit
6. Provide Convenient Transfers
7. Encourage Context-Sensitive Parking
8. Implement Transit-Supportive Curbside Management
9. Implement Complete Streets to Improve Transit Access
10. Create New Trails and Connections
Case Study 1: Jersey City’s Exchange Place

Background
Jersey City, the second most populous city in New Jersey, is an intermodal transportation hub enabling locals, commuters, and visitors to navigate the region through a wide variety of travel options. Over the course of its history, transportation played an important role due to the City’s strategic location—from maritime shipping during the early nineteenth century to its current role as a key transit point for communities west of the City and New York City. Forty-seven percent of Jersey City residents take transit to work, and another nine percent walk or bike. Thirty-seven percent of households are carless, and the majority of those with cars, own just one. The City’s Bicycle Master Plan (2019) explained that while the population increased 9.4 percent since 2010, it has realized virtually no new daily automobile trips. Based on this reality, the City has made a concerted effort to increase safety and opportunity for active transportation.

Context
Multiple transit options are well connected and easily accessible from Exchange Place. It is a short walk between NJ TRANSIT bus, private jetney, Jersey City Via (on-demand public bus), Hudson-Bergen Light Rail (HBLR), ferry, and PATH services. Exchange Place primarily serves as an origin or transfer point to work and leisure destinations in New York City, but is also a regional employment destination. The existence of multiple modes of transit is a driver of development in the area. Although Exchange Place traditionally served as an employment center, the area is experiencing an increasing number of residential projects that are cultivating 24/7 activity served by a robust network of transportation options. Jersey City’s ongoing efforts to enhance pedestrian and bicycle access through protected bicycle lanes and pedestrian plazas, not only helps to bridge the first and last mile gap to transit, but has been an economic development driver.

What Makes It Work
Exchange Place has direct access to the Hudson River Waterfront Walkway, a shared path for cyclists and pedestrians that connects Exchange Place to eight other municipalities along the Gold Coast. Grundy Pier, a public pier with a pavilion on the Hudson River, is also accessible from the Walkway and transit stops. A recently formed improvement district has enhanced programming to attract new businesses and visitors to the area with placemaking efforts. Multimodal access includes bikeshare (and bike parking), taxi/ride-hail, Hudson River Waterfront Walkway, and pedestrian plazas. While the protected bike lanes on Montgomery Street do not currently extend to Exchange Place, there are plans to extend existing protected bike lanes to the area, creating a protected bike network of about 1.75 miles around Exchange Place.

A former hub of manufacturing and rail distribution, Exchange Place was an early contributor to the City’s redevelopment-driven renaissance that began in the early 1980s. The area accommodates a high density and mix of uses, including office, residential, hotel, and neighborhood retail. It includes a mix of old and new, highlighting exemplary adaptive reuse projects like the Harborside Financial Center—formerly the Harborside Terminal rail distribution center.

According to the most recent development data, there are approximately 7,600 residential units (371 affordable), over 3.7 million square feet of office space, over 250,000 square feet of retail space, and 815 hotel rooms that have been built in the Exchange Place area since 1997. An additional 1,500 residential units, almost 1.8 million square feet of office, and over 70,000 square feet of retail are approved or under construction. These numbers include the URB1 and 25 Columbus infill developments, which replaced surface parking. Several other approved and proposed developments will also be replacing surface parking lots with high-density, mixed-use buildings.

Jersey City is continually re-evaluating its parking requirements in an effort to both accommodate resident and business needs, while also encouraging transit and active transportation. Efforts over the last 15 years have included instituting parking maximums and resident/tenant-only restrictions for new parking structures. In primarily residential-use neighborhoods, the City has implemented a joint CitiBike bikeshare network of 82 stations and 950 bikes, including pedal assist e-bikes. Jersey City-Hoboken CitiBike members can seamlessly use bikes in New York City, creating a truly regional system. The bikeshare program includes discount memberships to veterans and military, SNAP recipients, and Jersey City and Hoboken Housing Authority residents.

Town-Gown Relations
In 2015, the New Jersey City University signed a 20-year lease for a 70,000 square foot facility at Two Harborside Plaza in Exchange Place. The motivation to move downtown was to get the students close to “Wall Street West” and partner with downtown financial institutions that could offer internships, scholarships, and mentorship to students. The proximity to the professional environment serves as an incubator for learning and future opportunities. The location near transit also provides better transportation access to students from different parts of the city and the region.

Regional Bikeshare
Jersey City and Hoboken are partnering to implement a joint CitiBike bikeshare network of 82 stations and 950 bikes, including pedal assist e-bikes. Jersey City-Hoboken CitiBike members can seamlessly use bikes in New York City, creating a truly regional system. The bikeshare program includes discount memberships to veterans and military, SNAP recipients, and Jersey City and Hoboken Housing Authority residents.

NJCU campus in Harborside Financial Center. Bikeshare station near Exchange Place PATH station (Credit: Mercer Planning Associates).
has allowed some additional paid parking spaces to be allocated to nearby residents to alleviate high demand for on-street parking. The City has also stopped issuing on-street parking permits to residents in buildings with off-street parking available.

Getting It Done

Redevelopment

The Exchange Place North Redevelopment Plan (2015) furthers the goals of the City Master Plan to develop high density near active transit hubs. The redevelopment plan allows for a mix of uses, including office, residential, and hotel, as well as accessory commercial and/or parking uses at the ground level. The plan includes maximum parking standards of one space per residential unit/hotel room or per 1,000 square feet of office space. The plan also includes standards for the private-public partnership development of the Hudson River Waterfront Walkway, which is already constructed.

For many years, Jersey City relied on tax abatements and Payment in Lieu of Taxes (PILOTs) to incentivize development throughout the City, including the Exchange Place area. Given tremendous market demand, the City is phasing out these incentives and more recent development within Exchange Place is proceeding without them.

Bicycle and Pedestrian Safety

In 2019, Jersey City adopted a Vision Zero Action Plan to guide its effort to eliminate all traffic related deaths and injuries by 2026. The City took a comprehensive and collaborative approach to implementation that centers around five themes:

1. Design safer streets
2. Promote a culture of safety
3. Embedding Vision Zero into city practices
4. Enforcement, law, and policy
5. Planning and leveraging data

Columbus Drive and Montgomery Street, both of which terminate in Exchange Place, were identified as part of the City’s “High Injury Network,” where 68 percent of all crashes and 80 percent of fatal crashes occurred. Accordingly, these streets within Exchange Place will receive priority for safety improvement investments.

Jersey City adopted their Bicycle Master Plan in 2019 with the goals of increasing bike infrastructure and improving safety in an equitable manner so as to significantly increase bicycle mode share. The plan noted transit infrastructure as a vital component of the City’s value in the region, and prioritizes bicycling in and around transit areas, among other destinations. Funding sources for improvements thus far have come from the City budget and NJDOT/NJTPA grants.

The Jersey City Pedestrian Enhancement Plan (2018) was developed to prioritize and enhance the pedestrian experience through safety and aesthetic improvements, better enforcement, and placemaking initiatives.

Parking Management

The Jersey City Parking Plan (2020) recommends a series of strategies to improve the user experience, decrease conflicts among users, make more efficient use of limited space, minimize parking demand, and improve traffic and safety. Of particular significance to the City’s transit-oriented development, the plan recommends opportunities to expand shared parking, set parking prices relative to demand, more comprehensively manage on-street curb space, shift commuter/visitor parking away from residential areas, and manage parking through a centralized system.

Programming and Placemaking

In 2017, Jersey City authorized the creation of a special improvement district (SID) in the Exchange Place area, which collects a special assessment from commercial properties within the district to fund services that support economic development. Known as the Exchange Place Alliance, the SID works to “improve the neighborhood through capital improvements, repairs and maintenance, landscaping, cleaning, and programming.” Improvements are ongoing, including restoration and upgrades to public spaces, wayfinding, shared seating, and beautification. Some programming in the district includes concerts, farmers markets, movie nights, multicultural celebrations, and a public art walking tour.

Urban Center

Jersey City’s Exchange Place is an Urban Center example. The historic urban area has a multi-modal transit hub, characterized by high levels of commercial and civic activity.

Transit Facilities

- HBLR stations
- Multiple NJ TRANSIT bus stops
- PATH station
- Private jitney and ride-share stops
- NY Waterway ferry terminal

Land Use

- Many high-rise buildings
- High housing density and commercial FAR
- High employment density
Case Study 2: Montclair’s Bay Street

Background
In the early nineteenth century, Montclair Township was a small village in what is now Bloomfield Township. Montclair incorporated as a separate entity after township officials would not approve a second rail line to accommodate the growing service needs of the community. Today, Montclair is a diverse and vibrant community with six NJ TRANSIT rail stations on the Montclair-Boonton Line, frequent bus service, and a growing bicycle and pedestrian infrastructure. According to the American Community Survey (2014-2019), over 27 percent of Montclair residents commuted to work by transit.

Context
Bay Street Station is located at the eastern edge of Montclair's main business district along Bloomfield Avenue. The area's original Lackawanna Terminal station was decommissioned in 1981, and integrated as an adaptive reuse project that spurred the area's first wave of redevelopment. For 20 years, the Bay Street Station was a simple platform with a shelter on the one-track stub end of the Montclair Branch. As part of the Montclair Connection project that created a double-track connection to the Boonton Line, in 2002 the station was rebuilt to meet ADA standards that included improvements such as high-level platforms, an elevator, and a pedestrian bridge over the tracks. The area has seen substantial redevelopment since the 1980s, which has continued since the new station was built.

In addition to train service, several NJ TRANSIT bus routes connect Upper Montclair to the commercial district and beyond. The Township has been making strides to improve connectivity for different travel modes to increase active transportation and decrease reliance on automobiles.

What Makes It Work
Area amenities include a network of parks, a historic center with designated landmarks, and a robust business district. The Montclair Center BID provides enhanced programming and implements placemaking initiatives along with regular maintenance within the business district.

The Bay Street Station is easily accessed from two commercial thoroughfares, and includes a drop-off area and a substantial park and ride garage. The station is a two-minute walk from the nearest bus stop, serving three NJ TRANSIT lines that provide regional service from Wayne and West Caldwell to Newark. The station is located within reasonable walking and biking distance to both long-established and new neighborhood-scale residential development.

The transit area has a complete sidewalk and crosswalk network, including a mid-block crosswalk at the front of the station, to ensure accessibility from several directions. Bike storage encourages bicycling to the station.

In the latter half of the twentieth century, after the station had moved to Bay Street from Lackawanna, area redevelopment resulted in 264 new residential units, of which 180 are affordable. Since the re-opening of the station in 2002, 280 new residential units have been built, including 81 affordable units. The neighborhood-facing development does not include commercial square footage, but the recent development projects along Bloomfield Avenue include ground level retail space. The station also boasts a 248-space parking garage open to the public for commuter parking, but is also widely used by shoppers and visitors during evenings and weekends.

Getting It Done
Redevelopment
The Bay Street Redevelopment Plan (2001) galvanized redevelopment of the lots adjacent to the Bay Street Station in anticipation of the completion of the Montclair Connection project. The Plan's Phase I included the construction of a 48-unit senior affordable housing building, which was incentivized through payment-in-lieu-of-taxes (PILOT). Phase II began in 2004 with 146 units of non-age-restricted affordable housing, dedicated resident parking, pedestrian friendly access to the station and nearby shopping, and other community amenities. During this phase, the developer built the public parking garage and station as a private-public partnership between NJ TRANSIT and the Township. The redevelopment agreement included a land-swap and PILOT to incentivize construction by the developer. NJ TRANSIT owns the parking garage, but the Township manages it.

The Eastern Gateway Redevelopment Plan (2013) focuses on the area across from the Bay Street Station. The Plan's goal was to enhance the existing transportation assets through mixed-use development that included street level commercial space along the existing commercial corridor.

The Parking Management Plan (2016) analyzed existing conditions and anticipated future demand to recommend appropriate parking management strategies to address parking supply concerns by residents and businesses. Many of the plan recommendations seek to induce active transportation, while reducing driving (and parking). For example, the Plan recommends increasing the price of commuter permits at the Bay Street Station parking garage (and two of the other NJ TRANSIT stations) to better manage the wait list and to encourage the use of active transportation. The Township's efforts are supported by a Council-appointed Traffic and Parking Advisory Committee (TPAC).

In 2010, Montclair received the Transit Village designation, recognizing its planning efforts...
around stations and affording the opportunity to access technical assistance and funding.

**Bicycle and Pedestrian Safety**

Montclair Township adopted a Complete Streets Policy in 2009, and subsequently created the Montclair SAFE Complete Streets Implementation Plan (2017). The Plan provides guidance and directs the Township in integrating complete streets in its own street maintenance and improvement projects. By adopting the Plan’s Design Guide as a component of the Master Plan in 2020, the Township further integrated its complete streets philosophy into land use decision-making for future development. The Plan was funded by a grant from NJDOT.

To support its safety efforts and hold government accountable, Montclair formed a Pedestrian Safety Committee in 2013. The committee is a multi-disciplinary group, including representatives of relevant community organizations, the police department, the engineering department, Essex County, and individuals from the community.

In addition to the bike racks around the station, Montclair opened the **Bay Street Bike Depot** in 2014—the first bike depot in New Jersey. The depot is a secure, key card-accessed bike storage locker with 24/7 security camera monitoring. The depot was supported by a grant from Sustainable Jersey and the Partners for Health Foundation.

**Programming and Placemaking**

Since 2002, the Montclair Center BID has been working to attract new businesses and customers, and maintain the district’s on-street aesthetics. The BID has enhanced the vibrancy of the district through a variety of events and programs, including a recently-completed mural project that was funded in part by the New Jersey Main Street Program (a New Jersey Department of Community Affairs program).

Top left and right: Ground floor commercial space in new mixed use building. Bottom left: Bike storage facility at Montclair Bay Street Station. Bottom right: Wayfinding signage near Montclair Bay Street Station (Credits: Mercer Planning Associates).
Case Study 3: Metuchen

Background and Context

Metuchen, a New Jersey “first-settlement” community, evolved into a traditional inner-ring suburban commuter town upon the arrival of the Pennsylvania Railroad. Surrounded by suburban Edison Township, the 2.8-mile Borough is anchored by a downtown commercial core that is easily accessed from the surrounding low/medium-density residential development.

Metuchen Rail Station serves 3,500 commuters daily on the NJ TRANSIT Northeast Corridor line to Trenton and New York City. A bus stop near the station entrance serves three regional lines connecting Metuchen to shopping, entertainment, education, and employment centers, including New Brunswick, the Woodbridge and Menlo Park Malls, Raritan Center, and Middlesex College. According to the American Community Survey (2014-2019), about 20 percent of residents use transit to commute to work.

What Makes It Work

Metuchen Rail Station sits atop an elevated platform that passes over Main Street—the community’s main commercial corridor. There are several points of entry from the surrounding streets. The station is ADA accessible via ramps, and amenities include waiting rooms, covered platforms, seating, a significant amount of bike parking, and garbage receptacles. There are daily-fee public parking lots directly adjacent to both the north and southbound sides of the station, and several monthly commuter surface lots are within a short walking distance. A parking garage, newly constructed as part of a larger mixed-use redevelopment project, also accommodates daily and monthly commuter parking.

Intermodal connections are available via NJ TRANSIT bus stops along Main Street. The bus stops have well-designed shelters with seating and a design consistent with the Borough aesthetic. The bus stop directly adjacent to the station is integrated into the “Freedom Plaza” entrance to the station.

The downtown includes a mix of convenience and experiential retail, services, and restaurants that draws both residents and visitors. Main Street is a walkable place with on-street metered parking (including reserved handicap spaces with ADA egress), decorative streetlamps, wide sidewalks, and ample benches, trash receptacles, and bike racks. Permanent and tactical traffic calming measures, such as bulb outs and neck downs, can be seen along the corridor. Many of the restaurants have sidewalk cafes and/or parklets. The Metuchen Downtown Alliance BID manages the area, and is actively engaged in implementing placemaking and safety improvements to enhance the user experience.

The area has well-established low/medium density residential neighborhoods, from which residents can easily walk downtown and to the transit area via a complete sidewalk and crosswalk network. The Borough has planned for appropriately-scaled TOD infill development within the downtown. The most recently completed project—Woodmont Metro Apartments—transformed a surface parking lot into a mixed-use building with 273 residential units, 12,000 square feet of retail, a public plaza, and a 769-space parking garage (with bike parking) for residents, commuters, and shoppers.

While more auto-oriented suburban in appearance, the nearby District Shopping Center, housing a Whole Foods and several other chain establishments, is walkable from Woodmont Metro and other nearby residences, and boasts a complete sidewalk and crosswalk network accommodating both internal and external circulation. The area has also seen a number of small and mid-sized, infill residential and mixed-use projects ranging from just a few units to just under 80 units.

Getting It Done

Land Use Planning, Design, and Redevelopment

The Borough of Metuchen began strategically thinking about its future back in 1981, when it welcomed urban planning students from Rutgers University to produce Metuchen 2001, which set forth a vision for revitalization in the wake of population decline and increased commercial competition resulting from sprawling development patterns in nearby communities. The Borough soon embraced transit-friendly initiatives, such as allowing residential development above retail in its downtown, restricting retail uses in outlying zones, establishing a public-private partnership to make streetscape improvements, and implementing pedestrian safety enhancements—all relatively unique actions for New Jersey towns in the early 1980s.

Realizing continued disinvestment in the commercial core, Metuchen established architectural and landscaping design guidelines and a design review process in the mid-1990s intended to maintain a character in line with a traditional town center. By the early 2000s, the Borough was realizing its vision through redevelopment of over 100 acres of former industrial, auto-oriented commercial, outdoor storage, and other outdated uses into more than 200,000 square feet of mixed-use, office, commercial and civic space, as well as 500 market rate and affordable units within walking distance of the station.

The Borough received Transit Village designation in 2003. In 2007, with NJ Office of Smart Growth funding, the Borough initiated a public outreach process to develop guidelines for a downtown overlay zone. The Downtown Gateway Overlay
Zone, adopted in the 2014, laid the framework for the Woodmont Metro and District Shopping Center developments.

With the construction of the Pearl Street Parking Garage (at Woodmont Metro), the Borough was able to reduce parking requirements by 50 percent and institute a Payment In Lieu of Parking (PILOP) program that allows properties proximate to the garage to buy down their parking requirement up to 100 percent. This freed up properties otherwise prime for development, but for parking requirement constraints.

In 2020, the Borough Council adopted a resolution declaring the entire Borough an Area in Need of Rehabilitation, and subsequently adopted a general Redevelopment Plan for the entirety of the Borough and project area redevelopment plan amendments for specific sites in the town center.

The targeted lots are infill opportunities that have varying constraints, such as irregular shape, insufficient size or street frontage, and/or provide a unique opportunity to improve the appearance or continuity of the street frontage.

Bicycle and Pedestrian Infrastructure

The Borough adopted a Circulation Plan Element (2009) of the Master Plan with the intent to mitigate traffic problems, enhance pedestrian safety, and support downtown and transit-supportive planning initiatives. The plan included recommendations to make the Borough more friendly to all modes of travel, create a consistent streetscape standard for the downtown, improve economic impacts and quality of life benefits through mobility, and become more pedestrian, bicycle, and transit-friendly. The Plan also included specific recommendations for improvements to the transit area related to parking, circulation, bike storage, and shuttle staging. In 2013, the Borough adopted a Complete Streets Policy to further support these goals.

The Borough is a beneficiary of the Middlesex Greenway, which is a 3.5-mile-long, 10-foot wide, paved rail trail traversing Metuchen, Edison, and Woodbridge. The trail is accessible from Main Street, about a half-mile down from Metuchen Rail Station. The Borough also created a plan to extend the Greenway through industrial land northwest of downtown to the Dismal Swamp Preserve.

Programming and Placemaking

Established in 2016, the Metuchen Downtown Alliance BID has established itself as a critical player in the community’s transit-friendly implementation efforts. In its Strategic Plan (2017) the BID identified strategies to retain existing businesses, attract new businesses, and create a walkable and inclusive downtown. The BID coordinates marketing and programming in the downtown, and collaborates with local partners like the Metuchen Arts Council, Bike-Walk Metuchen, and residential property owners to make the downtown more welcoming and vibrant.

The BID has successfully leveraged grant funds from Main Street New Jersey, AARP, and others to advance creative placemaking initiatives.

Capitalizing on Funding Opportunities

The Borough of Metuchen is a champion fundraiser, seeking support for planning and implementation of its transit-friendly initiatives from diverse sources. Funding in the past two decades total $325,000 from an NJDOT Transit Village grant, and funding for placemaking and business support efforts from Main Street New Jersey and AARP, and planning grants from the NJ Office of Smart Growth, Together North Jersey, and Association of New Jersey Environmental Commissions (ANJEC).
Case Study 4: Delanco Township

Background and Context
Delanco Township is a small, bedroom community west of U.S. Route 130 in Burlington County, and bordered by the Delaware River and Rancocas Creek to the west and south. The community is traversed by a rail line that provided passenger service on the Bordentown-Trenton Branch of the Camden and Amboy line until 1953, then continued to carry freight under Conrail. The rail line separated the residential neighborhoods from the agriculture section of the community. The area east of the rail line is now primarily light industrial and warehousing, and the remaining farmland has been converted to housing and open space since the early 2000s.

The NJ TRANSIT River LINE light rail, built along the Conrail right of way, became operational in 2004. The light rail line carries transit passengers from early morning to late evening, and is available for freight service outside passenger hours. The line extends south to Camden where passengers can transfer to regional bus and PATCO High Speed Rail service to Philadelphia. Going north to Trenton, passengers can connect to SEPTA regional trains, NJ TRANSIT bus and train, and Amtrak’s Northeast Corridor line. The River LINE has been a catalyst for development in many south New Jersey communities, including Delanco.

What Makes It Work
A nearly complete network of sidewalks provides pedestrian access to the station from established residential neighborhoods to the west, as well as the Rancocas Creek Greenway Trail and Hawk Island Marina to the south. The station includes a well-lit, 50-space park and ride. The station is ADA accessible with ramps and reserved handicap parking. The station also has a bike rack.

Since the River LINE opened, a former industrial site just south of the station on the east side has been redeveloped into a 64-unit affordable housing rental community. To date, 355 units of single-family detached age-restricted housing have been built or are under construction on the remaining agricultural land east of the station.

A major focus of the community’s planning efforts has been to enhance pedestrian and bicycle mobility by connecting missing sidewalk segments and adding bike infrastructure to connect residences, community facilities, open space, the River LINE Station, and employment.

Getting It Done
The Delaware Valley Regional Planning Commission and Burlington County worked with Delanco to formulate appropriate Master Plan (1999, amended 2001) and zoning changes to facilitate residential development of the then vacant land to the east of the station.

The original recommendations included a planned village development with a street grid and convenience retail, residential mix of uses that would be the basis for a transit village. Subsequent amendments and development approvals instead resulted in a 100 percent age-restricted residential community.

The affordable housing development was authorized by the Redevelopment Plan for Shown Pipe Factory (2015). The site is easily accessible from the light rail station. The Township contributed Affordable Housing Trust Funds and the developer received HMFA funds directly to make the development happen.

The 2009 Master Plan also discussed ways to enhance pedestrian access to the station by upgrading sidewalks and completing sections where there are gaps. It further recommended more protective bike lockers or semi-enclosed storage. It suggested a zoning amendment for existing properties fronting Pennsylvania Avenue to allow “live-work” conversion of first floors into small offices, studio space, or galleries. The Master Plan Reexamination Report (2019) reiterates the need to continue upgrading the sidewalks for better pedestrian accessibility and to add bike lanes. Ongoing projects are funded by the Township through Township Road Programs funds.

Currently under construction, the Rancocas Creek Greenway Trail will provide direct access from the station to a 4-mile-long scenic greenway along the Rancocas Creek connecting Pennington Park in Delanco to Amico Island Park in Delran. Through a joint effort, the Township and the County have acquired parcels to complete the greenway; and in 2020, Burlington County approved a $3.7 million contract to construct the trail. The project will result in an on- and off-road shared-use trail connecting to the larger trail network in Burlington County.

Suburban Place
The Delanco River LINE station is a Suburban Place example. The transit area includes a nearby neighborhood commercial corridor surrounded by mostly low-density housing.

Transit Facilities
- Delanco light rail station
- Right-sized park-and-ride facilities

Land Use
- Limited neighborhood commercial development
- Primarily residential, with some multifamily housing within transit area
- Lower employment density, but light industrial uses within walking distance
Case Study 5a: Richland Village

Background and Context
Richland Village is an unincorporated, rural village located in Buena Vista Township. It is a designated Pinelands Village in the Pinelands Comprehensive Management Plan (1980).

While passenger rail service to the area ended in 1935, this bucolic village boasts a unique bus stop within view of the old train station that is appropriate in scale and character to the village. Situated on U.S. Route 40, the stop is served by NJ TRANSIT service between Upper Deerfield and Atlantic City and is the first/last stop of the Route 54/40 Community Shuttle serving Hammonton, Folsom, and Buena Vista.

Seashore Lines operates a tourist excursion rail service from the historic station area connecting the Village to historic Tuckahoe Station in Cape May County on the former Reading Company's steel speedway.

What Makes It Work
The community embraces its rail history as a catalyst for tourism. Tourist excursions at the train station are complemented by the Patcong Model Railroad Club/Buena Vista Township Visitor Center sporting a railroad theme and train caboose in the parking lot. The nearby Sawmill Park also has a train caboose and train-themed playground equipment. The sidewalks were recently upgraded to brick pattern pressed concrete, and the street lamps have a historic, railroad aesthetic.

The bus stop consists of a bus shelter with seating, bike racks, lighting, and garbage receptacles on both sides of the street. The design of the shelters matches the overall community aesthetic. There are complete sidewalks along U.S. Route 40, as well as a four-leg crosswalk and pedestrian beacon at the nearest intersection. The westbound side of the street includes a dedicated bus pull-off, while the other side accommodates the bus in the existing shoulder. There is a shared-use municipal parking lot at the westbound stop for commuters, shoppers, and tourists.

Getting It Done
Buena Vista Township adopted the Richland Village Redevelopment Plan (2006) to coincide with the 2005 activation of the rail line for tourism excursions. The Plan called for new commercial development within 162 acres situated on either side of U.S. Route 40. The planned new development would complement the community's historic, railroad aesthetic. It also called for safety improvements and traffic calming to enhance the pedestrian experience.

While the commercial development has not materialized, the Township utilized an NJDOT Scenic Route grant and local bonding to fund updates to the train station buildings, sidewalks and bus stop, and other downtown amenities designed to promote tourism.

Route 54/40 Community Shuttle
The Route 54/40 Community Shuttle, funded in part by NJ TRANSIT, provides connections to and between regional commercial and employment centers. Passengers are also able to request service to a destination within 1/8 of a mile off the designated route.

About 67 percent of riders use the shuttle to connect to and from NJ TRANSIT bus and rail service via NJT 553 (Deerfield-Atlantic City) in Richland, as well as regional connections to NJT 554 (Lindenwold PATCO-Atlantic City), AC Rail (Philadelphia-Atlantic City), and NJT 315 (Philadelphia-Cape May). Shuttle stops are scheduled to arrive/depart between five and fifteen minutes from scheduled bus times.

Approximately 85 riders per month use the shuttle at the Richland Village stop, which makes it the third most used stop on the route. The majority of riders are heading to destinations in Hammonton, including jobs, shopping, schools, and medical or social services. According to a survey conducted by the Cross County Connection Transportation Management Agency (CCC TMA), about 51 percent of riders use the shuttle to get to work, and about 21 percent use it for grocery or other shopping trips.
Case Study 5b: Avandale Park and Ride

Background and Context

Winslow Township, located in Camden County, is a 58-square mile rural community, approximately 80 percent of which resides within the Pinelands Management Area (PMA). Unincorporated Sicklerville lies within the portion of Winslow outside the PMA, and is largely developed with low density, suburban residential and commercial uses.

The Avandale Park and Ride sits just off the Sicklerville exit of the Atlantic City Expressway. The Park and Ride serves commuters and shoppers via five NJ TRANSIT bus routes to regional destinations such as Inspira Medical Center, Voorhees Corporate Park, Camden County College, Gloucester Premium Outlets, and Camden and Atlantic City, as well as Philadelphia via multiple local routes and an express route. NJ TRANSIT’s seasonal 316 route also stops in Avandale along the way from Philadelphia to the popular Wildwood tourist destination. The Cross County Connection TMA and South Jersey Transportation Authority (SJTA) Pureland East-West Shuttle originates in Avandale, and connects workers to the 3000-acre Pureland Industrial Complex—a major employment center in Gloucester County.

What Makes It Work

The 462-space Avandale Park and Ride provides a bus shelter with seating, ticket vending machines, bike racks, public art, garbage receptacles, security cameras, and variable message signage. There are sidewalks along the southbound side of Williamstown Road leading into the Park and Ride. The parking lot has several points of pedestrian entry from the adjacent residential neighborhood.

Getting It Done

In 2019, upgrades were completed at and around the Avandale Park and Ride. NJ TRANSIT funded a new shelter, pedestrian improvements, and increased the number of parking spaces at the Avandale Park and Ride.
Case Study 6: Corridor Planning

Though corridors can occur in any place type, they are typically auto-oriented in nature, and likely serve commuters traveling by bus. Corridors may also have a more substantial bus or rail hub with a park and ride facility. End of Line transit facility, and/or suburban employment center. The transit facility can serve as both a commuter origin and destination.

In an urban context, mixed-use development may be clustered along the corridor, however density outside of the immediate corridor is considerably lower. In suburban and rural areas, they may contain an employment center that serves as an anchor for auxiliary retail development. Rural and suburban corridor transit facilities are primarily accessed by automobile, and thus have a high demand for parking facilities.

No matter the context, a safe and connected sidewalk network that is carefully buffered from automobile-dominated roadways is essential for transit access from residential and other commercial areas.

Cleveland HealthLine

Background and Context

Once called “Millionaire’s Row,” the Euclid Avenue Corridor in the City of Cleveland houses some of the oldest neighborhoods in the metro area. Cleveland, like many industrial cities, experienced a severe economic downturn that lasted through the 1980s until several major developments began to revitalize the City.

According to the Greater Cleveland Regional Transit Authority (RTA) Strategic Plan (2020), about 38 percent of transit users do not have a driver’s license and/or live in carless households. Accordingly, city and regional planning authorities have been actively pursuing transit and active transportation opportunities to connect outlying areas to the downtown and University Circle job and economic centers.

The HealthLine, Cleveland’s first bus rapid transit (BRT) system, connects employment destinations in the downtown and University Circle, and extends to the inner ring suburbs of East Cleveland. The $200 million dollar project is seen as a world-class BRT. Resulting in an estimated $9.8 billion in economic development along the Euclid Corridor, the HealthLine has been recognized for having the best return on investment for a transit project in the United States.

What Makes It Work

The HealthLine provides increased efficiency, frequency, and access to job and educational centers, as well as retail, entertainment, museums, and the lakefront. The HealthLine replaced a traditional 108-stop bus route with 24/7 frequent service at 36 conveniently spaced stations and 21 traditional bus stops. The BRT utilizes traffic signal priority to decrease transit times. The line is serviced by twenty-four 63-foot hybrid buses with doors on both sides that produce 90 percent less emissions than standard buses.

The first two-thirds (4.4 miles) of the HealthLine runs on dedicated lanes for BRT vehicles and other transit buses. The stations are partially enclosed and covered with seating, real-time information displays, grade A lighting, emergency call boxes, ticket vending machines, irrigated landscaping, and public art. Many stations have level boarding from multiple doors. The remaining 2.7 miles shares the road with other vehicular traffic. Passenger facilities for this segment consist of shelters on sidewalks with a consistent aesthetic, ticket vending machines, schedule information, and dedicated lighting.

Getting It Done

Transit Planning

Planning began with the City of Cleveland Dual Hub Corridor Alternatives Analysis (1993) that evaluated existing conditions and transit alternatives for the corridor. In 1995, BRT was selected as the preferred local alternative and preliminary engineering began in 1997. The project was funded in 2004 and construction was completed in 2008.

The project received multi-jurisdictional funding from the Federal Transit Administration, Ohio DOT, the MPO, RTA, and the City of Cleveland. The project also received funding from local partner, Cleveland Clinic, for improvements in their project area.

Since opening in 2008, the HealthLine realized a 60 percent increase in annual ridership over the previous Number 6 bus line. The transit investment has had a significant economic impact on the region. As of 2018, the transit line is credited with spurring upwards of $200 million in economic development downtown, and more than $350 million in investment each by Cleveland State University, University Hospital, and Cleveland Museum of Art. Cleveland Clinic Foundation is credited with making over $2 billion in investments since the HealthLine began. This investment equates to 13,000 new jobs and 23.5 million square feet in total development, including approximately 8,000 new residential units, 1,800 new dorm rooms, and 2,600 new hotel rooms.

NJ TRANSIT: Transit Friendly Planning Guide

Chapter 5: Case Studies and Implementation
Local Planning
During the same period as the alternatives analysis for the corridor, the City adopted the Cleveland Civic Vision 2000 Downtown Plan (1988), which recognized the need for transit expansion, streetscape improvements, and traffic reduction to drive economic development. The Connecting Cleveland 2020 Citywide Plan (2007) provided a vision for the development that resulted from the HealthLine, including neighborhood-based planning that emphasizes walkability, open space, placemaking, and community building. It called for a network of bike routes and greenways to improve active transportation connections to the waterfront and other key destinations. In 2012, to further the goal of creating a pedestrian- and bike-friendly city, Cleveland adopted a Complete Streets Policy.

Expansion Plans
The success of the HealthLine led the RTA to study the possibility of expanding the BRT northeast to help spur economic development for East Cleveland, Euclid, Collingwood, and Lake County. The Red Line/HealthLine Extension, Major Transportation Improvement Analysis (2016) concluded that due to lack of state and local funding commitment, the RTA should focus on maintenance and good repair rather than expansion.

Corridor “Overlay”
An area with a linear form of development often located in a transit corridor with varying levels of density. They are predominantly associated with suburban employment centers, park and ride facilities, and ‘End of Line’ transit facilities.

Transit Facilities
• Multi-stop bus corridor
• Rail or light rail station
• Free-standing bus or shuttle stop

Land Use
• Mix of uses throughout the corridor
• Low-density commercial
• Retail focused on neighborhood or major employer needs
5.2 Implementation Tools

Planning Considerations

The path to creating transit-friendly places can look different in every community, but there are key steps along the way that can lay the groundwork for long-term success. Transit-friendly policies, initiatives, plans, and projects can generate increases in transit ridership, pedestrian and bike activity, and economic development. They can also set the stage for investment in affordable and market-rate housing, retail, and employment. Collaboration between the Transit Friendly Planning Program and municipalities with NJ TRANSIT facilities can also optimize benefits to residents and area businesses, and improve overall quality of life for residents.

Sometimes, opportunities for transit-friendly improvements are best pursued as near-term demonstration or pilot projects that use low-cost, short-term materials to demonstrate the benefits of a new intervention within a community, such as a bicycle lane or pedestrian plaza. In other cases, it is important for a community to go through a planning process to guide change for a longer timeline. This might take shape in an update of a Master Plan, Area Plan, Zoning Amendments, Design Guides, or a Redevelopment Plan process, among others.

All of these planning processes should include active community engagement throughout. Public workshops, focus groups, surveys, and web updates during the planning process will invite participation of residents, property owners, business operators, transit users, and other key stakeholders. Infrastructure investments and land use policies that are aligned with community expectations are shaped by a shared understanding of goals and visions for the future, and will ultimately be easier to implement and be more successful.

The following section describes different implementation tools, key steps to success, and funding options for taking policies and plans from paper to reality.

Glen Ridge Rail Station undergoing capital improvements (Credit: Mercer Planning Associates).
Community Engagement

Community engagement is a key component of transit-friendly planning. Public and stakeholder engagement should begin early and happen often. Even when there is not a formal planning process happening, it is useful to continually engage the surrounding community about the vision and goals for the transit area. Community buy-in to the vision and goals is important to long-term success. An inclusive process will ensure that the plan reflects community values and promotes a vision for equitable and inclusive development. Some tips for one-time and continual community engagement include:

- Develop a good sense of who makes up the community, whose support you are seeking, and their interests and concerns.
- Understand community engagement as a two-way street—it is about presenting ideas and information and listening to and integrating the ideas and concerns of others.
- Some concerns do not have easy answers. When this happens, work to develop meaningful and accurate responses that offer a solution. This can help to build trust with community members.
- Engage the community in the work of planning. This may include asset mapping, development of a vision statement, network planning, and concept development, among other activities.

Be Inclusive

All community members should have meaningful involvement in the decision-making process. Certain populations, such as low-income, communities of color, and limited English proficiency, have historically been underrepresented in planning processes. Tailor an approach that is inclusive of all community members.

Examples of this type of community engagement strategy include:

- Neighborhood meetings
- Community group presentations
- Charrettes (hands-on visioning and planning workshops)
- Walking tours, walk-ability, and bike-ability audits
- Websites and social media
- Interviews and focus groups
- Community surveys
- Photo contests

For further guidance on community engagement, Transit Friendly Planning recommends:

- The Public Engagement Toolkit by the North Jersey Transportation Planning Association
- TNI Guidebook for Transit Hub Planning (2019)
- Community Engagement during the COVID-19 Pandemic and Beyond (2020) by Urban Institute

Actions and Policies

Tactical Urbanism

When building community consensus, sometimes advocates have turned to tactical urbanism to physically illustrate how active transportation can be part of, and provide benefits to, the community. This approach, also known as demonstration projects or DIY urbanism, uses low-cost, short-term materials to demonstrate how a new intervention, such as a bicycle lane or pedestrian plaza, can be created within a community and what benefits the change might provide. Monitoring can be an important aspect of tactical urbanism. Tools like pedestrian or bike counters can help advocates show quantitative evidence of the benefits of the infrastructure change.

Several tactical urbanism projects have taken place across New Jersey. One example is a series of pedestrian improvements in Jersey City that helped build support for the City of Jersey City’s Pedestrian Enhancement Plan.


Pilot Programs

Pilot programs are very similar to tactical urbanism, in that they are often short-term interventions to try something new in a space, but they are usually more regulated and are planned for a specific amount of time. Pilot programs can be used for everything from design and development to small-scale transportation infrastructure improvements. By creating a pilot program instead of passing legislation, governments are able to implement change more quickly and with less risk since the program is not permanent. Another benefit of pilot programs is the ability to work out any kinks in a program before it becomes permanent. For example, if there are issues in the permitting for outdoor dining, those can be worked out before full-scale implementation.
During the height of the COVID-19 pandemic, many governments implemented pilot programs for outdoor dining. According to DowntownNJ.com, the Borough of Metuchen passed a resolution that would temporarily ease restrictions pertaining to outdoor dining and retail providing flexibility for businesses before a full re-opening could occur. As part of the pilot program, the application fee to expand outdoors was waived and the application process streamlined, making it easier for non-essential businesses to re-open as soon as was allowed by the state.

For more information, Transit Friendly Planning recommends visiting the Metuchen Outdoor Dining and Retail Program website.

Transit Facility Improvements

Sometimes a municipality wants to make physical updates and improvements to a transit area that do not require long hearings or an adoption process. Municipalities or community organizations (e.g. BIIDs, SIDs, etc.) have often led transformative transit area projects, bringing public area improvements, such as wayfinding signage, Wi-Fi, seating, bus or transit waiting shelters, bike parking, public art, landscaping, food, event programming, and lighting.

Usually, the effort begins with an initial study funded by a regional entity such as an MPO, as part of a broader transit-supportive policy initiative. Municipal capital costs for implementation could be partially or completely offset by funding through various state agencies, advocacy groups, or philanthropic entities, shared with another entity through a special services district or a parking authority, or committed revenues from a PILOT or TIF.

Plans

Complete Streets Plans

A key to transit-friendly planning success is changing the way streets are designed and managed at the institutional level—shifting from a car-centric approach to an approach that considers the needs of all users. As described in Chapter 4, complete streets do just that. According to the NJ Bicycle and Pedestrian Resources Center, 44.1% of NJ residents live in a municipality with a Complete Streets Policy. Passing a Complete Streets Policy can help ensure that “Complete Streets are routinely considered in all transportation decisions.”

After a Complete Streets Policy is adopted, Transit Friendly Planning recommends creating a Complete Streets Plan. A Complete Streets Plan is important as it can serve as a tangible implementation tool that guides decision makers on how to integrate the Complete Streets Policy into upcoming capital improvement projects. Nationally recognized design guidelines, such as those published by AASHTO or NACTO can serve as a starting place for selecting site-specific designs.

Several municipalities across New Jersey have recently created Complete Streets plans. In 2016, the Township of Montclair received a grant from NJDOT to prepare the Montclair SAFE (Streets Are For Everyone) Complete Streets Implementation Plan, (2017). The purpose of the Plan is to advance the Township’s SAFE/Complete Streets philosophy. The Plan was adopted to the Township Master Plan in December 2020.

In Camden County, the Borough of Collingswood and Haddon Township adopted the joint Connect 2020 Plan (2020). While labeled a Bike & Pedestrian Master Plan, Section E of the Plan contains a Project Implementation Matrix with many pedestrian, bicycle, and intersection improvements that advance Complete Streets policies.

Additionally, the Township of West Orange, in partnership with the Downtown West Orange Alliance, have started to develop the Main Street Improvement Plan through the NJITRA Complete Streets Technical Assistance Program. DVRPC also offers assistance through its Office of Transit, Bicycle, and Pedestrian Planning.

Municipal Master Plans

In New Jersey, the legal foundation for zoning, redevelopment, and special area plans guiding transit supportive land use, development, and design is documented in each municipality’s Master Plan. Regular Master Plan updates and periodic re-examination reports establish the framework for land use policy and capital project planning; and therefore, provide the venue to consider land development policy favoring transit and active transportation.

Weaving transit-friendly planning principles into a Master Plan update or re-examination is critical to long-term implementation, because all planning decisions in the municipality have to adhere to the Master Plan. Within the Master Plan, the Land Use, Recreation/Open Space, and Circulation Elements, establish the foundation of transit-related planning for the municipality. There may also be expectations and commitments built into the Housing Element that focus on creating capacity for more housing in the vicinity of transit.

Elements of a transit-friendly Municipal Master Plan often include:

- **Land Use Plan Element**: Delineates one or more planning areas on the future land use map, proposes “transit-friendly” zoning provisions and design guidance that anticipate compact development with a mix of housing types, walkable streets, mixed-use buildings, centralized and/or shared parking, affordable housing, and lively public spaces.

- **Recreation (and Open Space) Plan Element**: Establishes requirements and design criteria for high-quality, multifunctional open space(s) in the transit area.

- **Circulation Plan Element**: Describes local transit, pedestrian, bike, and multi-modal service and how the roadway system accommodates transit operations and transit riders. The plan describes locations and criteria for connecting residents to transit, job centers, and other key destinations, including active transportation, parking, and other considerations. The Circulation Plan will reference recent, ongoing, planned, or needed plans, as well as projects, technical manuals, and studies.

Each municipality’s Master Plan needs to be the result of an open civic process that documents an agreed-to understanding of public good and public...
interests to be supported through local regulation, municipal policy, redevelopment projects, and capital plans. Transit-related initiatives, investments, and policies adopted by a New Jersey municipality must be aligned with the goals and recommendations found in the Master Plan.

A good example of a Master Plan Re-Examination is Sustainability, Resiliency, Equity: A Plan for Hoboken’s Future Growth (2018). In this re-examination, Hoboken updates the City’s guiding land-use documents to support growth, preservation, and resiliency initiatives over the coming decade. The City framed the discussion around five key things residents said they wanted: complete neighborhoods, shared prosperity, connected places, sustainability and resiliency, and being an engaged and efficient public partner. There was extensive community engagement, including a high response survey and more than 20 public meetings. The Plan was adopted in June 2018 and won a NJ Future Smart Growth Award 2019.

Transit Area Plans and Neighborhood Plans

While a Master Plan is municipality-wide, an Area Plan offers a municipality the opportunity to focus on a specific area, neighborhood, or corridor. Different types of Area Plans include Transit Area Plans, Neighborhood Plans, and Corridor Plans. They are often led by a municipality, MPO, or transit agency, and can call for area-specific improvements that may not be suitable for an entire municipality. Transit Friendly Planning has led many transit area planning processes.

Transit Area Plans can establish a community-based plan for public space improvements and transit supportive land uses. This could take the form of statements about desired service changes, design standards for streets, public space, and adjacent development, or provide recommendations related to traffic and parking. Area Plans that establish a commitment to transit access and a safe, high-quality, amenity-rich environment increase the likelihood of success.

Transit Area Plans specifically acknowledge that private investment and public purpose infrastructure are interconnected. From a big picture perspective, topics related to transit service and adjacent private development that are likely to be addressed in a Transit Area Plan include:

- Neighborhood revitalization
- Economic and social challenges
- Opportunities for housing, mixed-use projects, job creation, business, and education
- Streetscapes, a park, or improvements to an existing park
- Curbside management practices
- Collaboration between community groups, the public sector, and the private sector
- Identifying partners, local leadership, area institutions, community-driven revitalization
- Agreed-to indicators for evaluation and success

To see Transit Area Plans completed by the Transit Friendly Planning Program, visit the Program’s website.

A good example of a Neighborhood Plan is My East Camden (2013), created for a diverse neighborhood served by buses, and is in proximity to the RiverLINE. The plan was successful because it engaged many residents through different strategies, including neighborhood surveys, targeted roundtable discussions, public workshops, and outreach to existing neighborhood groups and gatherings – all offered in English and Spanish. The plan was successfully used to apply for funding and implementation has begun on several projects. The plan won a NJ Future Smart Growth Award in 2015.

The City of Paterson Ward Street Station Transit Oriented Development Plan (2017) is a good example of a Transit Area Plan. The Plan guides future development in downtown Paterson and around the Ward Street rail station to increase ridership and adapt their aging infrastructure for the 21st Century. The Plan does a good job balancing recommendations for development with improvements to the streets and sidewalks to make the entire downtown more transit-friendly.

Open Space and Recreation Plans

“Open space” is a wide-reaching term that often refers to conservation land, forested land, recreation land, agricultural land, parks, and recreation amenities. It can also refer to undeveloped land with particular conservation or recreation interest, including vacant lots and brownfields that can be redeveloped into public recreation space. In a transit area, open space also includes public squares, parks, or plazas, which can be an asset for businesses, a welcome amenity to transit riders, and a hub for community life.
Proactively planning for transit area public open space sets the table for collaborative funding commitment for design, construction, and maintenance costs. Adopted plans are often a critical step in receiving funding from the state or the MPO.

Transit Friendly Planning recommends that an Open Space and Recreation Plan:

- Guide protection, maintenance, and enhancement of open space.
- Develop design concepts and programming for new parks near transit.
- Estimate costs of construction and maintenance.
- Research funding opportunities.

Because there is a broad constituency with an interest in the design and programming of public open spaces near transit facilities, private entities and non-profit partners may be inclined to share open spaces near transit facilities, private entities and non-profit partners may be inclined to share open space, and non-profit partners may be inclined to share open space. maintenance, and non-profit partners may be inclined to share open space, and maintenance, and non-profit partners may be inclined to share open space, and maintenance, and non-profit partners may be inclined to share open space.

Open spaces near transit facilities can create a shared vision and action plan for vital parks, plazas, streets, and pop-up amenities.

The Borough of High Bridge’s Open Space and Recreation Plan (2020), for example, has a goal to provide pedestrian and cyclist linkages to parks and open space facilities within the Borough and adjacent communities. The 2020 Plan focuses on increasing access to the amenities the community desires the most, while also strategically maintaining existing facilities.

Active Transportation Plans

More specific than a Circulation Plan, an Active Transportation Plan creates a vision and framework for improving conditions for walking and bicycling around a municipality, particularly to and from transit facilities. This can be an important step in improving safety and access to the transit area, and reducing car dependency.

As an alternative to an Active Transportation Plan, a municipality might choose to create a Bike Plan, a Pedestrian Plan, an Access to Transit Plan, or a Multimodal Transportation Plan, which can cover a range of modes, including micromobility. The appropriate type of supplemental transportation plan is dependent on the conditions of your place. These supplemental plans can be used to support applications for funding.

Transit Friendly Planning recommends that the following be considered when developing an Active Transportation Plan:

- Identify priority routes for walking and biking.
- Develop concepts for integrating or upgrading active transportation facilities, such as sidewalks, bicycle lanes, bike racks, bike lockers, multimodal intersections, and trails.
- Focus on transit access from surrounding land uses.
- Include public and stakeholder input.
- Think regionally—anticipate that priority routes will cross multiple jurisdictions, and engage appropriate stakeholders early in the planning process.

The Garwood Bicycle Network Plan (2020) was developed as part of the NJTPA Complete Streets Technical Assistance Program. The report identified potential infrastructure enhancements to create a safe, comfortable, and convenient bicycle corridor in the Borough of Garwood. The project aimed to improve connectivity between residential neighborhoods, businesses, educational institutions, and recreational destinations. Most of the recommendations, such as the addition of striping and signage, were practical and could be implemented at a relatively low cost.

Redevelopment Plans

The New Jersey Local Redevelopment and Housing Law (LRHL) was created to empower municipalities to identify and plan for the redevelopment of specific areas that are deteriorated, substandard, underutilized, and otherwise in need of improvement. The law gives NJ municipalities two major tools to improve areas that have deteriorated: Area in Need of Rehabilitation designation and Area in Need of Redevelopment designation. Both are considered “Redevelopment Plans” and must be adopted by municipal ordinance.

Redevelopment is a core component of transit-supportive development because it provides an opportunity to revitalize the existing built environment around transit facilities. Redevelopment enables a municipality to assemble land under dispersed ownership into appropriately sized transit-supportive development parcel. The law also authorizes a municipality to deploy other legal and financial tools, such as eminent domain, Payments-in-Lieu-of-Taxes (PILOTS), and bonding. However, before the municipality is authorized to exercise any of its redevelopment powers, and before any redevelopment project is undertaken, a specified area must be designated a rehabilitation and/or redevelopment area by resolution, and a redevelopment plan must be prepared and adopted by ordinance.

A transit-supportive Redevelopment Plan:

- Allows for community control of the vision.
- Increases predictability of outcome.
- Enables a redevelopment authority (which may be the governing body) to negotiate with developers.
- Incorporates transit-supportive sign standards, which may include a form-based code.
- Regulates public realm improvements.
- Recommends siting standards, including building placement, the road grid, active transportation amenities, and public open space.
- Plans ahead for existing or future transit facility site or operational needs.
**Area in Need of Rehabilitation vs. Area in Need of Redevelopment**

The main differences between an Area in Need of Redevelopment and an Area in Need of Rehabilitation are the criteria, the levels of tax abatements, and the power of eminent domain.

An area may be designated as an Area in Need of Rehabilitation if it meets one or more of the following criteria:

- More than half of the housing stock in the area is at least 50 years old.
- A significant portion of the structures in the area are deteriorated or substandard.
- There is a continuing pattern of vacancy, abandonment to underutilization of properties in the area and a persistent arrearage of property-tax payments.
- A majority of the water and sewer infrastructure is at least 50 years old.

The Area in Need of Rehabilitation designation allows a municipality to undertake a program of repair and improvement to structures, including providing five-year property tax exemptions and abatements to support redevelopment and rehabilitation of properties. The Area in Need of Rehabilitation designation is inexpensive and a relatively easy process.

A designation as an Area in Need of Redevelopment has more stringent criteria. A municipality must demonstrate that every single property in the area meets one or more of the eight designation criteria. Generally speaking, the criteria require a municipality to prove that properties are in serious disrepair, no longer usable in their current form, or are a danger to public health and safety. Therefore, the threshold for designation is higher than it is for rehabilitation.

Upon designating properties an Area in Need of Redevelopment for their downtown as part of a Comprehensive Plan, each area had its own tailored plan, allowing for individuality and flexibility while also contributing to the overall vision of growth. The redevelopment areas are adjacent to the NJ TRANSIT Somerville Station and aimed to create a thriving, walkable downtown. One of the successes to come out of the plans was the conversion of Division Street into a pedestrian-only mall. Somerville's downtown makeover won a NJ Future Smart Growth Award in 2018.

**Guidance and Regulations**

**Zoning and Land Development Regulations**

Simply put, zoning is the division of a municipality into districts or zones in which certain activities are permitted and others are not.

A transit-supportive zoning code establishes standards to create an environment that integrates transit service with commercial activity and residential development. It should generally permit compact development, mixed-use buildings, and centralized and/or shared parking, and not permit auto-oriented uses near the transit area. It should also encourage or require affordable housing, lively public spaces, and walkable streets. Municipalities can also provide design guidance.

Some options for changing the municipal zoning code include:

- **Zoning districts** were originally conceived as a legal tool to map and separate uses. Modern traditional zoning may include mixed-use districts that can be transit-supportive.

**Form-based codes** regulate building placement and massing, but generally leave use up to market conditions. They can be more effective than traditional zoning in ensuring that new buildings create streets and places that accommodate a mix of uses and encourage a public realm that is comfortable for moving between transportation options.

- **Hybrid codes** include some districts that are regulated by traditional, use-based zoning, and one or more districts to be regulated by form-based code.

- **Design Guidelines** give a municipality a set of design principles to guide the character or design of the built environment—like transparent building frontage, setbacks, and a desired mix of uses. Municipalities can adopt design guidance in many ways including: through a redevelopment plan, overlay zone, conditional use permits, historic preservation codes, within their zoning code, or separately—depending on how they are to be administered and by what authority. In practice, participation of a professional review committee is often the
key to successful outcomes. Seek expertise in building design, landscape, and transportation planning. Several examples of design guidelines adopted in New Jersey include Haddonfield, Robbinsville, Bound Brook, and Woodbury. However, it should be noted that design guidelines are advisory and not always enforceable.

- **Overlay zones** is a zoning district that is applied over one or more existing zoning districts, and allows additional development options if certain criteria is met. The underlying zoning remains in place if said criteria are not met. Overlay zones are typically considered in the public interest when there is high market demand, and a developer is likely to agree to provide needed infrastructure, site amenities, and/or to comply with special design criteria, in exchange for expanded development capacity. A transit-supportive overlay zone stimulates economic development, enhances mobility options, and expands transit area housing choice. Overlay zones are not permitted in NJDOT Transit Villages because they are not viewed as permanent zoning districts.

**Steward and Monitor Success**

Implementation can be a long-term process that needs a dedicated steward or group of stewards. On-going management and oversight are keys to success. Monitoring success is a useful practice to consider. It can help build more community support, provide evidence to fuel future change, and can help in funding efforts. Putting monitoring programs in place early, including before-and-after counts of pedestrian, bicycle, and vehicle trips, measures of economic activity, and benchmarks for housing production, all help ensure success by indicating whether follow-up actions are necessary.

Transit Friendly Planning suggests designating a project manager or project coordinator with a clear set of responsibilities. Possible oversight managers include:

- Municipal governing body member or their representative
- Planning Department
- Improvement district board or staff
- Main Street Manager
- Economic Development Officer
- Opportunity Zone Manager
- Neighborhood Organization

Community involvement is also key to implementation. Establishing a Community Advisory Committee can help maintain a consistent liaison with the larger community, but should not completely replace community-wide engagement.

**Keys to Success**

- **Engage and empower the community.** Engage all members of the community, including under-represented individuals who often may not typically participate in the planning process. Work collaboratively with residents to ensure the overall project vision reflects the values and meets the needs of the local community. Realize that community members have a unique perspective on local issues because they live and travel in the space.

- **Create an equitable approach.** Equity should be built into every part of your planning process—not just engagement. Successful projects will take equity into account when deciding what projects to pursue, who is involved, who writes the plan, and how it is implemented.

- **Build partnerships and engage with local organizations and other levels of government.** Identify local organizations and community groups who can lend support to the project and assist throughout the planning and implementation process. Make sure to include county and state government, as well as transit agencies, in the planning process, as they often have jurisdiction over what can and cannot be implemented.

- **Cultivate political support.** Engage and secure the support of local elected and appointed officials early in the process. Whether the project involves a road diet, new bicycle lanes, or a midblock pedestrian crossing, support from local officials is often necessary for the project to move forward.

- **Manage expectations.** It is important for the community to understand that significant changes take time, hard work, and likely will require making trade-offs. Communicating truthfully and regularly with residents and stakeholders will manage expectations, and help people understand how their commitment is paying off.

- **Score quick and early successes.** Knowing that this is a long process, it is helpful to accomplish something tangible early in the process. This gives the project credibility, generates enthusiasm, and creates the momentum needed to move forward. Tactical urbanism pilot projects are a great way to test potential improvements.
Funding Sources

Planning and implementing transit-friendly development projects requires funding for professional services, community input activities, planning documents, engineering and design, procurement, construction activities, and other tasks that ultimately bring a project to fruition. Fortunately, there are a variety of funding opportunities to support these activities.

Funding may come from private entities, federal or state programs, or regional planning organizations. The latter two may be in the form of “flow-through” funding from a federal program. These programs have varying degrees of complexity in their application processes and post-award reporting requirements.

Getting Started

It is important to remember that few grant programs will fund a complete project. Projects most often obtain funding from a variety of sources for distinct tasks along the project timeline. While a funding search might begin with a keyword search for “transit development,” the elements that are distinctive to a particular community, population, location, and project will reveal additional sources of funding. For example, a contaminated site might qualify for remediation funding through a brownfields grant, or economic development funds can be used to prepare retail space to be promoted, shown, and leased.

Government agency websites can be strong resources not only for currently open grant programs, but for FAQs, helpful guidance on writing or planning a grant submission, previous award announcements that provide a snapshot of the funder’s interests and selection process, and timelines for future grant opportunities. Once an appropriate grant opportunity is identified, it is important to thoroughly review the complete notice of funding and all guidance provided. This includes understanding the capacity that will be needed to meet post-award progress and financial reporting that may require additional resources to collect and analyze detailed project data. Agency webinars that outline the application process and grant criteria can be a useful source of information regarding interpretation of grant requirements.

A grant writing professional can assist with the development of a thorough, competitive application that fully meets the grant program requirements and highlights the ways in which a project supports the funder’s goals and priorities.

The Grant Professional Certified (GPC) credential is a nationally recognized designation that validates the grant writer’s knowledge and competency in the grants profession through the Grant Professionals Certification Institute, which offers a list of GPC accredited grant writers.

Finding Grants

The most obvious sources of grant funding have the primary goal of supporting transit-friendly development, and are offered through transportation-focused agencies. However, other grant programs that address certain physical or social conditions are just as important to consider. Examples include grants that address environmental needs such as environmental contamination or stormwater management, economic development funding supporting job creation, or grants that support affordable housing, increase community broadband use, or improve road safety. Any of these needs may be found within development projects with a transit component, making the project eligible to apply for the funding. Transit Friendly Planning staff can assist communities with identifying grant opportunities for specific projects that advance transit-friendly planning and transit-friendly development.

Potential Funding Sources

New Jersey Department of Transportation
NJDOT services the state of New Jersey, and is responsible for transportation policy and issues in the state. NJDOT offers various funding opportunities. Visit their [website](http://www.njdot.gov) for more information.

Safe Streets to Transit (SSTT)

This program provides funding to counties and municipalities in improving access to transit facilities and all modes of public transportation. The objectives of the SSTT program are:

- To improve the overall safety and accessibility for mass transit riders walking to transit facilities.
- To encourage mass transit users to walk to transit facilities.
- To facilitate the implementation of projects and activities that will improve safety in the vicinity of transit facilities (approximately one-half mile for pedestrian improvements).

Municipal Aid

The Municipal Aid program is a competitive program intended to provide municipalities with transportation based grants to supplement their transportation program. Municipalities can apply for projects for Municipal Aid within one of the seven categories below:

- **Bikeway:** Primary project purpose is for constructing new bikeways (e.g. bike lanes, bike paths, bike compatible roadways).
- **Bridge Preservation:** Primary project purpose is for improving the condition of bridge infrastructure (e.g. new deck, rehabilitation, replacement).
- **Mobility:** Primary project purpose is to enhance mobility and reduce congestion (e.g. adding lanes, signal optimization).
- **Pedestrian Safety:** Primary project purpose is to enhance pedestrian safety (e.g. new sidewalks, new crosswalks, traffic calming, pedestrian overpass).
How Does the TFP Program Relate to MPO Planning in New Jersey?

The TFP Program promotes development around transit facilities, prioritizes transit use and active transportation, and encourages mixed-use development and safe open spaces. Transit-friendly planning is accomplished through a comprehensive planning approach, which incorporates guidance from the three metropolitan planning organizations (MPOs) that serve New Jersey. The State’s three MPOs have set forth plans and projects that are linked to Transit Friendly Planning principles.

**Delaware Valley Regional Planning Commission (DVRPC)**

The DVRPC is the federally designated MPO for the Greater Philadelphia region. In New Jersey, members include Burlington, Camden, Gloucester, and Mercer counties, plus the cities of Camden and Trenton. Connections 2050, the DVRPC long range transportation plan (LRTP), was adopted by the board in September 2021. The Plan’s vision is an equitable, resilient, and sustainable region. The Plan’s 15 strategies are interconnected to the Transit Friendly Planning principles in this document.

**North Jersey Transportation Planning Authority (NJTPA)**

The NJTPA is the federally designated MPO for 6.7 million people in the 13-county northern New Jersey region. Plan 2050, the NJTPA LRTP, is in the process of being formally adopted. The Plan’s vision focuses on transportation, people, and opportunity. Many of the priorities in the plan are similar to the Transit Friendly Planning principles or common themes throughout this document.

**South Jersey Transportation Planning Organization (SJTPO)**

The SJTPO is the MPO covering Atlantic, Cape May, Cumberland, and Salem Counties in southern New Jersey. RTP 2050, the SJTPO LRTP, was adopted by the board in January 2021. The Plan’s vision is “a transportation system based on regional collaboration that moves people and goods in a safe and efficient manner, inclusive of all modes and users.” Many of the Plan’s goals are linked to the Transit Friendly Planning principles discussed throughout this document.

There are some New Jersey MPO programs and resources that complement and advance the Transit Friendly Planning Program. With similar visions and goals, these resources help plan for transit-oriented development and encourage planning practices that acknowledge the intricate relationship between transportation and land use in New Jersey.

**DVRPC TOD Planning Resources**

DVRPC has been engaged in TOD planning efforts for several years. Projects range from the organization’s 2007 study *On Track: Progress Towards Transit-Oriented Development in the Delaware Valley* (2007) to the Transportation and Community Development Initiative (TCDI) funded TOD Plans for many communities. Additionally, DVRPC created and managed two TOD databases: Smart Growth Project Database and Building on Our Strengths. Additional TOD planning resources from DVRPC can be found here.

**NJTPA TOD Planning Resources**

The NJTPA Planning for Emerging Centers program provides technical assistance in support of efforts by municipalities to create more sustainable, transit-supportive, and walkable communities, as well as comprehensive approaches to strategic planning at the local level. The Program works cooperatively with and advances the goals of the Transit Friendly Planning Program and the Transit Village Initiative. Additionally, NJTPA’s Together North Jersey (TNJ) program released the TNJ Guidebook for Transit Hub Planning (2019). The Guidebook describes the strategic steps in creating transit hubs and promoting transit-friendly development.

**SJTPO TOD Planning Resources**

SJTPO provides a forum for cooperative decision-making among responsible state and local officials, public and private transportation providers, and the general public. The FY22 Unified Planning Work Program (UPWP) includes tasks specific to Complete Streets Planning and Regional Trails, which are important principles of transit-oriented development. Furthermore, the organization’s RTP 2050 includes a recommended strategy focused on transit-oriented development: Investigate and establish an appropriate role for SJTPO in supporting the NJDOT Transit Village Initiative as well as TOD in the region.
Selected Grant Programs

<table>
<thead>
<tr>
<th>Program</th>
<th>Funding Estimate</th>
<th>Website</th>
<th>Phase</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>NJDOT Transit Village Grant Program</td>
<td>$1M available statewide</td>
<td><a href="https://www.njdotlocalaidrc.com/state-funded-programs/transit-village">https://www.njdotlocalaidrc.com/state-funded-programs/transit-village</a></td>
<td>Planning and Implementation</td>
<td>Assistance for municipalities formally designated as Transit Villages</td>
</tr>
<tr>
<td>Transportation Alternative Set Aside (TA)</td>
<td>$150,000-$1M</td>
<td><a href="https://www.njdotlocalaidrc.com/federally-funded-programs/transportation-alternatives">www.njdotlocalaidrc.com/federally-funded-programs/transportation-alternatives</a></td>
<td>Implementation</td>
<td>Administered by NJDOT in partnership with NJTPA, DVRPC, SJTPO</td>
</tr>
<tr>
<td>Congestion Mitigation and Air Quality Program (CMAQ)</td>
<td>Varies by region</td>
<td>[NJTPA: <a href="https://www.njtpa.org/Projects-Programs/Transportation-Management-Associations/">www.njtpa.org/Projects-Programs/Transportation-Management-Associations/</a></td>
<td>Implementation</td>
<td>Federal program administered locally by regional transportation authorities - MPOs</td>
</tr>
<tr>
<td>Local Safety Program</td>
<td>Varies by region</td>
<td><a href="https://www.state.nj.us/transportation/business/localand/local-safety.shtml">www.state.nj.us/transportation/business/localand/local-safety.shtml</a></td>
<td>Implementation</td>
<td>Typically addresses high priority crash locations</td>
</tr>
<tr>
<td>NJ Neighborhood Revitalization Tax Credit (NRTC)</td>
<td>Max $985,000</td>
<td><a href="https://www.nj.gov/dca/development/districtoffices/nrtc.html">www.nj.gov/dca/development/districtoffices/nrtc.html</a></td>
<td>Planning</td>
<td>Non-profits in eligible areas</td>
</tr>
<tr>
<td>NJDOT Safe Routes to School</td>
<td>To $1,000,000</td>
<td><a href="https://www.safencturnsnj.org/safe-routes-to-school-grants/">www.safencturnsnj.org/safe-routes-to-school-grants/</a></td>
<td>Implementation</td>
<td>ADA compliant sidewalks, bike paths, lighting, signals, traffic calming</td>
</tr>
<tr>
<td>NJDEP HDSRF</td>
<td>Up to $2M (varies by type of project)</td>
<td><a href="https://www.nj.gov/dca/esp/environment/hdsrf/">www.nj.gov/dca/esp/environment/hdsrf/</a></td>
<td>Planning &amp; Implementation</td>
<td>Site remediation</td>
</tr>
</tbody>
</table>

Other Funding Options

Searchable online databases can point to private funders or government agencies with grants programs that may support activities associated with transit-friendly planning and development. The programs listed here represent suggested sources of funding. Visit funder websites for the most up-to-date information regarding program funding schedules, priorities, and requirements. The details of a specific project will determine the best match for funding that aligns with project goals and activities.

1. Philanthropy/Community Improvement Initiatives
   - Corporate/institutional partnerships
   - Naming rights/outdoor advertising revenue
   - Non-profit organization, such as William Penn Foundation, Bloomberg Philanthropies, AARP, etc.

2. Public/Private partnerships:
   - Public or semi-public spaces can be maintained through municipal or Improvement District programs, which often include local business stakeholders. Basic maintenance by local non-profit groups should be limited, but they can help improve and program spaces.

3. Improvement Districts
   - BIDs and SIDs
   - Parking Improvement District

4. Tax/revenue-based funding
   - TIF (tax increment financing)
   - PILOT (payment in lieu of taxes)

Metropolitan Planning Organizations

New Jersey’s three Metropolitan Planning Organizations have additional programs and resources supporting projects in their respective regions:

- Delaware Valley Regional Planning Commission (DVRPC)
  Service area (in New Jersey): Burlington, Camden, Gloucester, and Mercer Counties
- South Jersey Transportation Planning Organization (SJTPO)
  Service area: Atlantic, Cape May, Cumberland, and Salem Counties
- North Jersey Transportation Planning Authority (NJTPA)
  Service area: Bergen, Essex, Hudson, Hunterdon, Middlesex, Monmouth, Morris, Ocean, Passaic, Somerset, Sussex, Union and Warren Counties, cities of Newark and Jersey City

Roadway Preservation: Primary project purpose is for improving the condition of roadway infrastructure (e.g. resurfacing, reconstruction, drainage).

Roadway Safety: Primary project purpose is to enhance vehicular safety (e.g. guide rail, signing, warning devices, and striping).

Transportation Alternatives

The Transportation Alternatives Set-Aside (TA Set-Aside) program provides federal funds for community based “non-traditional” surface transportation projects designed to strengthen the cultural, aesthetic, and environmental aspects of the nation’s intermodal system. TA Set-Aside projects must relate to surface transportation. This program is administered by the NJDOT, in partnership with the NJTPA, DVRPC, and SJTPO.

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<tr>
<td>Neighborhood Preservation Program (NPP)</td>
<td>Max $125,000 for 5 years</td>
<td><a href="https://www.nj.gov/dca/divisions/dhcr/offices/np.html">https://www.nj.gov/dca/divisions/dhcr/offices/np.html</a></td>
<td>Planning &amp; Implementation</td>
<td>Municipalities (with or without partner non-profits) in eligible areas.</td>
</tr>
<tr>
<td>US EPA Brownfields</td>
<td>Up to $500,000</td>
<td><a href="https://www.epa.gov/brownfields/types-epa-brownfield-grant-funding">https://www.epa.gov/brownfields/types-epa-brownfield-grant-funding</a></td>
<td>Implementation</td>
<td>Clean-up, reuse of contaminated properties.</td>
</tr>
<tr>
<td>USDA Community Facilities Direct Loan &amp; Grant Program</td>
<td>Grants range from 15-75% of project cost based on population, median income</td>
<td><a href="https://www.rd.usda.gov/programs-services/community-facilities-direct-loan-grant-program">https://www.rd.usda.gov/programs-services/community-facilities-direct-loan-grant-program</a></td>
<td>Implementation</td>
<td>Improve essential community facilities in rural areas (population &lt;20,000).</td>
</tr>
<tr>
<td>USDA Rural Business Development Grants</td>
<td>Grants range from $10,000 up to $500,000 No match required</td>
<td><a href="https://www.rd.usda.gov/programs-services/rural-business-development-grants">https://www.rd.usda.gov/programs-services/rural-business-development-grants</a></td>
<td>Implementation</td>
<td>Rural transportation improvement supporting economic development in rural areas or towns outside the urbanized periphery of any city with a population of 50,000 or more.</td>
</tr>
<tr>
<td>US EDA Public Works</td>
<td>Approx. $600,000 to $3M Match: 50% (less for areas of special need)</td>
<td><a href="https://www.eda.gov/programs/eda-programs/">https://www.eda.gov/programs/eda-programs/</a></td>
<td>Implementation</td>
<td>Infrastructure improvements to revitalize distressed communities.</td>
</tr>
</tbody>
</table>

### Additional Resources for Identifying Grant Funding

<table>
<thead>
<tr>
<th>Source</th>
<th>Type</th>
<th>Description</th>
<th>Website</th>
</tr>
</thead>
<tbody>
<tr>
<td>TOD Technical Assistance Initiative</td>
<td>Federal</td>
<td>Overview of federal grant programs applicable to transit-oriented development projects</td>
<td>todresources.org/funding</td>
</tr>
<tr>
<td>State of New Jersey</td>
<td>State</td>
<td>Listing of state agency grant web pages</td>
<td><a href="http://www.nj.gov/nj/gov/njgov/grants.html">www.nj.gov/nj/gov/njgov/grants.html</a></td>
</tr>
<tr>
<td>Candid</td>
<td>Private</td>
<td>Subscription-based searchable database of corporate and foundation funders</td>
<td>fconline.foundationcenter.org</td>
</tr>
<tr>
<td>GrantStation</td>
<td>Private</td>
<td>Subscription-based searchable database of charitable funders</td>
<td>grantstation.com/search/us-funders</td>
</tr>
</tbody>
</table>

### Endnotes