New (Jersey)

Metrics for Success

Brent C. Barnes, AICP, PP
Director, Transportation & Community Development

Louis Berger Group

Railvolution, 2010
Four Themes:

- Importance of Networks
- Livability for People
- Roadway Prevention
- Silo Busting
Theme 1: Importance of Networks

Abercorn Street, Savannah, Ga.
• 300 years of community development
• Evolution from mixed use on grid to single use on stubs
• Roadway grows from 2 lanes to 10 lanes
• Dramatically different development forms, traffic patterns, community character
Area One:
Historic Savannah
(1733 – 1800)
Area Two:
19th Century Expansion
Area Three:
20th Century Expansion
(advent of zoning)
Area Four:
Strip Malls
Area Five: Big Box Retail
Area Six: Campus Development
• 79 lane miles (9-36-4-0)
• 45% of land under roads
• 0.2% of land under parking
• ADT/Lane at cordon: 2869

• 31 lane miles (0-23-8-0)
• 22% of land under roads
• 0.3% of land under parking
• ADT/Lane at cordon: 4325

• 15 lane miles (0-9-0-6)
• 19% of land under roads
• 18.5% of land under parking
• ADT/Lane at cordon: 6900

• Having an extensive network DOES NOT mean ceding the city to automobiles
• Having an extensive network **DOES** reduce auto dependency
Theme 2: Livability for People
Figure 13

"Low Oblique" or "Picto-Graphic" Map

- Backyard
- Garage
- Porch
- Front lawn
- Light post
- My room

Street

Church

Street
FIGURE 19
"HOME ORIENTED" MAP

FIGURE 22
DISTORTION OF SCALE

Sorry, it's out of perspective.

LEgend: 5600' = actual distance between
1950' = scale distance

Notes:
- Library
- Vista
- Hilla
- Vista
- Library
- Vista

5600' (2605')

DOWNEY AVE

LINDEN

ST. JOSEPH

IMPERIAL HAVY

STUART

GARFIELD

LONG BEACH Pkwy

(2605') = scale distance
“A building or town is given its character, essentially, by those events which keep on happening there most often.” Christopher Alexander
“A building or town is given its character, essentially, by those events which keep on happening there most often.” Christopher Alexander
**Transect**: a path along which one records and counts occurrences of the phenomena of study
The Transect is a taxonomy that organizes all of the elements of the human environment in an immersive system where they work together to create something that is greater than the sum of the parts.
“There is a quality even meaner than outright ugliness or disorder, and this meaner quality is the dishonest mask of pretended order, achieved by ignoring or suppressing the real order that is struggling to exist and to be served.”

*Jane Jacobs*
“There is a quality even meaner than outright ugliness or disorder, and this meaner quality is the dishonest mask of pretended order, achieved by ignoring or suppressing the real order that is struggling to exist and to be served.”
• Activity Patterns inform vision

• Transect orders forms

• Over-regulation stifles evolution
Connectivity

Create interconnected street networks with frequently spaced intersections and networks of pedestrian paths and bicycle trails. Provide sufficient multi-modal capacity.
Pattern Groups:

- Circulation
- Shopping Streets
- Parking
- Transit Stops
- Neighborhoods
- Public Places
- Natural Environment
Multi-Use Streets
Design “complete streets” and intersections that serve pedestrians, persons with disabilities, bicyclists, transit vehicles, and trucks as well as motorists.
Theme 3: Roadway Prevention
Flemington Bypass

- 4 lane grade separated freeway
- $125-150 million
- Bypass around a bypass!
Existing Land Use

- Strip development along highways
- Agricultural lands converting to commercial and industrial uses
- Lots of undeveloped land (opportunity to shape future development pattern)
Development Pressure

- Undeveloped (Green)
- Considering Development (Red outline)
- Currently planned or approved (Red)
How do we get there?
Community Visioning

How would we like to live in the future?
Community Visioning

What activity patterns should be encouraged in our community?
Community Visioning

What community forms & features
Will help support those activities?
Community Visioning

How should our transportation system be formed to support desired activities and community form?
Emerging Alternative:

- Eliminate limited access ‘bypass’ highway in favor of accessible network
Emerging Alternative:

- Let network build out over time
- Let land owners build network!
Emerging Alternative:

• Align network with natural boundaries (natural features, property lines, etc.)
Emerging Alternative:

- At grade “South Branch Parkway”
- New network connections supplement existing network
- Work with property owners on access plans
- Create a connected open space system as part of the South Branch River
Typical NJDOT Limited Access Highway

South Branch Parkway Concept
Theme 4: Silo Busting
New Jersey Department of Transportation

Transit Village Initiative
Goals of the Transit Village Initiative:

- Direct new growth and revitalization efforts into places where transit & infrastructure already exist
- Increase transit ridership
- Reduce auto dependency
- Increase walking & biking
- Improve air quality
The Transit Village initiative rewards towns that plan for housing, retail shops, jobs, offices, services, civic uses, etc. within walking distance of transit.
The TRANSIT VILLAGE INITIATIVE is a partnership of NJDOT and 10 State of NJ Agencies:

- NJ Transit
- NJ Department of Community Affairs
- NJ Office of Smart Growth
- NJ Housing & Mortgage Finance Agency
- Main Street NJ
- NJ Economic Development Authority
- NJ Dept. of Environmental Protection
- NJ Commerce & Economic Growth Commission
- NJ Arts Council
- NJ Redevelopment Authority
<table>
<thead>
<tr>
<th>Criteria</th>
</tr>
</thead>
<tbody>
<tr>
<td>Have transit</td>
</tr>
<tr>
<td>Sites for redevelopment</td>
</tr>
<tr>
<td>Increase housing</td>
</tr>
<tr>
<td>Transit facility as town focal point</td>
</tr>
<tr>
<td>Willing to grow</td>
</tr>
<tr>
<td>Zoning for TOD</td>
</tr>
<tr>
<td>Maximize appeal of transit</td>
</tr>
</tbody>
</table>
For a town that meets the key criteria, the TASK FORCE will deem them a "DESIGNATED TRANSIT VILLAGE"

and work together to provide grants, loans, technical assistance or priority funding
Examples of recent assistance to Transit Villages

- Planning & visioning grants (OSG & TRANSIT)
- Grants for redevelopment studies (OSG)
- Seminars in downtown revitalization (MAIN STREET NJ)
- Assistance for business expansion (COMMERCE)
- Brownfields clean up money (DEP and EDA)
more examples....

- Low interest mortgages (HMFA and NJ TRANSIT)
- Marketing studies (NJ TRANSIT)
- Financing for housing development (EDA)
- Financing for commercial development (EDA)
- Culture & Arts planning (ARTS COUNCIL)
Four Themes:

• Importance of Networks
• Livability for People
• Roadway Prevention
• Silo Busting
Four Metrics:

- Mode split: walk, ride drive
- Are people happy?
- Benefit - Cost
- Waste
Thank You!

Brent C. Barnes, AICP, PP
Director, Transportation & Community Development
Louis Berger Group
bbarnes@louisberger.com