

**NJ Highlands Council
TRANSPORTATION TAC
March 28 and 29, 2006**

Meeting Summary:

Problem Statement: #1

When existing infrastructure is at capacity, where is additional traffic growth most appropriate? How do we identify roadways that cannot sustain additional vehicular growth?

PS#1 Strategies:

- a. Issue with capacity methodology – once location(s) for growth are determined – back into transportation – catch up issue
- b. Study limits need to be defined
- c. Invest in transportation to serve goals of Highlands Act
- d. Roads serve multiple functions
- e. Congestion pricing
- f. Understand traffic patterns in order to deal with them
- g. Origin and destination information
- h. Inventory office space approved but not built and vacancy rates
- i. Problem Statements 1 & 2 must be talked about together
- j. Talk about ‘travel’ not traffic and modes of transportation and match with land use
- k. Capacity increases are off table
- l. Preserve existing infrastructure
- m. Freight transport

Problem Statement #2: How do we use land use planning to minimize impacts on the transportation system?

PS #1 &2 Strategies - together:

- n. Transportation always playing catch-up; always have capacity issues in urban areas
- o. Need transit accessible work
- p. Lackawanna cutoff suggested as an idea to relieve congestion on I-80; not all agreed
- q. Need regional transportation model
- r. Land use
- s. Tax on miles driven (Oregon)
 - o Tiers on where and when traveled
- t. Capacity improvements to improve efficiency and safety
- u. Talk about buses not trains
- v. Global vs. local planning

Problem Statement #3: What land planning and transportation techniques should be incorporated to maximize multi-modal transportation opportunities in growth areas?

PS #3 Strategies:

- a. New developments should have TDM & transportation planning with it – bus stops, etc.
- b. Circulation must be balanced/comprehensive as a system – land use goes to what's buildable – municipal education
- c. Municipalities to be able to control roadway impacts in development process and land use policy

Problem Statement #4: What transportation planning and management strategies can be used to protect the uniqueness of the Highlands area natural resources? How can we coordinate the implementation of transportation plans and management strategies among regional and statewide transportation agencies and technical experts?

PS#4 Strategies:

- a. Dialogue with state agencies that deal with travel
- b. Locations for redevelopment to view as density near multi-modal approach:
 - TDR (Transfer of Development Rights)
 - Funding source Transportation Development districts (TDDs)
 - Support Shuttles
 - Support Non-traditional
- c. Land Use planning should focus on where travel can be served
- d. Include Non traditional players such as schools and fold into land use:
 - Tourism
 - Public safety
- e. Mixed use redevelopment planning to have people work and live in same place
- f. Walkable communities, utilize existing centers in Highlands
- g. Vans and carpooling incentives
- h. High Occupancy Vehicle (HOV) lanes
- i. 30 years out – choices? If gas is \$10/gallon?
- j. Raise gas tax (negative effect on business)
- k. Spot capacity improvements
 - Queue jumps
 - Use shoulders where safety is not an issue – bus lanes; other HOV vehicles
 - Lot of little things to make big improvement
- l. Check Rt. 57 strategies (Project Toolkit)
- m. Incident management plans – public safety
- n. Mechanism to fund TDMs by corporate employees an issue – Transportation Enhancement Districts (TEDs)
- o. Congestion seen as government problem not individual/corporate
 - Same pricing system for roadways

- p. Require transportation demand management strategies in municipalities
- q. Less parking to force people to use transit
- r. Parity of transit benefits
- s. Shorter work week/longer day
- t. Municipalities can't have final approval
 - – County?

Problem Statement #5: What are the key air quality issues related to transportation that affect the Highlands Region?

What are the key stationary sources issues the affect the Highlands Region?

What measures or strategies could be employed to reduce air quality impacts?

PS#5 Strategies:

- a. Reduce congestion/use congestion reduction strategies
- b. Stationary sources already regulated
- c. Buses/ - emphasis on clean fuel/trucks/fleets
- d. Regulate unregulated area; all sources of combustion engines

=====

Final Strategies – DAY ONE

- 1. Municipal Education
 - a. Regulation refinement
 - b. Circulation Plans and Design
 - c. Non-traditional Stakeholder Involvement
 - i. Schools
 - ii. Police
- 2. Small Opportunities can make big change
 - a. Q jumps
 - b. Utilizing shoulders
 - c. Local Incident Management
- 3. Transit Enhancements
 - a. Bus, Train and D&R
- 4. Travel Demand Management (TDM)
 - a. Car/Van Pools
 - i. Employers
 - ii. Municipalities
 - iii. Mandatory Employer Trip Reduction (ETR)
- 5. Link Land Use, Environment and Transit
 - a. All coordinated and integrated
- 6. Pricing Incentives/Sticks
 - a. Raise Gas Tax
 - b. Parity of Transit Benefits
- 7. Develop Corridor Strategies

- a. Route 57 example
8. Development/Redevelopment
 - a. Transit Villages
 - b. Community Centers
 - c. Pricing to Support Transit
9. Emphasis on Clean Fuel

Implementation

Strategy 1 - Municipal Education

1. Incorporate NJDOT Model Circulation Plan and make it available and promote it
2. Create Toolkit for Municipalities & Concerned Citizens
 - a. Bring in Educators/Speakers and set up Speaker's Bureau
 - b. Educate locally and regionally
 - i. Planning Boards
 - ii. Municipal Governments
3. Regulation Refinement
 - a. Best practices and other regulations from around the country

Strategy 2 - Small Opportunities Can Make Big Change

1. Highlands Council to bring agencies together NJTPA, NJDOT, NJ Transit and encourage non-traditional remedies
2. Provide early project coordination
3. Check TIP and current projects

Strategy 3 - Transit Enhancements

1. More efficiency and connectivity
2. State and federal resources
3. Public/Private partnerships
4. Change law to allow out of state buses to pick up and drop off in NJ

Strategy 4 – Travel Demand Management (TDM)

1. More public transit
2. State legislation

Strategy 5 - Link Land Use, Environment and Transit

1. Highlands Council key player
2. Long-term planning by transportation agencies
3. Multi-state/regional transportation planning with PA and NY

Strategy 6 - Pricing Incentives/Sticks

1. Highlands Council support for gas tax increase
2. Fees on developers for transit
3. Incentives to employers to support programs
4. Roadway pricing with money to go to Highlands programs
5. Check new federal law (SAFETEA-LU) for opportunities

Strategy 7 - Develop Corridor Strategies

1. NJTPA/Highlands Council coordination needed
2. Highlands Council encouragement needed
3. Dovetail with Strategy #1 - Municipal Education

Strategy 8 - Development/Redevelopment

1. State legislation
2. Incentives

**NJ Highlands Council - TAC Charette
Transportation TAC – DAY TWO**

AM Session: Reviewed and updated strategies from Day 1.

Refinements as follows:

Related comments:

- Strategy #1: Residential Site Improvement Standards – different standard for Highlands/combined land use & transportation issue
- Strategies #2/#7: Capacity issue needs to be addressed (shouldn't be restrictive)
Capacity limitation in H. Act:
 - Should take Macro focus rather than micro
 - Define capacity; need more flexibility in some cases
 - Need ability to add new links to create improved community circulation
- Strategies #3/#5:
 - Clarification: Strategy 3 focused on more operations; Strategy 5 more on process
 - More transit should be provided where possible
 - Involve locals
 - Design for development that supports multi-modal transportation: if sidewalks inappropriate on both sides because of environmental sensitivities perhaps the development is in the wrong location and should instead be a candidate for TDR or more suitable land use
- Focus on travelers – all users not just commuters
- Funding/Implementation issues: federal and state. Current federal appropriations only until 2009 ; 80% of State funds in TIP geared to maintenance

VISION (Prior To Breakout To Cross-Pollination Groups):

Create more efficient and sustainable multi-modal system that will provide mobility and accessibility while supporting environmental goals.

PM Session – Transportation TAC

New Issues

- Tourism and transportation – signage, parking and increased transit service; connect recreation to transportation via clean fuel vehicles
 - Goods movement needs to be addressed in plan
 - Asset mapping – develop strategy
 - Scenic corridors – designate scenic byways; use NJDOT program
 - Integrate farmers needs into transportation – slow moving traffic, wider shoulders on bridges, signal timing (farm vehicles travel at slower speeds)
 - What about capacity issues outside region? – bring PA in to the discussion
 - Highlands Council has to take a position and be a one-stop for all concerning:
 - Policy
 - Advocacy
 - Education
 - Communications
-

REVISED, FINAL STRATEGY LIST (FOR PLENARY SESSION)

1. Revise Municipal Land Use Law to Require Multi-Modal Circulation Element
 - Traveler safety
 - Sustainable
 - Accessible
 - Efficient
2. Within Highlands, Land Use, Environmental, Transportation and Water Allocation Plans must be coordinated and integrated Focus development (Transit villages, etc.) where transportation infrastructure can support it
3. Modify restrictions against additional roadway capacity (per H. Act) so that multi-modal efficiencies can be obtained.
4. Invest in Transportation Demand Management (TDM) and Enhancements
 - Small opportunities can make big changes
 - Spot improvements (signage, agri-tourism, intersections, corridors)
 - Utilization of shoulders for bus, van and carpools
5. Highlands Council must participate in transportation planning and programming at the North Jersey Transportation Planning Authority (NJTPA)
5. Support dedicated gas tax and other pricing strategies to fund transportation enhancement and to balance travel demand

5. Accessibility and Mobility For All Travelers is critical; important to focus on much more than commuters and automobile travel