

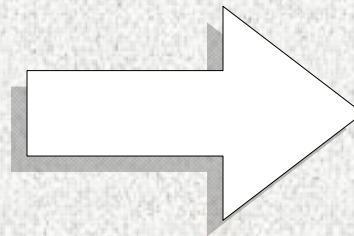
SUSTAINABLE MOBILITY: 
TRANSIT AS THE PREFERRED MODE ALTERNATIVE 
A STRATEGIC PERSPECTIVE 

GOAL

"MAKE PUBLIC TRANSIT THE PREFERRED MODE OF CHOICE IN NEW JERSEY."
Richard R. Sarles, Executive Director, NJ TRANSIT

OVERARCHING STRATEGY

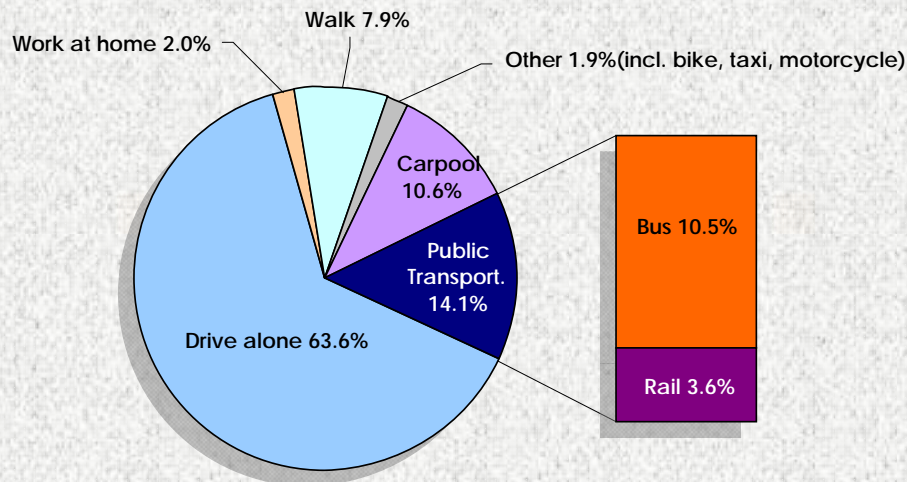
Make transit auto competitive.



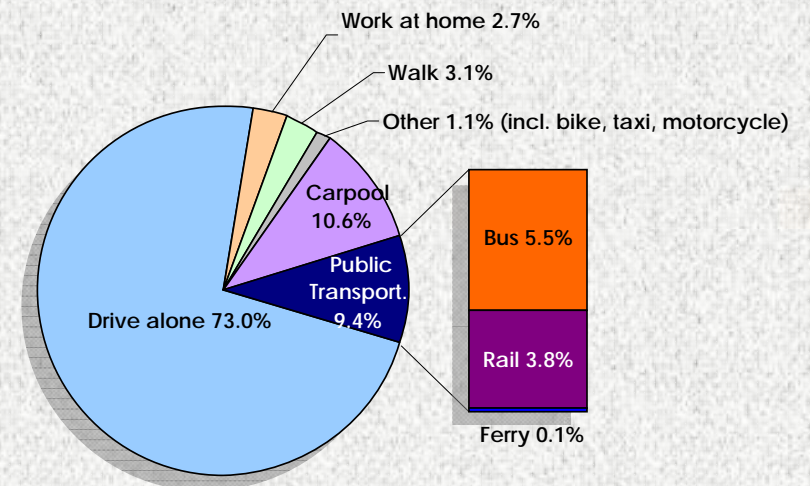
TARGETED STATEWIDE CONCERNS

- Sustain economic growth.
- Contain growth of congestion.
- Reduce petroleum use.
- Reduce greenhouse gases.
- SMART growth.

Journeys to Work, 1970 (2.8M trips/day)



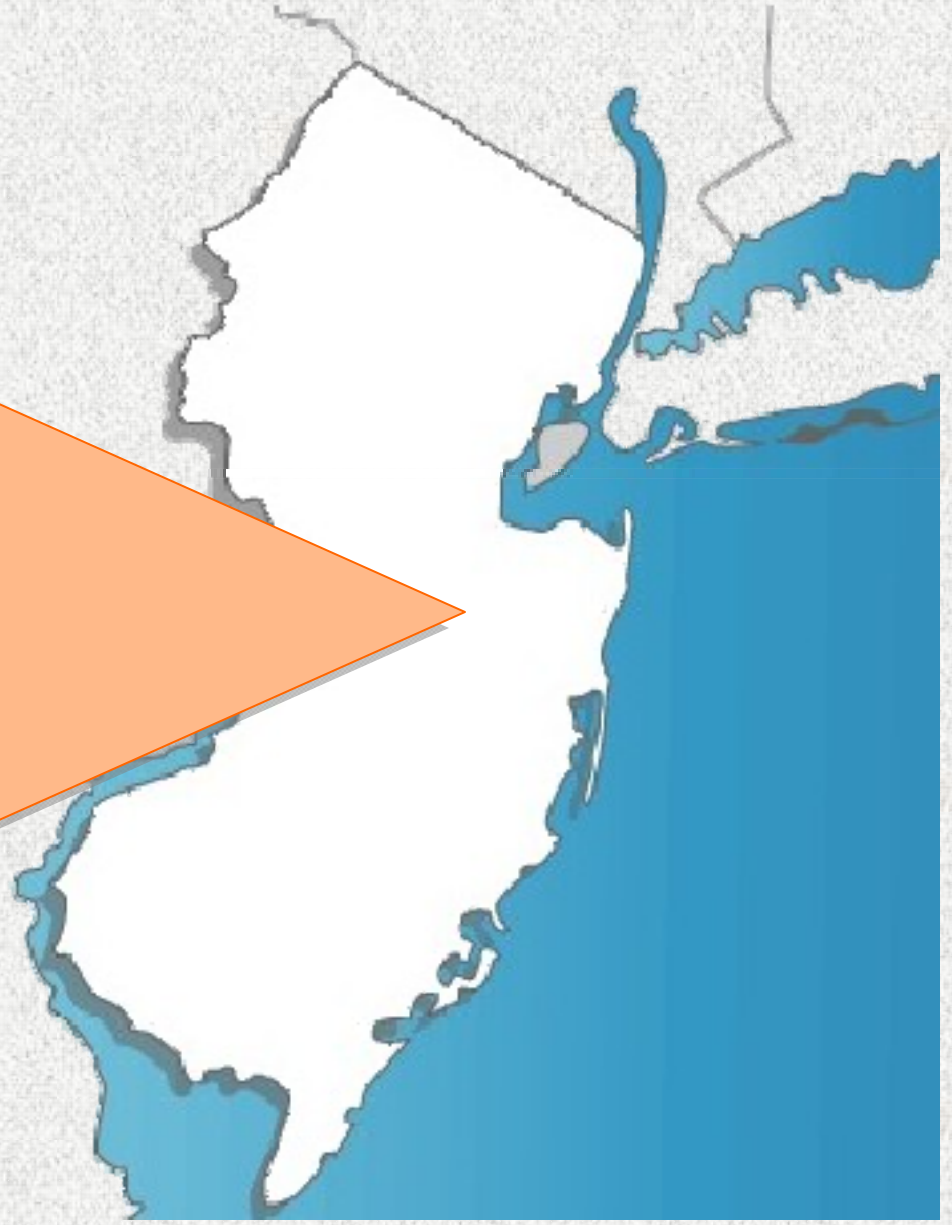
Journeys to Work, 2000 (3.9M trips/day)



By 2030 the number of total daily trips is projected to increase by 2.5 million.



MAJOR OBJECTIVES FOR EXISTING NETWORK

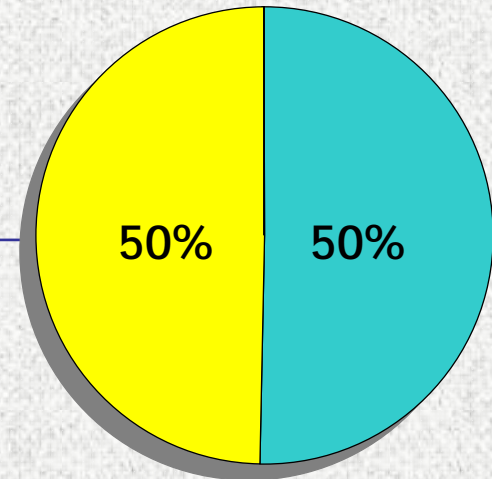
- 1** Multi-modal integrated services.
- 2** Address customer needs.
- 3** Sustain and build rail capacity.
- 4** Maximize role of bus transit.
- 5** Build off capabilities of existing light rail.






MARKET OBSERVATIONS: TRANS-HUDSON JOURNEY-TO-WORK (2000 CENSUS)

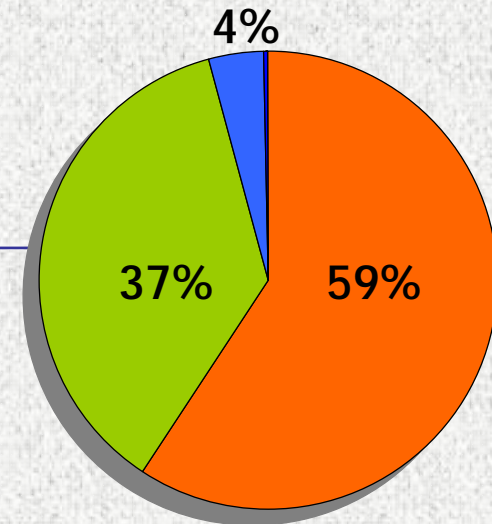
TOTAL DAILY TRANS HUDSON JOURNEY-TO-WORK TRIPS FOR YEAR 2000 BY MODE

	Auto:	519,000
	Transit:	512,000



DAILY TRANSIT JOURNEY-TO-WORK TRIPS BY MODE

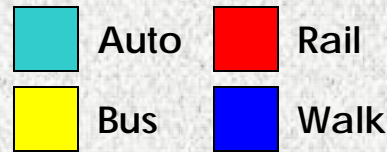
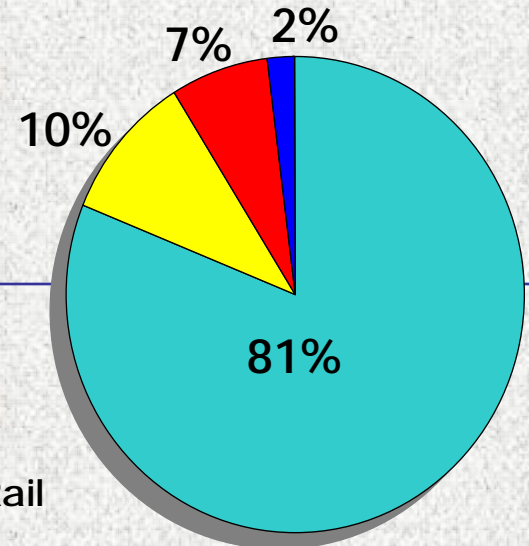
	Rail (NJT/PATH):	304,000
	Bus:	189,000
	Ferry:	19,000



MARKET OBSERVATIONS: INTRASTATE TRAVEL JOURNEY-TO-WORK (2000 CENSUS)

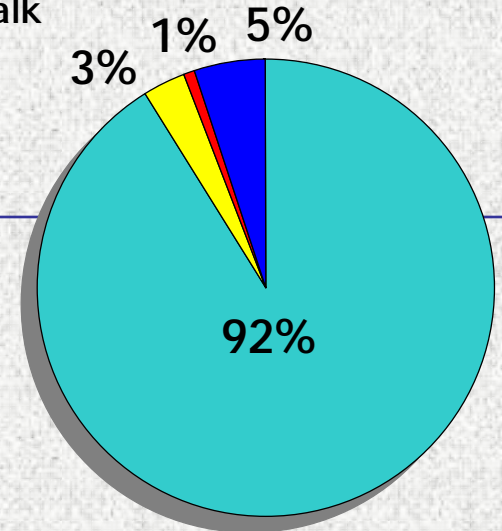
SUBURB TO URBAN JOURNEY-TO-WORK INTRASTATE MARKET.

Suburb-to-Urban Trips by Mode
(126,400 workers).



SUBURB TO SUBURB JOURNEY-TO-WORK INTRASTATE MARKET.

Suburb-to-Suburb Trips by Mode
(3,091,800 workers).



FUTURE PLANNING PERSPECTIVE

- 1** View state's whole public transit system in terms of supporting economic activity centers and development opportunities.
- 2** Maximize modes based on their functional capabilities.
- 3** Focus on more than just journey-to-work trips.
- 4** Increase reach of transit using innovative relationships between modes and operators (TMAs).

GROW TRANSIT RIDERSHIP: CHANGING AREAS OF EMPHASIS

IMPROVING BUS COMPETITIVENESS

BUS NETWORK

- **Nodes and Hubs** – Improve current connectivity between bus and other modes and create new connections, including more multi-modal hubs at a regional and community level.
 - **Major Bus Corridors** – Develop bus corridors on Rte 9, NJ Turnpike, GSP, Rte 3 & 46, radial and thru state and county roads.
 - **Preferential Bus Transit Treatments** – Implement Bus Rapid Transit and similar preferential treatments for buses to make them a more attractive alternative to driving.
-

EXPANDING REACH OF PUBLIC TRANSIT

- **Feeder bus services** – continue growth of feeder bus services for major rail stations.
- **Short term rental cars** – make available at medium and larger stations.
- **Transportation Management Associations (TMA)** – provide menu of ridesharing choices.
- **Pedestrian and bicycles** – enhance pedestrian and bicycle access.

GROW TRANSIT RIDERSHIP: CHANGING AREAS OF EMPHASIS

IMPROVING BUS COMPETITIVENESS

LAND USE AND NJ TRANSIT

- Seek closer relationship between land use planning, zoning and economic development and incremental investment in new transit improvements.
-

SERVICE AND SAFETY

- **Customer Service** – continue focus on customer service.
- **Information** – progress in steps providing real time information, also improve info on multi-modal connections.
- **Safety** – maintain the focus on addressing safety and security concerns.

TRANSIT HUBS AND CORRIDORS

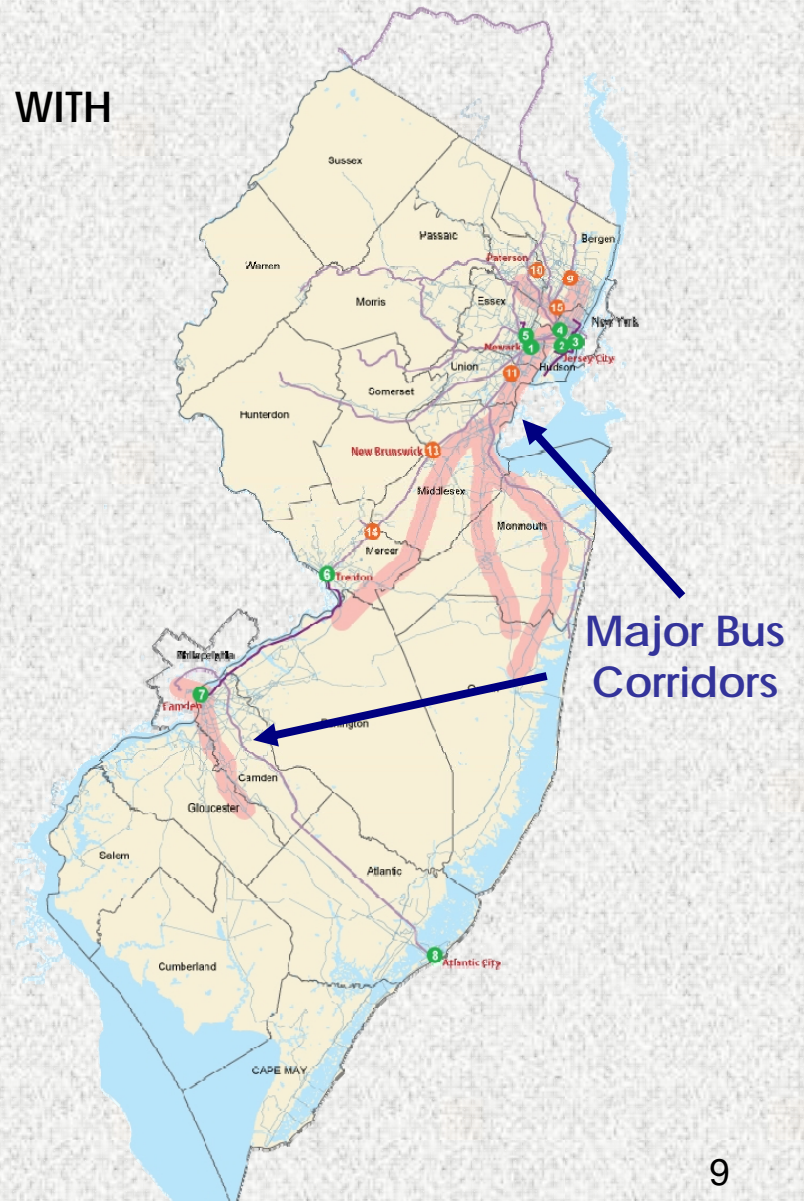
EXPAND REACH OF TRUNK LINES BY CONNECTING WITH LOCAL DISTRIBUTORS

MAJOR TRANSIT HUBS

- | | |
|-----------------------|--------------------|
| 1 Newark Penn Station | 5 Newark Broad St. |
| 2 Journal Square | 6 Trenton |
| 3 Hoboken Terminal | 7 Walter Rand |
| 4 Secaucus Junction | 8 Atlantic City |

POTENTIAL MAJOR TRANSIT HUBS

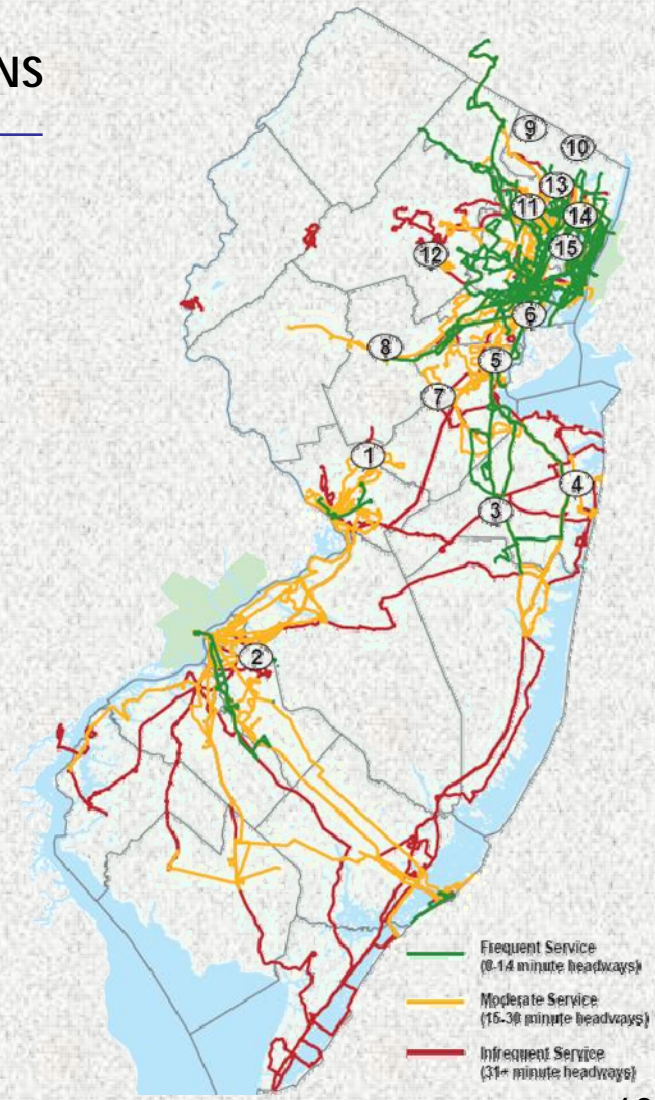
- 9 Hackensack
- 10 Paterson
- 11 Elizabeth
- 12 Sports Complex
- 13 New Brunswick



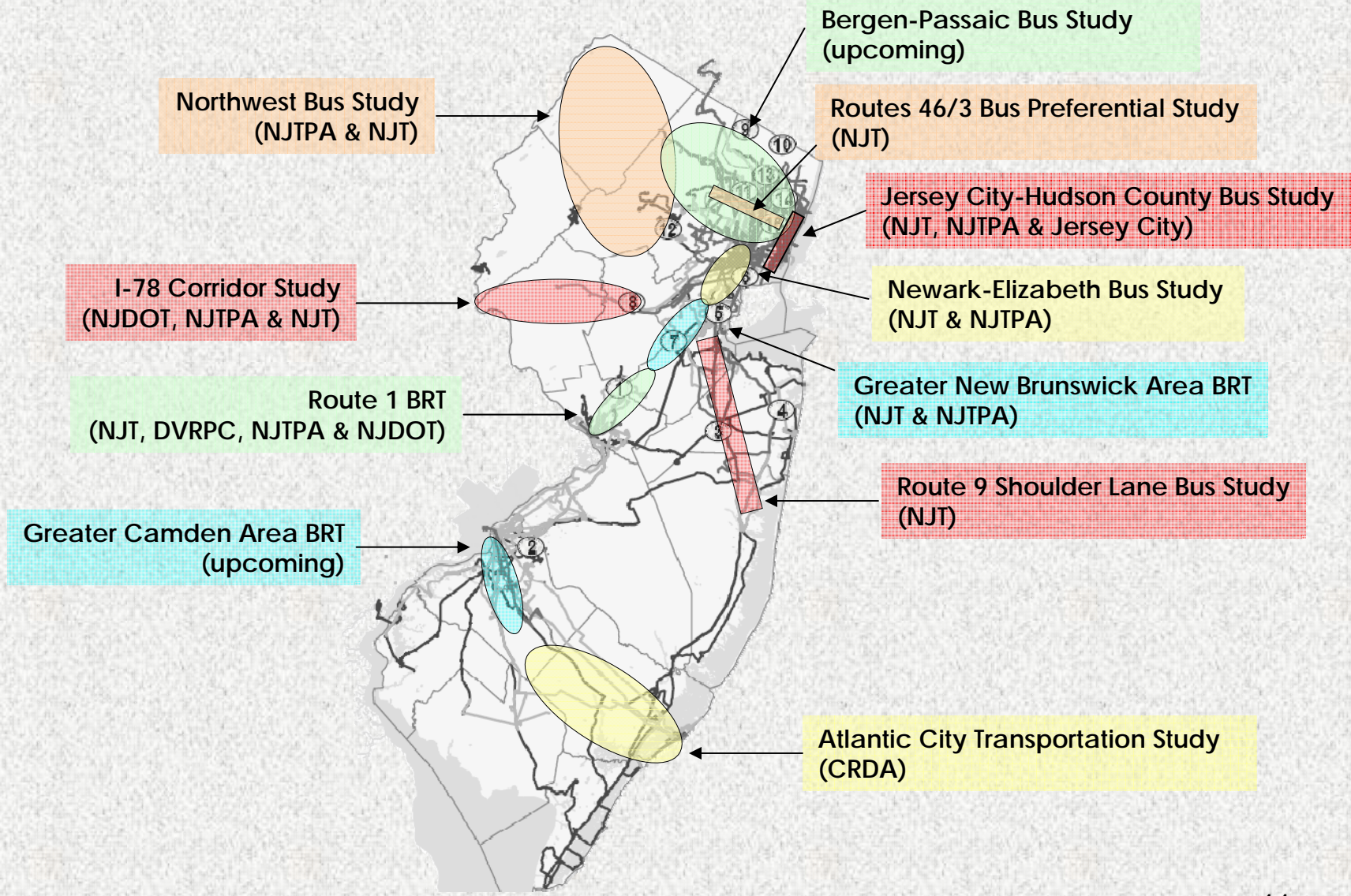
STATEWIDE BUS SERVICE COVERAGE & SUBURBAN JOB CONCENTRATIONS

NEW OPPORTUNITY - SUBURBAN JOB CONCENTRATIONS

- | | | | |
|---|-----------------------------------|----|--|
| 1 | Princeton | 9 | Mahwah |
| 2 | Cherry Hill,
Mt. Laurel | 10 | Montvale |
| 3 | Freehold | 11 | Paterson, Fairfield,
Wayne |
| 4 | Eatontown, Long Branch | 12 | Morristown,
Parsippany,
Troy Hills |
| 5 | Woodbridge, Edison,
Piscataway | 13 | Paramus |
| 6 | Elizabeth, Linden, Rahway | 14 | Hackensack |
| 7 | The Brunswicks | 15 | Meadowlands |
| 8 | Bridgewater | | |



IMPROVING STATEWIDE TRANSIT MOBILITY



REGIONAL RAIL SYSTEM

MAINTAINING EXISTING SERVICE

MAINTAIN QUALITY SERVICE TO EXISTING CENTERS

Bridge and ROW SOGR.

Station Improvements.

Rail Rolling Stock replacement.

GROWING SERVICE LEVELS TO MEET DEMAND

Pascack Valley Sidings.

Whitehouse Siding.

NEC service using multi-levels.

ADDING MORE PARKING

North Hackensack.

Hamilton.

Edison.

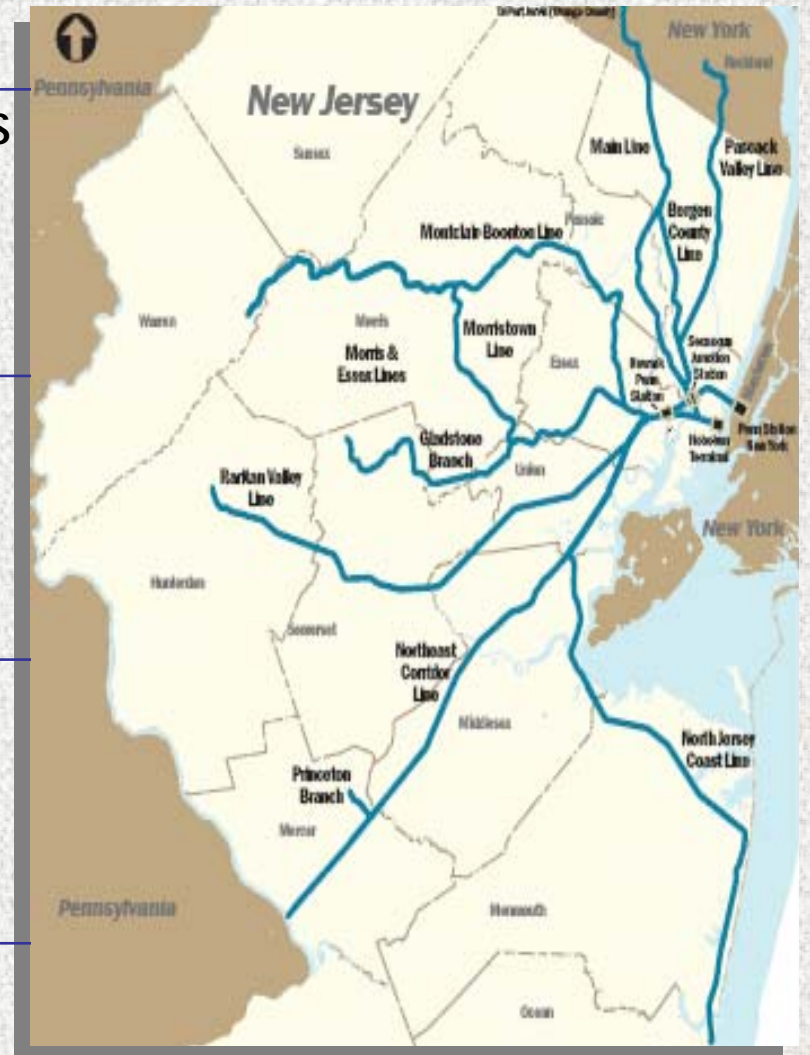
Route 17.

Wayne.

Montclair State.

SUPPORTING TOD

Existing and New Stations.



REGIONAL RAIL SYSTEM

SUSTAINED CAPITAL INVESTMENT

Access to the Region's Core – SDEIS/FEIS

Northern Branch – DEIS

Passaic-Bergen – EA

CONTINUED PLANNING

M.O.M. – DEIS

Lackawanna Cut-Off – EA

West Trenton – EA

PATCO Extension – AA/DEIS

RVL Extension – Concept development.

West Shore – Concept development.

REGIONAL RAIL

Amtrak.

MTA.



LIGHT RAIL STRATEGY

HBLR

8th Street extension 8th Street extension.

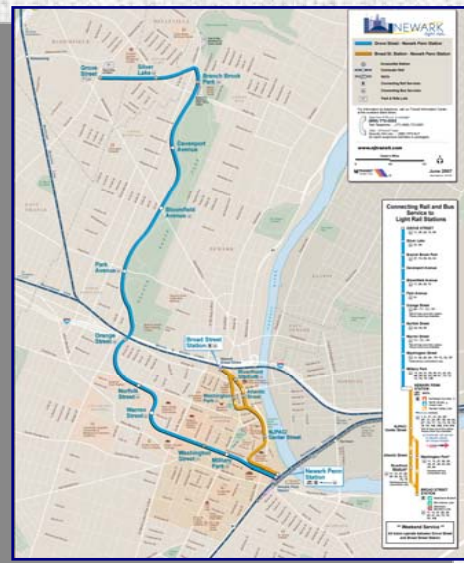
RIVER LINE

AM and PM extended service.

NEWARK LIGHT RAIL

Station improvements.

CONSIDER OTHER INCREMENTAL EXTENSIONS OF LIGHT RAIL OVER LONG TERM TO SUPPORT LAND USE AND ECONOMIC DEVELOPMENT PLANS



DIRECTIONS FOR MOVING FORWARD

- **GROWTH PATTERNS**
Encourage TOD and support Smart Growth.
- **MODE CHOICE**
Maximize each mode's functional capabilities. Emphasize need to divert auto trips to transit. Seek incremental solutions.
- **MOBILITY NEEDS**
Serve transit dependent populations. Access to economic development clusters. Assist in containing growth of congestion.
- **ENERGY & ENVIRONMENT**
Emphasize diverted auto trips.
- **FINANCIAL**
Costs versus benefits.
Sustainable operation.

