



TRANSPORTATION CHOICES 2030

New Jersey's Statewide
Long-Range Transportation Plan

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Why do a long-range plan?



A long-range transportation plan identifies how we would like to move people & goods in the next 25 years.



In addition . . .

- Federal law requires every state to develop a long-range transportation plan and update it every 5 years
- New Jersey State law also requires it, plus Urban Supplements (focused plans) for the eight urban centers

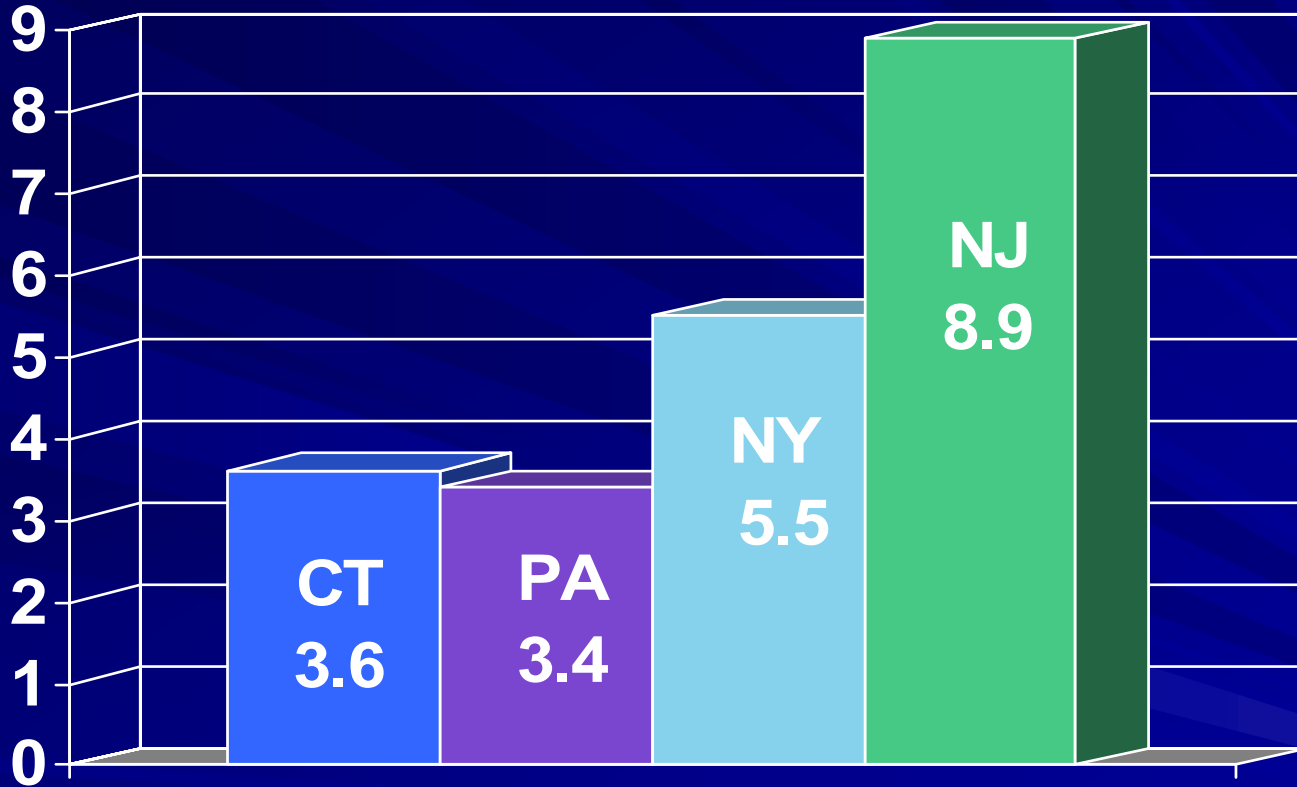


Plan emphasis:

- 1. Changes since the last plan?**
- 2. Major trends and issues?**
- 3. Condition of the transportation system?**
- 4. What changes should we make now?**
- 5. What policies, strategies, and actions will create the best system we can afford?**

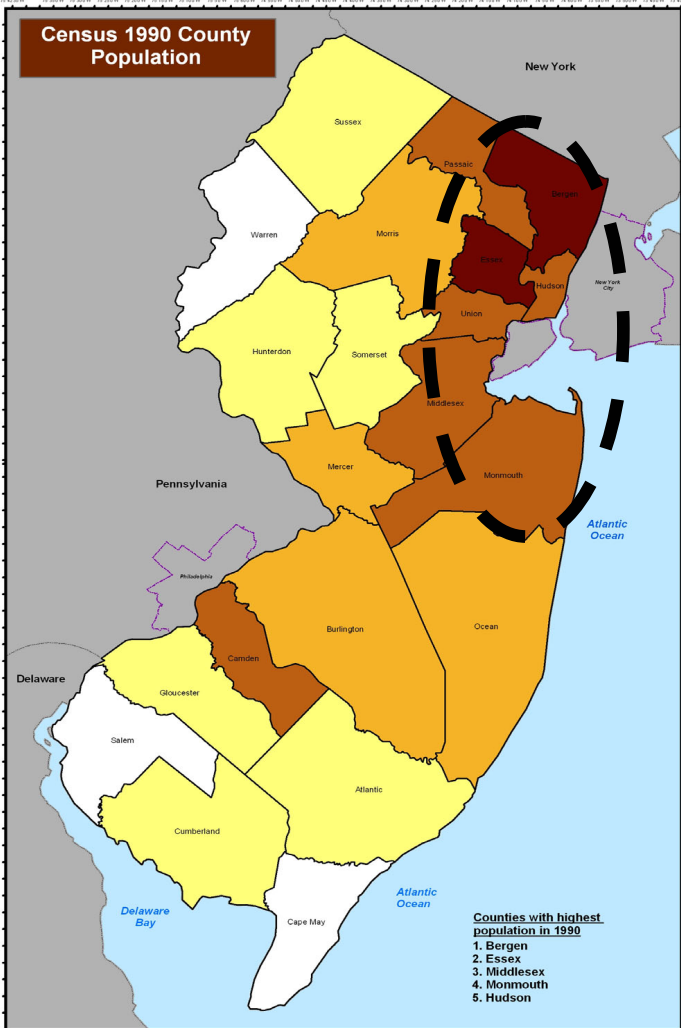
What has changed?

What has changed ?

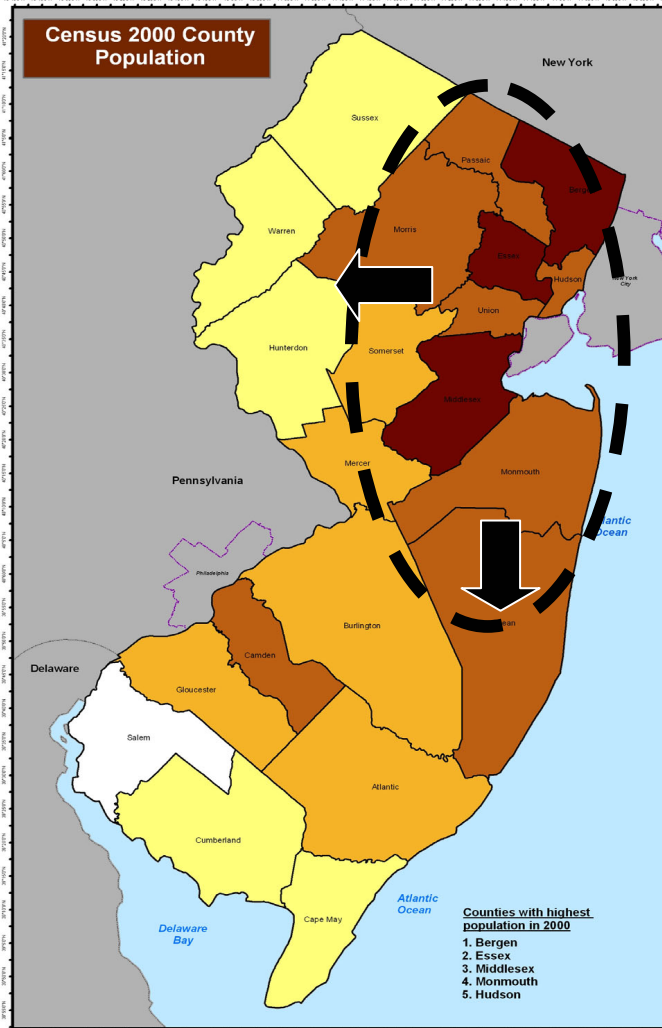


**% Population Growth
1990-2000**

Census 1990 County Population



Census 2000 County Population



Comparing 1990 and 2000 Census Population



STATE OF NEW JERSEY

MAP PREPARED BY
DMJM HARRIS

MAP PREPARED FOR
NEW JERSEY DEPARTMENT OF TRANSPORTATION

Notes:

Counties with highest numerical population increase between 1990 and 2000

1. Middlesex (+78 thousand)
2. Ocean (+78 thousand)
3. Bergen (+58 thousand)
4. Somerset (+57 thousand)
5. Hudson (+56 thousand)

Counties with highest percent population increase between 1990 and 2000

1. Somerset (+24%)
2. Ocean (+18%)
3. Hunterdon (+13%)
4. Atlantic (+13%)
5. Warren (+12%)

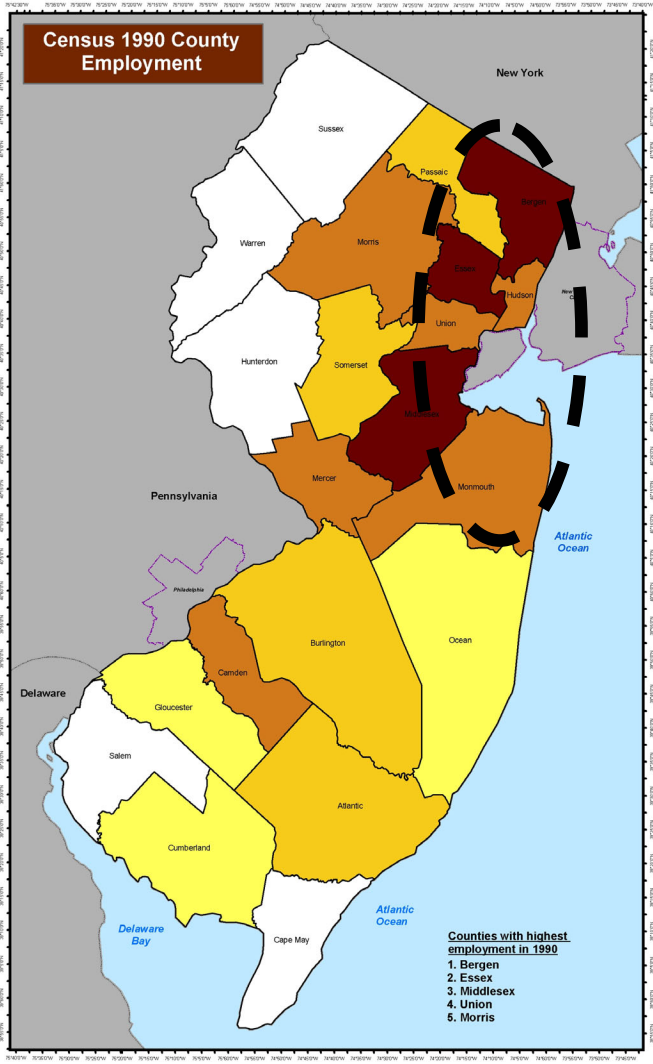
Salem County is the only county in New Jersey to experience a decrease in population between 1990 and 2000. Its population decreased by 1009 people or 1.5%.



LEGEND

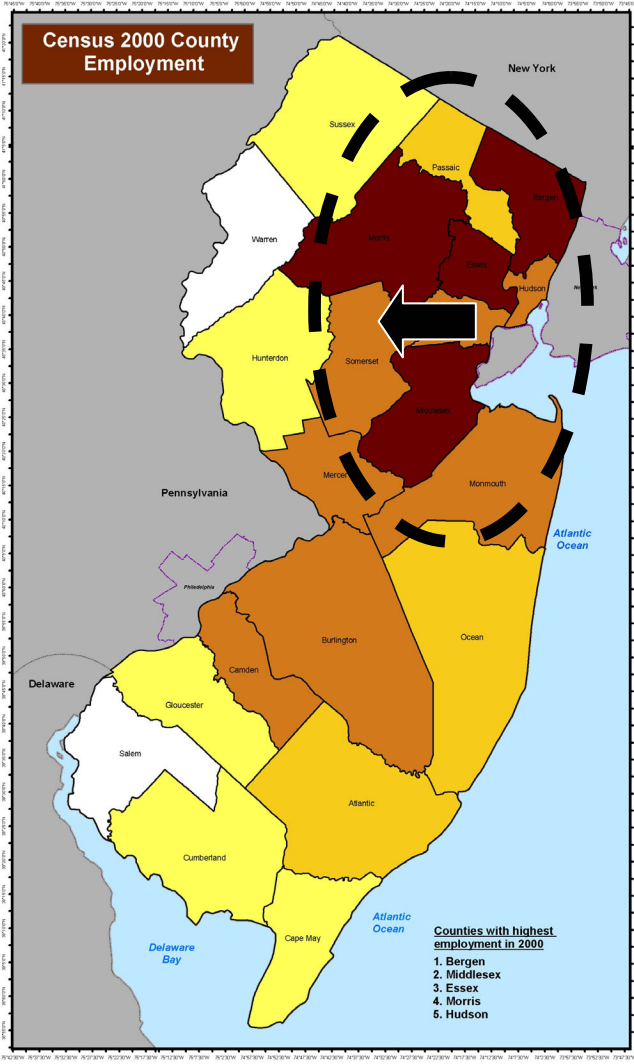
	BOUNDARIES		CENSUS 1990 & CENSUS 2000 POPULATION OF COUNTIES IN NEW JERSEY

Census 1990 County Employment



- Counties with highest employment in 1990**
1. Bergen
 2. Essex
 3. Middlesex
 4. Union
 5. Morris

Census 2000 County Employment



- Counties with highest employment in 2000**
1. Bergen
 2. Middlesex
 3. Essex
 4. Morris
 5. Hudson

Comparing 1990 and 2000 Census Employment



STATE OF NEW JERSEY

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Notes:

- Counties with highest numerical employment increase between 1990 and 2000**
1. Somerset (+58 thousand)
 2. Middlesex (+41 thousand)
 3. Morris (+39 thousand)
 4. Monmouth (+31 thousand)
 5. Ocean (+22 thousand)

- Counties with highest percent employment increase between 1990 and 2000**
1. Hunterdon (+50%)
 2. Somerset (+40%)
 3. Sussex (+34%)
 4. Ocean (+19%)
 5. Gloucester (+16%)

- Counties that experienced a reduction in employment between 1990 and 2000.**
1. Union (-15 thousand, 6%)
 2. Atlantic (-13 thousand, 9%)
 3. Camden (-11 thousand, 5%)
 4. Mercer (-11 thousand, 5%)
 5. Passaic (-5 thousand, 2%)
 6. Salem (-1 thousand, 5%)



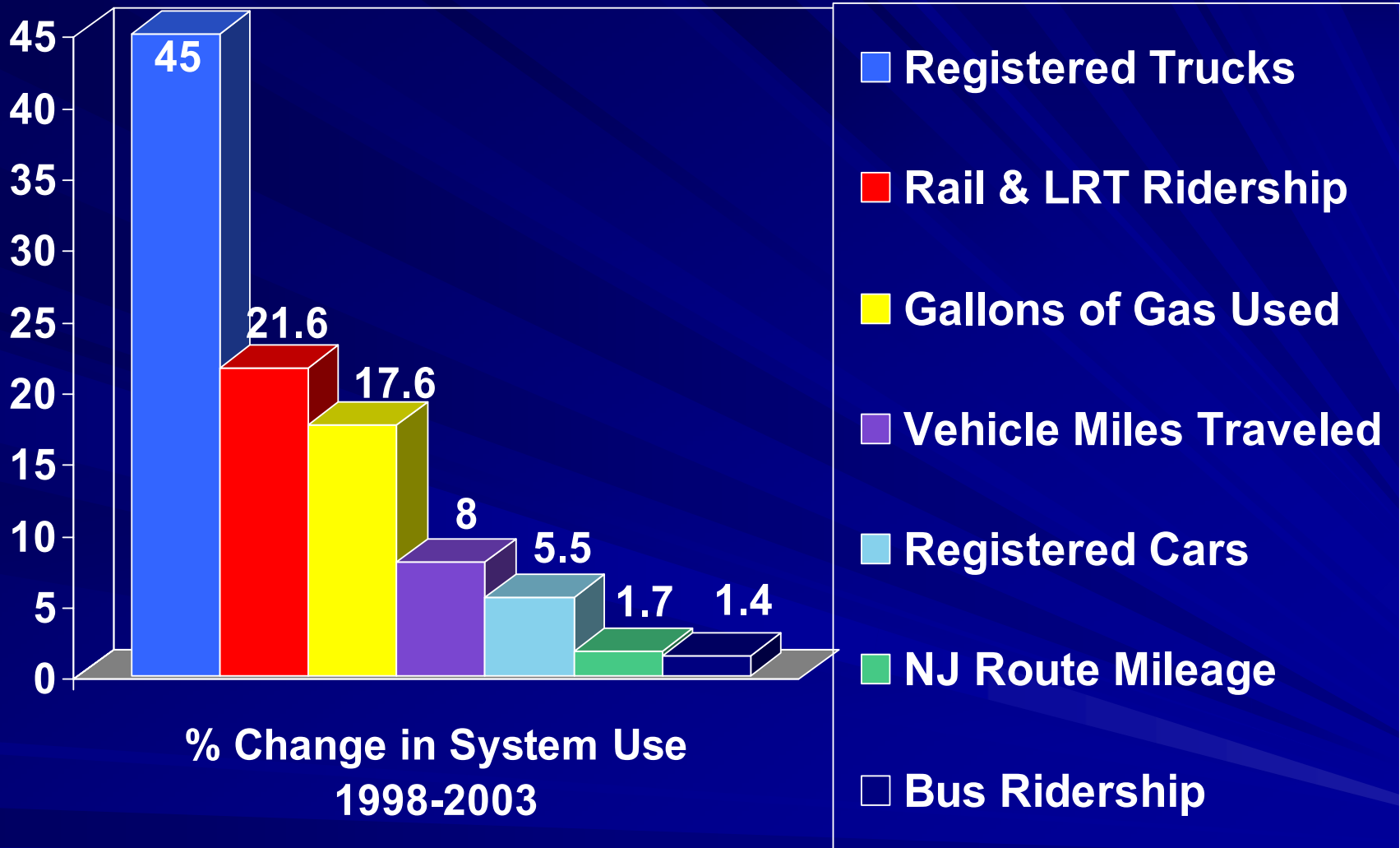
LEGEND

BOUNDARIES

- State
- County
- City

CENSUS 1990 & CENSUS 2000 EMPLOYMENT IN COUNTIES IN NEW JERSEY

- 22,000 - 40,000
- 40,001 - 120,000
- 120,001 - 200,000
- 200,001 - 280,000
- 280,001 - 480,000



Some implications . . .

1. State is becoming even denser
2. Our transportation system is not keeping up with growth in population, cars, trucks, and travel
3. Traditional approach doesn't work – we can't build our way out of congestion
4. New solutions are needed



What are the major trends & issues?

Major trends & issues . . .



- Our aging population needs new approaches to ensure mobility

Major trends & issues . . .



- **Ensure fair distribution of benefits and burdens & that everyone is represented**

Major trends & issues . . .

- Public participation in planning for future transportation



Major trends & issues . . .



- **Maximizing system operation & performance**

Major trends & issues . . .



- Forecast financial needs

Major trends & issues . . .



- Land use & transportation planning must be more closely linked

Major trends & issues . . .

- Improving safety
- Ensuring security



Major trends & issues



- Maintaining an aging infrastructure
- Moving freight

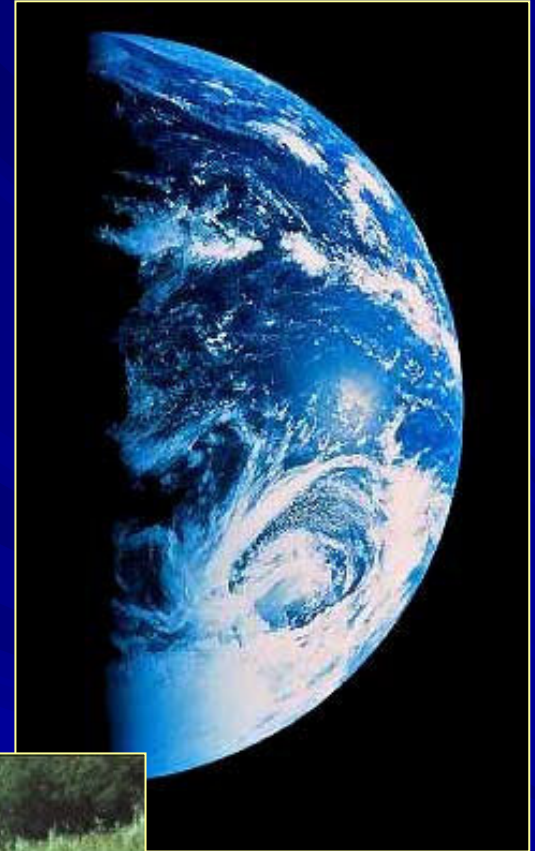
Major trends & issues . . .



- Expanding transit & increasing capacity
- Enhancing bicycle & pedestrian travel

Major trends & issues . . .

- Supporting aviation
- Conserving energy & the environment



Some Implications . . .

- Repairing the state's highways & bridges could cost \$8 billion in the next 10 years
- Alleviating heavy traffic could cost \$5.5 billion more
- NJ TRANSIT should spend \$12 billion to repair its infrastructure & increase capacity

How can we improve in the future?

Analyze Possible Futures

Statewide Scenario Analysis

- How well is our system performing today (2005)?
- How well will our system perform if we do only what is now underway and committed? (2030 No Build)
- How well will our system perform if major investments are made in transit, highway operations, selectively expanding capacity, and managing travel demand? (2030 Build)

Corridor or Sub-Area Scenario Analysis

- What strategies are most effective for certain types of corridors/areas?
- What effect would smart growth have?
- What effect does a more connected and robust supporting network have?

Findings Support

■ Agency Coordination Initiative

- Executive director level meetings
- Improve planning & coordinate decision-making
- Include state and bi-state transportation agencies and authorities

■ Corridor Management Initiative

- Are multimodal and multi-facility (serve travel markets)
- Create corridor vision and set long-term goals
- Establish facility and mode roles to achieve corridor vision
- Refine long-range plan strategies for implementation
- Include State, agency, MPO, county and local

Other 2030 Plan Tasks

- Demonstrate the role for supporting roadway networks
- Refine vision, goals & objectives
- Identify performance indicators to determine if goals & objectives are being met



Other Tasks . . .

- Develop lessons for schools on transportation & community development



Other Tasks . . .

Public involvement & outreach through:

- Focus groups
- Issue groups & advisory panels
- Outreach meetings & presentations
- Public opinion survey
- Study Advisory Committee
- Website

www.njchoices.com



Other Tasks . . .

- Develop & recommend draft policies and strategies to achieve the vision for 2030
- Finalize plan in collaboration with stakeholders and the public



2030 Plan Schedule

- Prepare draft plan in Spring 2006
- Finalize plan by December 2006





Questions or Comments?

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