Planning Transit for TOD?

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Rail~Volution 2005
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Hudson Bergen Light Rail (HBLR) Planning History

- 1993 – LPA Report
- Jersey City – Corporate and Political Pressure
- 1995 – SDEIS
- 1996 – FEIS
- Hoboken - Community Resistance and Political Response
- Realignment to West Side of Hoboken
HBLR
Realignment

- Marked by vacant, underutilized industrial property
- In Jersey City it was near the waterfront
- In Hoboken it was also the location of public housing
HBLR Decision Factors

- Connections to other modes of transit
- Potential increase in ridership from the *existing* built environment
- Potential to shorten commute time
- Perceived risk and not *potential* of vacant industrial sites
HBLR
Outcomes (Good)

- In Jersey City 3000 new residential units completed or under construction (including some retail) since 2000
- In Hoboken 1,500 units (minimal retail) approved or under construction
- In Hoboken mass transit accessibility for the households in public housing units
- Ability to operate express train service from northern most station to stations south
- Access for Jersey Heights residents to HBLR
Jersey City – Essex Street station
Hoboken: 9th Street Station
HBLR
Outcomes (less than good)

- Loss of public space at 9\textsuperscript{th} Street Station in Hoboken to development

- Lack of retail, restaurants, or other attractions: no planning for “place”
HBLR
Planning for TOD?

- Government/ NJ TRANSIT – no master plan
  Rather incentives: PILOTs, Redevelopment Zones, Brownfield and Contaminated Site Act, Transit-Friendly Communities Program

- Private Development –
  Monroe Center in Hoboken (PPS design)
  Liberty Harbor North (Duany new urbanist design)
HBLR

Conclusion

- Must consider the potential of land use in station site selection
- Must address who should plan for the station area: Municipality, Transit Agency, Redevelopment Authority, Developer?
- NJ TRANSIT has been working with towns to help them create “Vision Plans” for development and redevelopment of their station areas.
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