



Making Transit Oriented Development Work For Boonton, NJ

Bloustein School
of Planning and
Public Policy
Studio

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INTRODUCTIONS

We are a group of Master's students at the Edward J. Bloustein School of Planning and Public Policy in the City and Regional Planning program. Our individual areas of interest are transportation planning, housing, and international development.

Our advisors are Stephanie DiPetrillo and Cailean Carr.

RUTGERS

Edward J. Bloustein School
of Planning and Public Policy

Presentation Overview

1. Statement of Purpose
2. Vision Statement
3. Defining TOD
4. Policy and Legislation
5. Demographics
6. Evaluation of Existing Conditions
7. Previous Planning Efforts
8. Urban Form Recommendations
9. Transit & Parking Recommendations
10. Placemaking Recommendations
11. Next Steps



STATEMENT OF PURPOSE

Our class was asked to develop a series of steps Boonton can take in pursuit of **Transit Village** status.

We researched the history of Boonton, explored the built environment, and analyzed the transportation infrastructure and demographics of the town to see where Boonton has been.

And we have interviewed local stakeholders, learned about the best projects both in New Jersey and around the country, and brainstormed to see where Boonton can go next.

DEFINING TRANSIT ORIENTED DEVELOPMENT

"... compact, mixed use community centered around a transit station that invites users to drive their cars less and ride transit more" (Bernick and Cervero, 1997)

Design Features

1. Neighborhood designed for biking and walking
2. Streets have connectivity and traffic calming features
3. Mixed use development (vertical integration)
4. Parking management (restrictions, pricing, meters, location)
5. Transit stops and stations are comfortable and secure



TOD Design in South Orange, NJ

POLICY AND LEGISLATION

Transit Village Initiative

Program for smart growth created in 1999 in partnership between the New Jersey Department of Transportation (NJDOT) and NJ Transit. It helps communities as they seek to incorporate TOD design standards in order to bring more housing, businesses, and visitors to their towns.



TRANSIT VILLAGE INITIATIVE

NJTRANSIT
The Way To Go.



POLICY AND LEGISLATION

Transit Village Designation Requirements:

1. Identify existing transit
2. Willingness to grow jobs, housing, and population around transit facilities
3. Adopt zoning and/or redevelopment based on TOD principles
4. Identify potential TOD sites and projects
5. Identify bicycle and pedestrian improvements
6. Identify “place making” efforts near transit stations (community events, arts, culture)



POLICY AND LEGISLATION

Why Pursue TOD ?

Economic Development

- Retain businesses and private investments
- Increase real estate demand near transit stations, which raises property values and tax revenues

Growth

- Introduce a cost-effective solution to population growth by increasing high-density developments and supporting job growth

Benefits

- Technical assistance and priority state funding
- Currently there is a \$1 million grant pool for TOD projects given to states with the designation, but funding does vary from year to year

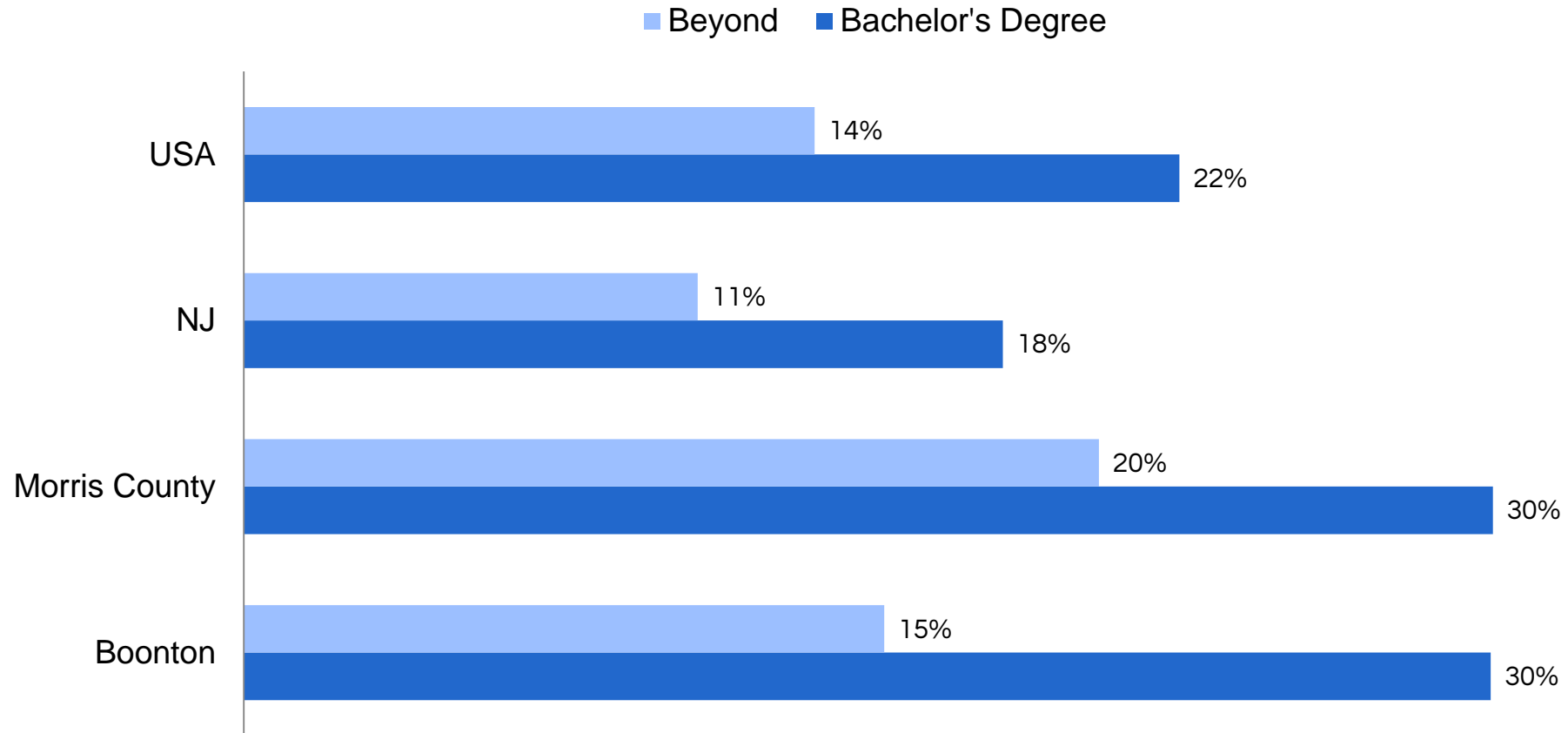


DEMOGRAPHICS



BOONTON IS WELL-EDUCATED

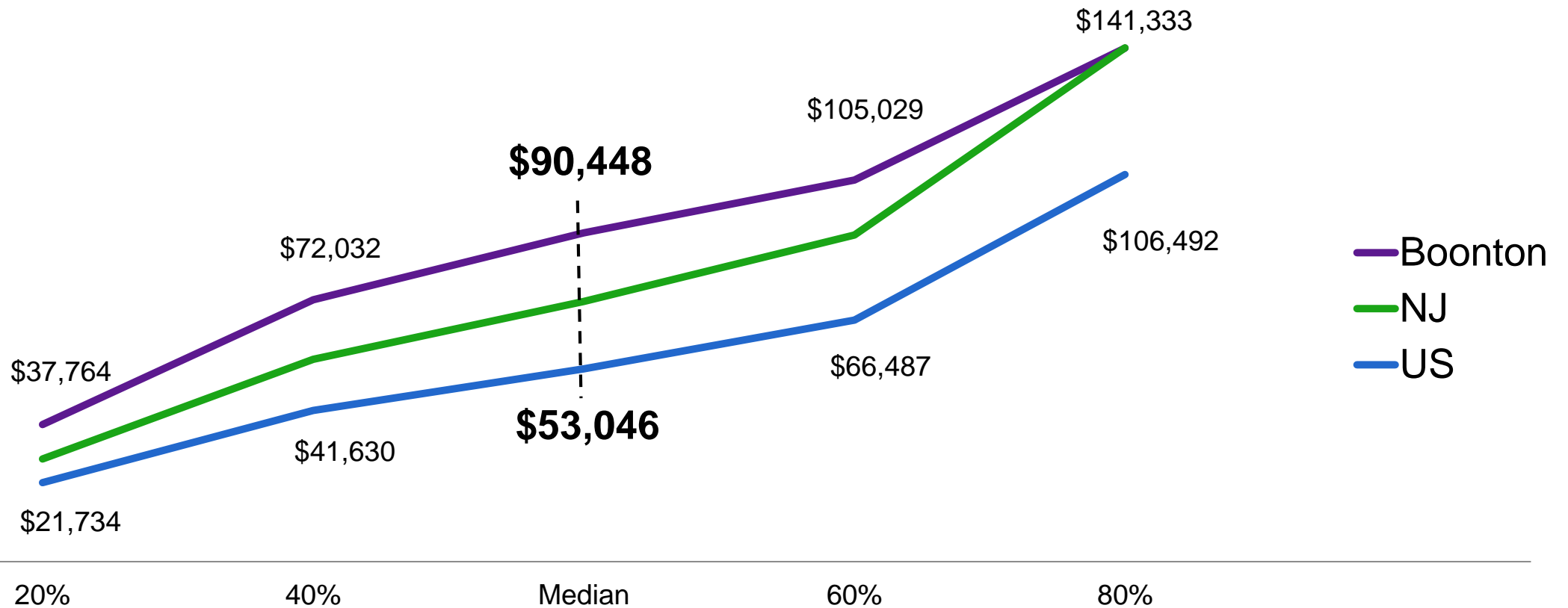
Education of Adults over 25



BOONTON IS NEAR GOOD JOBS

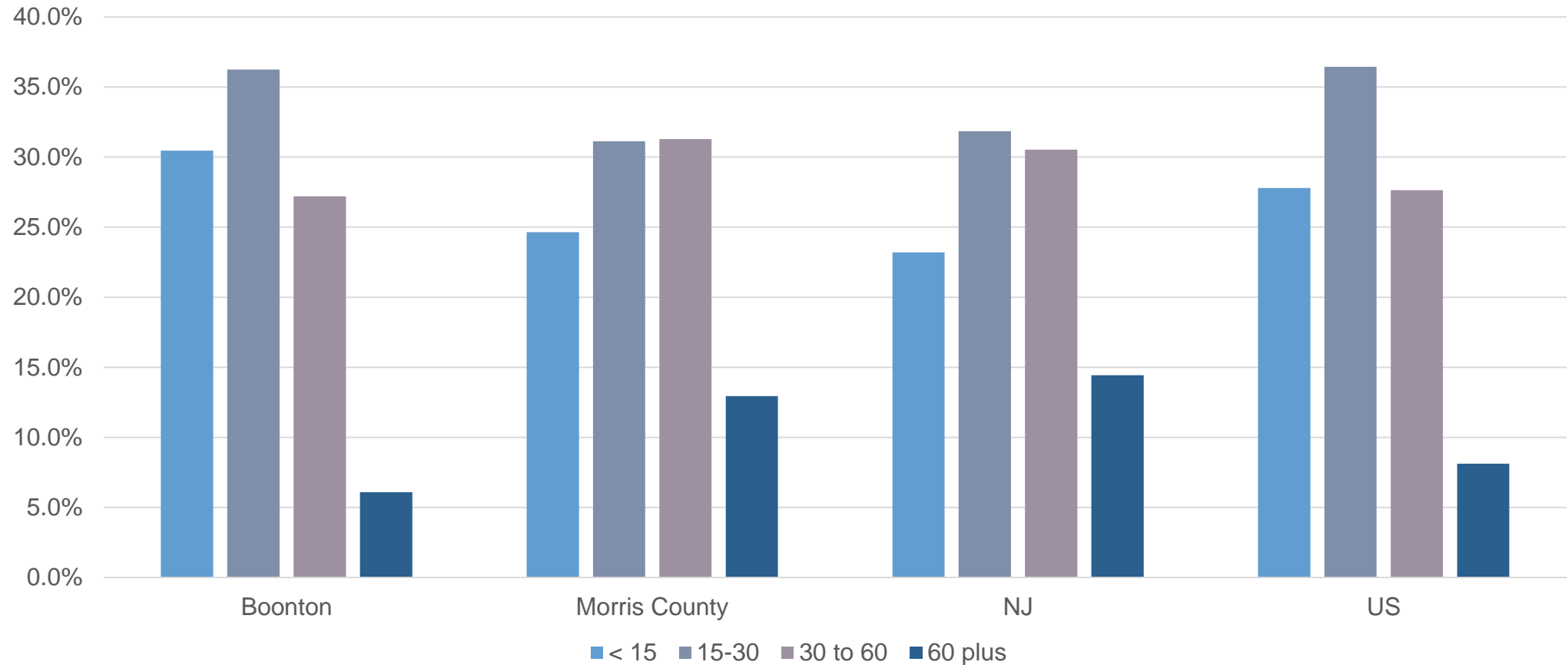
2013 Income

(American Community Survey, 2009-2013)



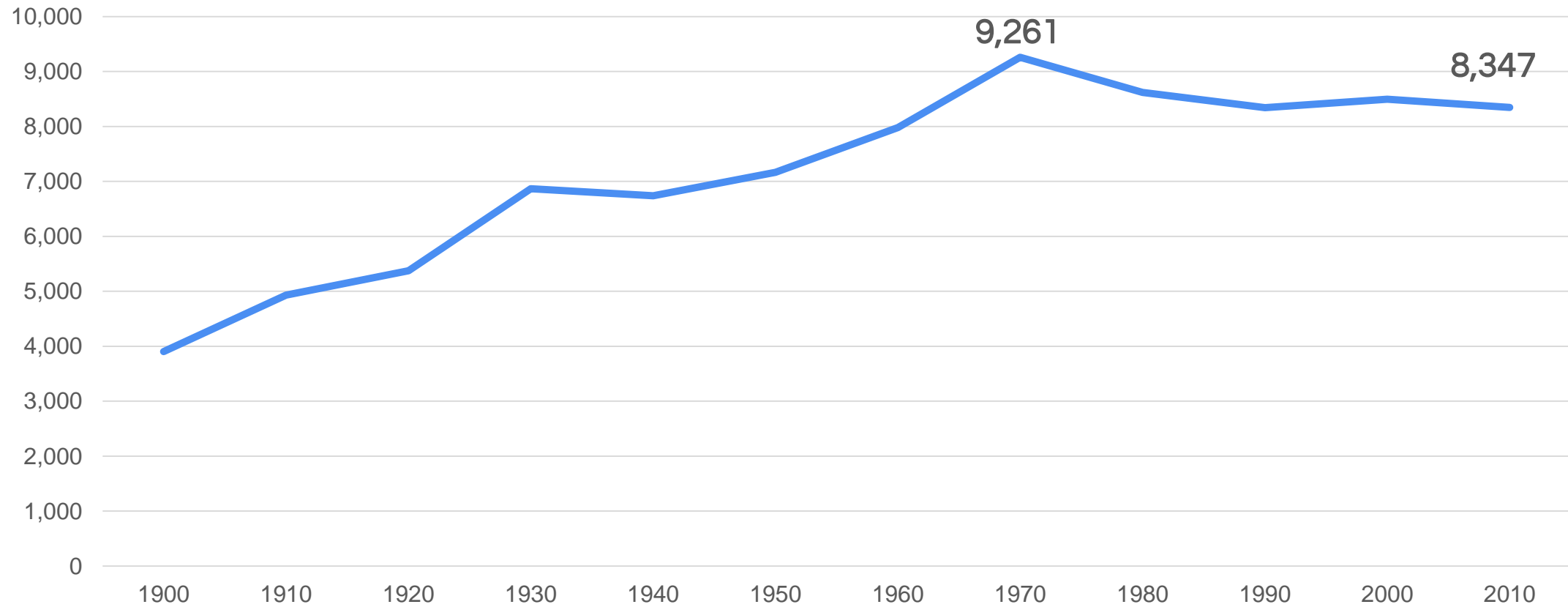
THOSE JOBS ARE EASY TO GET TO FROM BOONTON

Commute Time, 2009-2013 Estimates



BOONTON HAS ROOM TO GROW

Boonton Population
(Decennial Census, 1900-2010)



OPPORTUNITIES

Boonton is...

- *Well-educated*
- *Well-off*
- *In a great location*
- *Able to support more growth*



RECOMMENDATIONS



EVALUATION OF EXISTING CONDITIONS

INTERVIEWS

- Key stakeholders
- Main Street organization
- Comparable communities

REPORTS

- Evaluation of past planning efforts
- Reviewed CPAP SWOT Analysis
- Evaluation of redevelopment potential
- Analysis of transit usage

OBSERVATIONS

- Zoning conditions
- Review of site visits
- Circulation patterns – active and motorized
- Parking inventory
- Conditions on Main Street
- Assessment of transit services/facilities

PREVIOUS PLANNING EFFORTS

1998/99 MASTER PLAN

Emphasize **bus usage**

Relocate train platform

Focus on **concentrated development** that supports TOD

Focus development efforts on and around **Main Street**
Prioritize **quality open space**

Incorporate safe and adequate **pedestrian street access**

Create regionally **connected bike routes**

Preserve **small town historic feel**

2008 RE-EXAMINATION

NJ-APA CPAP

NJ-APA CPAP REPORT

Transit Village Designated Zones

- Helps the town designate the boundaries of the Transit Village area and to grow public transit ridership
- The CPAP project has designated six distinct areas for redevelopment in the town within the half-mile radius of the center of town



RECOMMENDATIONS: URBAN FORM

A: ECONOMIC DEVELOPMENT

1. Develop homes for seniors/empty-nesters to downsize and age in place
2. Continue to Develop Main Street

B: LAND USE

1. Modify current zoning
2. Redevelop in key locations



A : ECONOMIC DEVELOPMENT

AGING IN PLACE

- Focus development on retirees and empty nesters who want to downsize
- Redevelop The Hollow – located at the base of Main Street, near the Rockaway River trails – into residential development with connections to Main Street and nature trails



A : ECONOMIC DEVELOPMENT

MAIN STREET

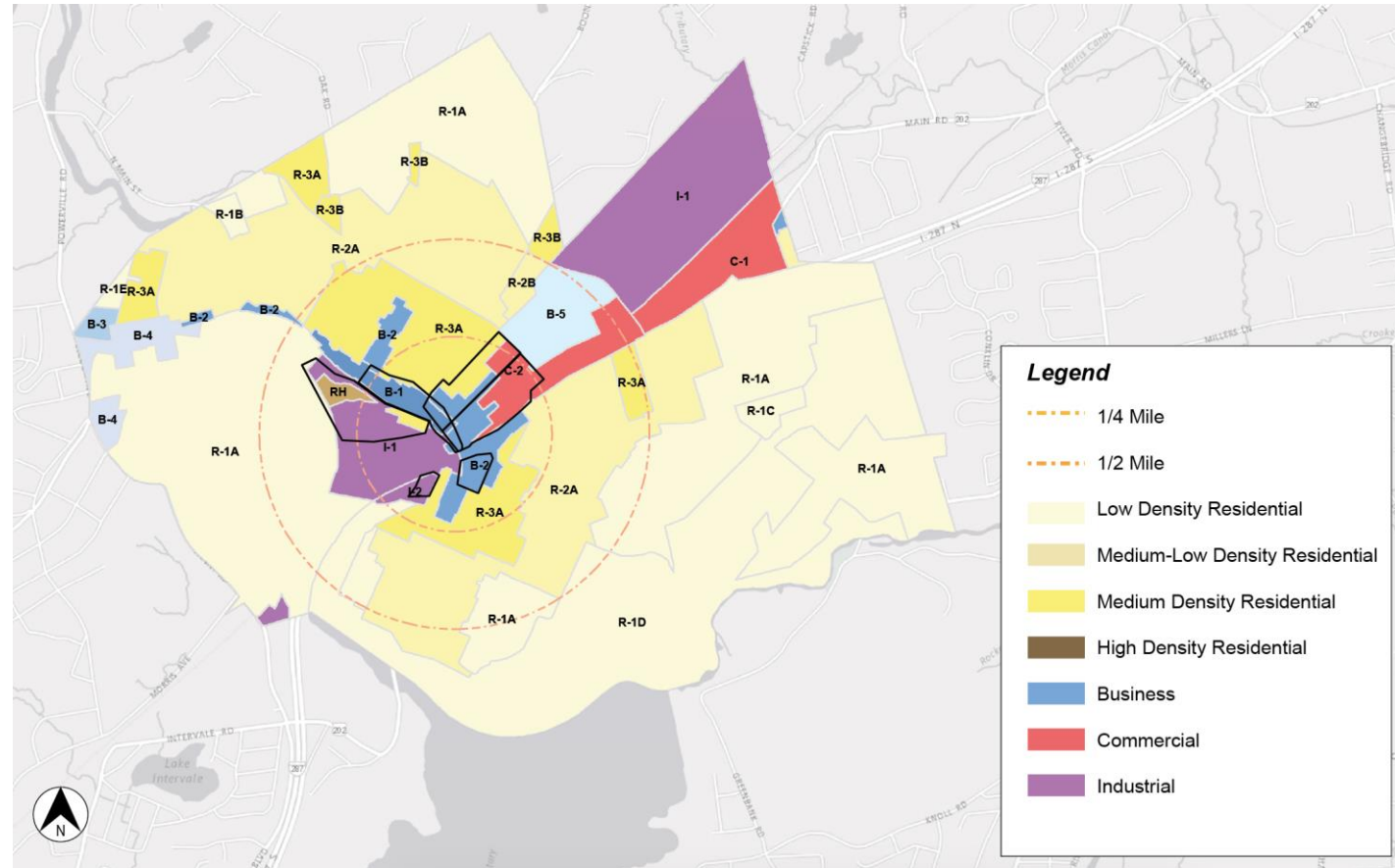
- Work with **arts community** to install exhibits in vacant storefront windows
- Actively seek support and funding for **Boonton Main Street**
- Consider a **greening program** along Main Street
- Establish guidelines for **operating hours** on Main Street



B : LAND USE

ZONING

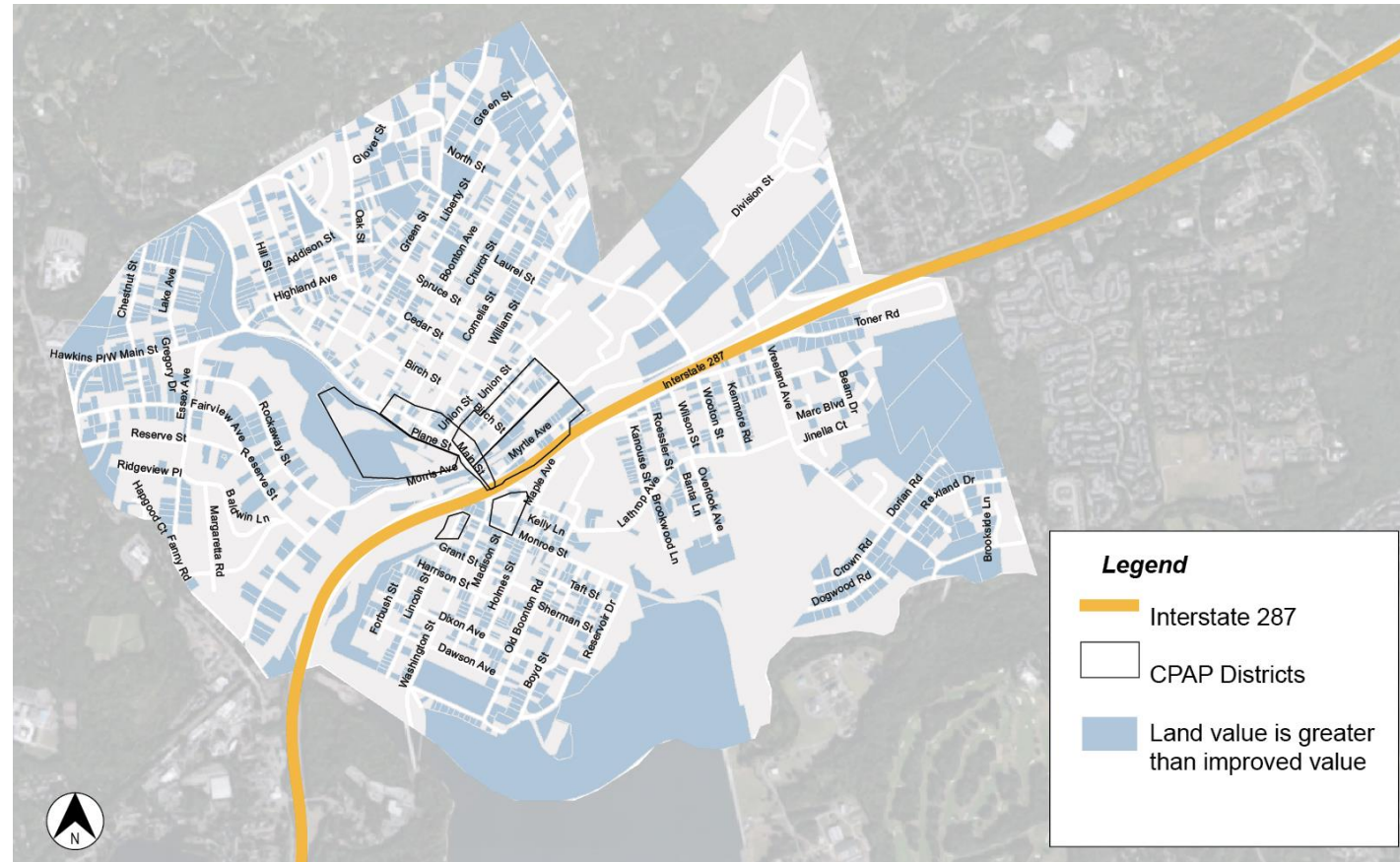
- Designate **mixed-use districts** in key corridors by re-zoning
- Allow for **accessory dwelling units** through ordinance



B : LAND USE

REDEVELOPMENT

- Identify key buildings viable for **reuse** and **encourage in-fill** development on **vacant** or **under-utilized** lots
- Focus on **duplex** or **triplex** development
- Focus on **special corridors** that are ripe for development: **Division Street** and **Mechanic Street**
- Use **design guidelines** to revitalize existing facades on Main Street



RECOMMENDATIONS: TRANSPORTATION

A: ACTIVE TRANSPORT

1. Improve **pedestrian safety** at key intersections
2. Develop presence for **safe bicycling**
3. Increase access to **pedestrian-oriented land use** destinations

B: TRANSIT

1. Increase access to **transit facilities**
2. Use transit facilities to create a sense of **permanence and place**
3. Re-examine the NJ Transit Bus Route 871 and Lakeland **bus signs**

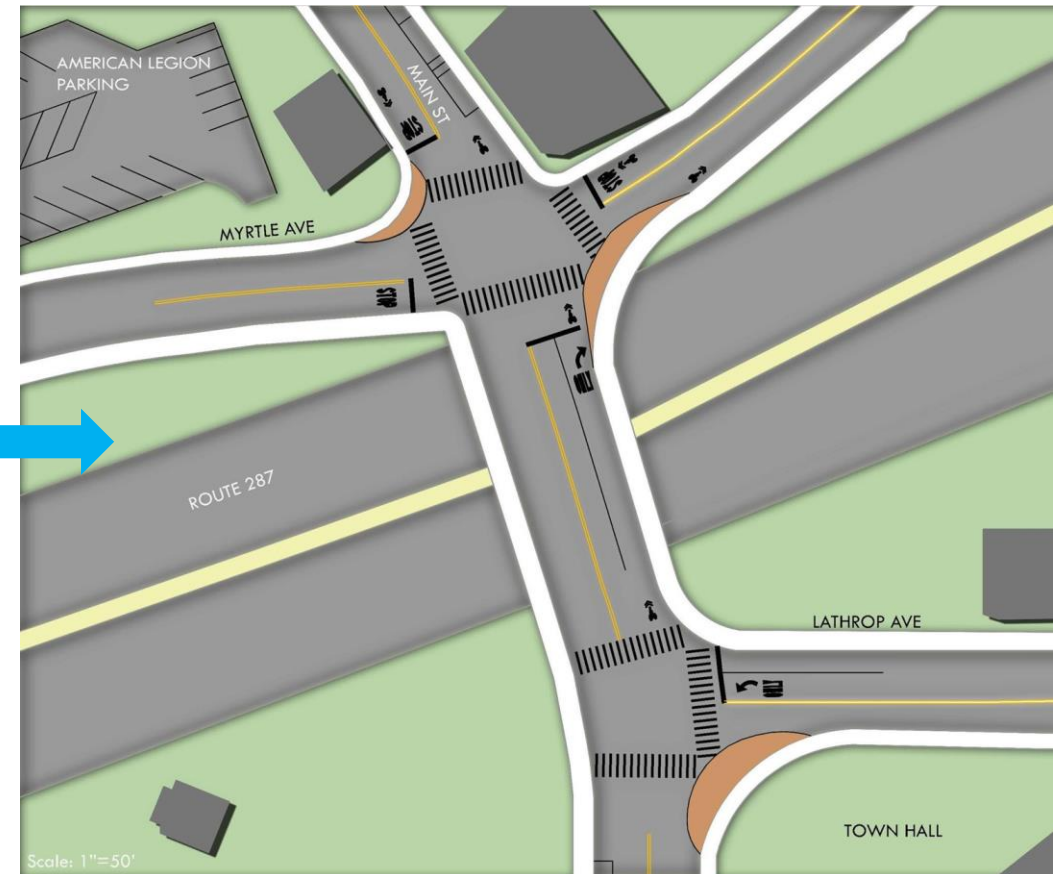
C: PARKING MANAGEMENT

1. Introduce **“right pricing”** management strategy
2. Develop **efficient parking** strategy using existing space
3. Offer employer-based incentives to make **transit a more attractive choice**
4. Locate **loading zones** for freight delivery

A : ACTIVE TRANSPORT

PEDESTRIAN AND BIKE SAFETY

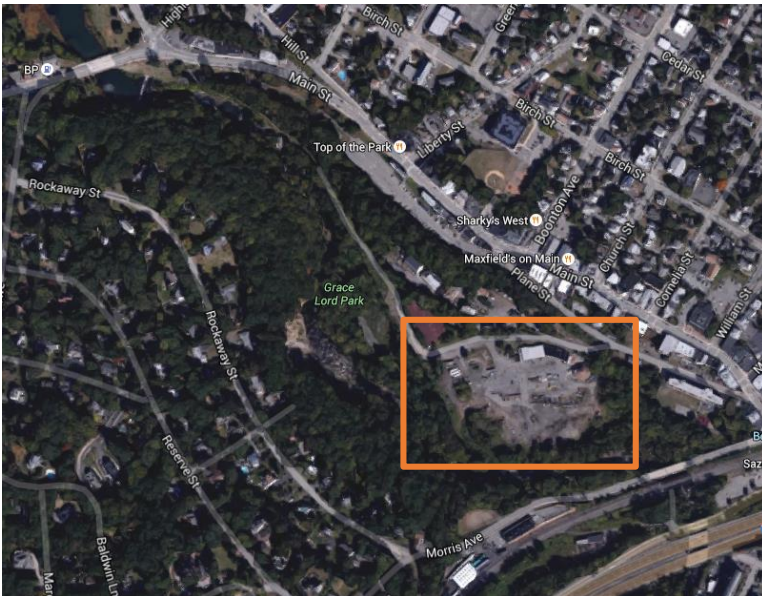
- Expanded pedestrian space
- Create shorter, more direct crossings
- Use sharrow markings



A : ACTIVE TRANSPORT

PEDESTRIAN AND BIKE ACCESS

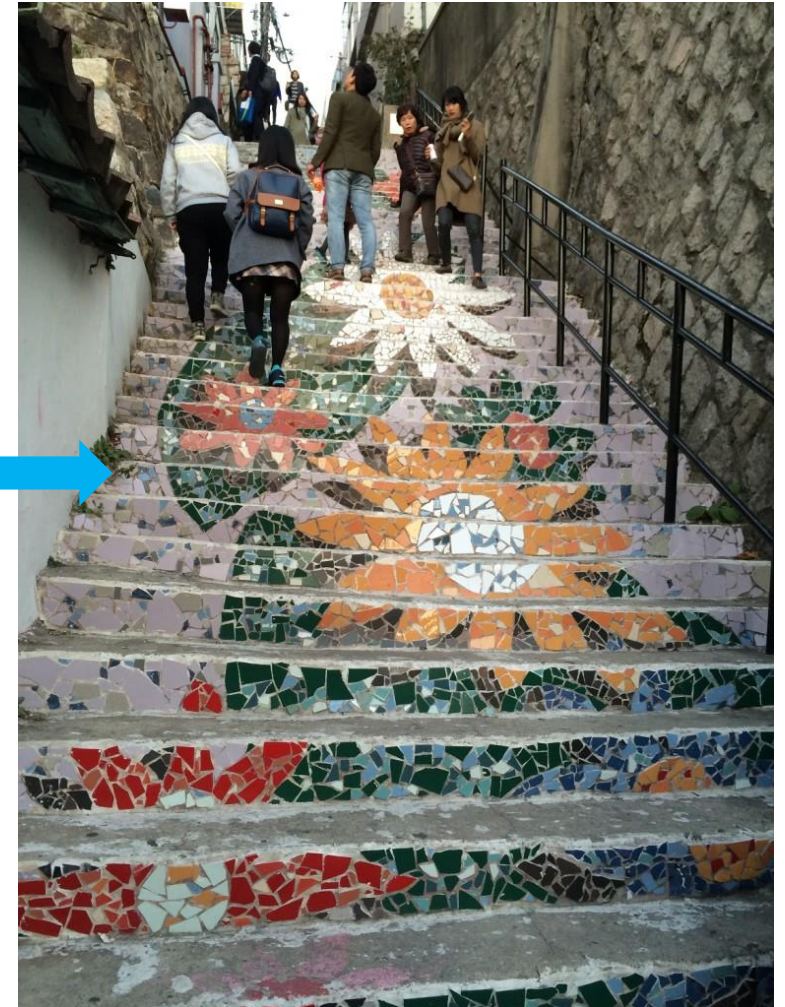
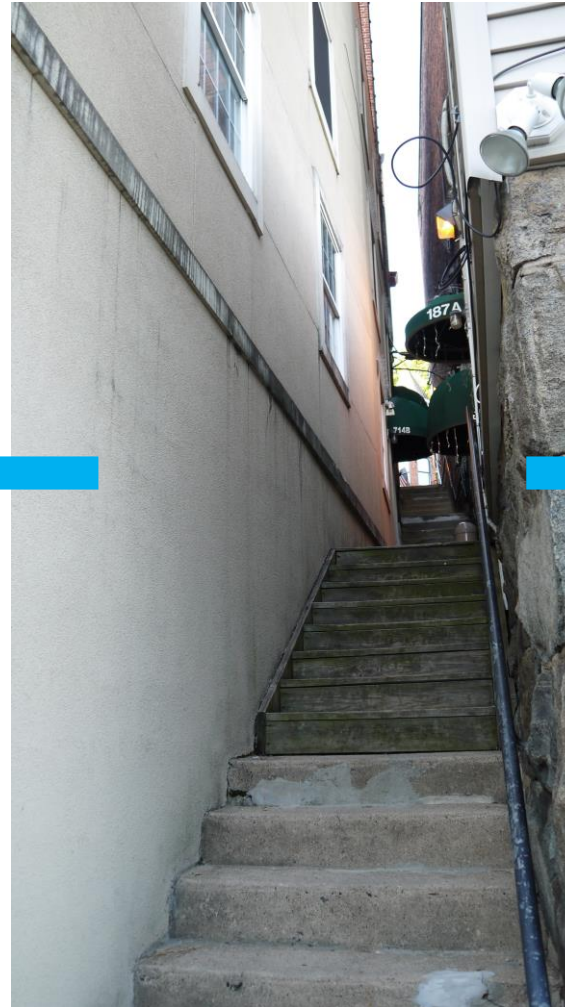
- Relocate the recycling complex and extend the green space
- Incorporate recreational facilities
- Construct river bridge to create access to the trail



A : ACTIVE TRANSPORT

PEDESTRIAN ALLEYWAYS

- Improve **cleaning and lighting**
- **Repair** pavement and handrails
- Include **landscaping and greenery**
- Encourage **public art** to create a unique and dynamic experience



B : TRANSIT

STATION ACCESS

- Improve **crossings** and **wayfinding** to increase visibility and awareness
- Leverage **existing walkable assets** from Main Street to the old train station
- Rehabilitate the **pedestrian tunnel**



B : TRANSIT

BUS SHELTERS

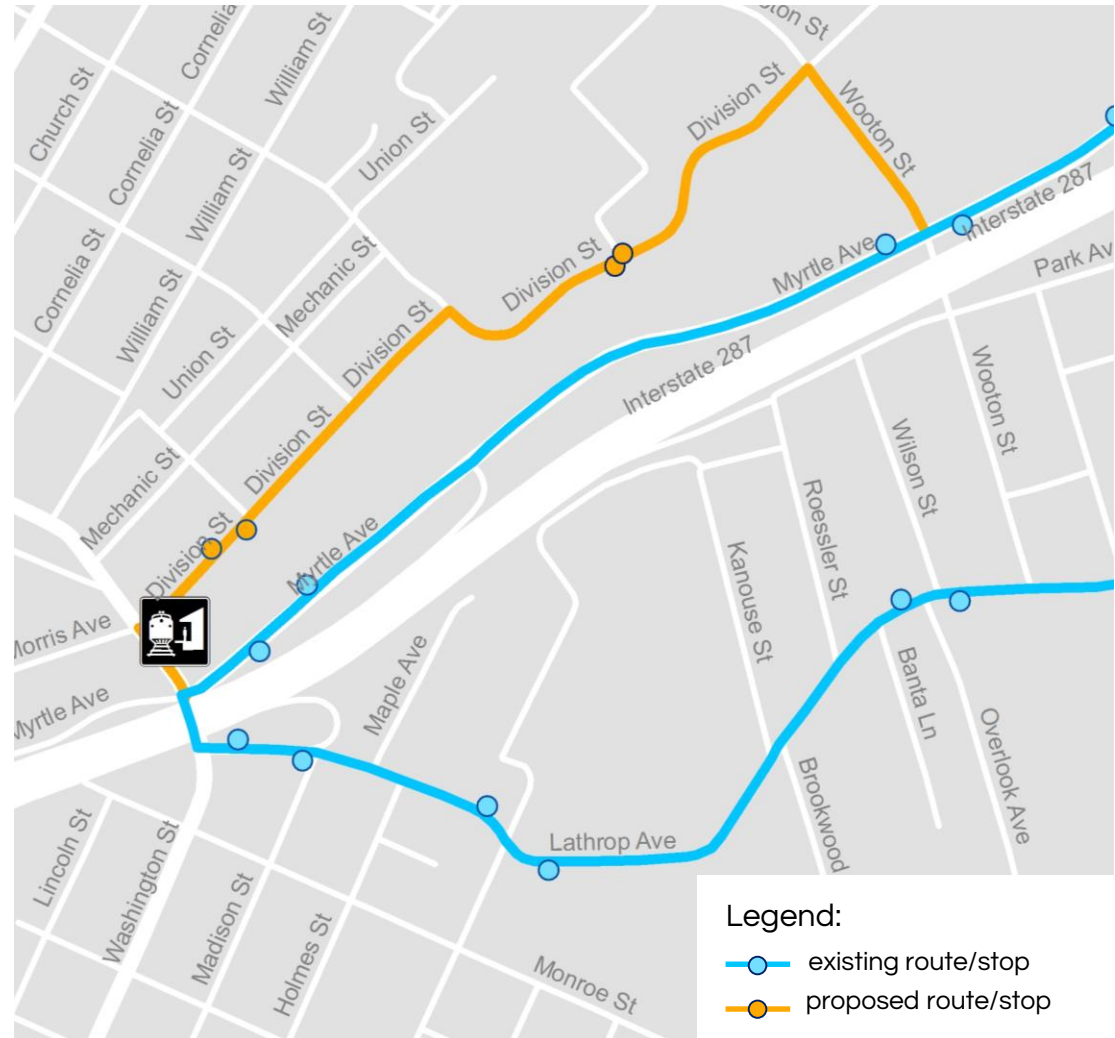
- Design features to **emphasize local context**
- **Increase visibility and awareness** of transit
- Aim for ridership improvement over the **long term**



B : TRANSIT

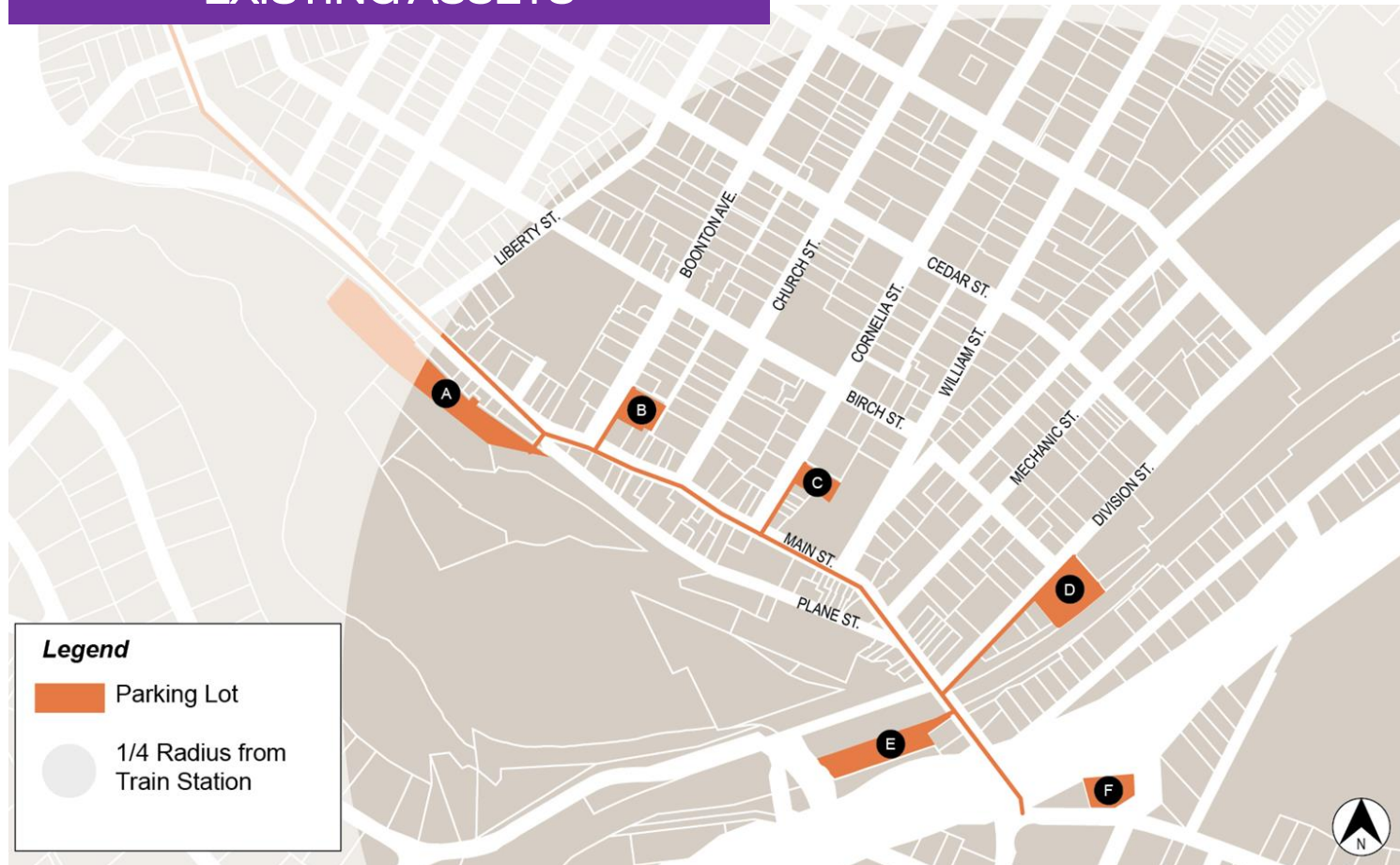
NJ TRANSIT ROUTE 871

- Re-routing coincides with **redevelopment of key parcels** along Division Street
- **Higher density** development compatible with transit access
- Easier and more **direct access** to Main Street
- Create **signs** for Lakeland Bus



C : PARKING MANAGEMENT

EXISTING ASSETS



Parking Lot Inventory

Lot	Adjacent Street	Parking Spaces
A	Upper Plane St	100
B	Boonton Ave	27
C	Cornelia St/Bider	20
D	Divison St	35
E	American Legion (NJT)	70
F	Kiwanis	39
Total		291

On-Street Parking Inventory

Location	Type	Parking Spaces
Division	On-street	30
Main	On-street	130
Liberty	On-street	62
Boonton	On-street	49
Church	On-street	67
Cornelia	On-street	55
Washington	On-street	25
Total		418

C : PARKING MANAGEMENT

RIGHT PRICING

- Cost-to-park is relatively low at current standards
- Efficient parking is balance of **supply and demand**
- Parking revenue funneled into benefit fund for **walkable infrastructure**

INCENTIVES

- Employers offer **cash incentives** to employees in place of free parking
- Encourage **transit ridership** into town
- Additional parking spaces open up to visitors

How much does it cost to park 9am to 9pm on a weekday?

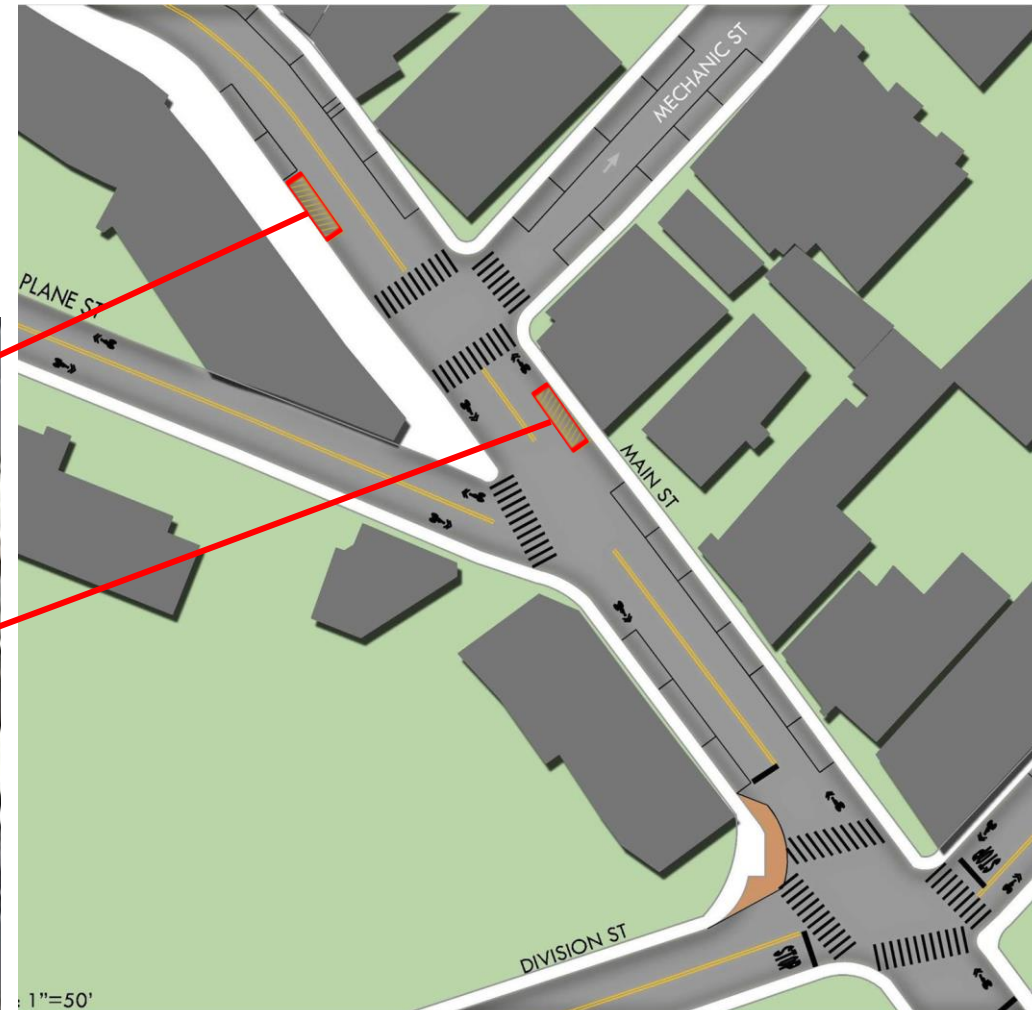
Type	Rate	Total Cost
Permit	\$0.05	\$175/ year
Main Street	FREE!	\$0.00
Side Street	\$6.00	\$0.25/ half hour
Municipal Lots	\$6.00	\$0.25/ half hour
Legion / Kiwanis	\$0.50	\$1.00 / day



C : PARKING MANAGEMENT

LOADING ZONES

- Zones prevent double parking by **freight trucks**
- Better allocation of scarce ROW **space** on Main Street
- Easier deliveries make for **more attractive locations** for businesses



PLACEMAKING RECOMMENDATIONS

SIGNAGE

- Pedestrian routes
- **Main Street:** historic and local interest
- Designate areas for **parking**

SPECIAL EVENTS

- Plan events focused on **restaurants** – e.g. annual “Taste of Boonton” festival
- Coordinate **street** and **lot parking** for major events

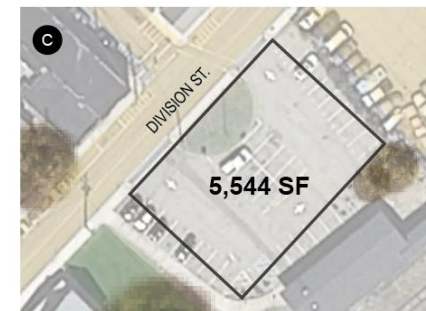
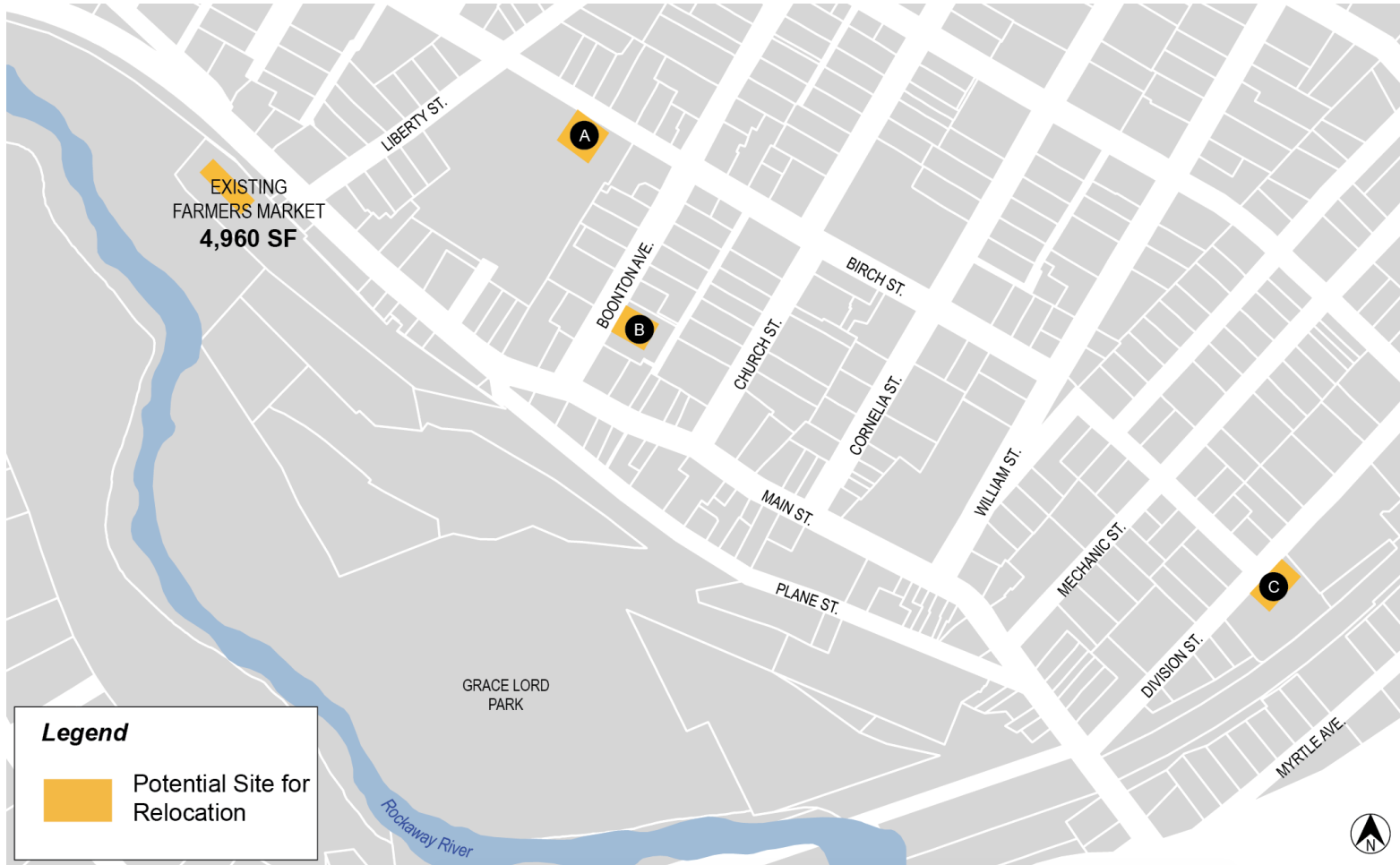
FARMER’S MARKET

- Continue promoting the farmer’s market as a **fun weekend event**
- **Relocate** the existing farmer’s market **along Main Street**

RECREATION

- Make town **gateways** more inviting
- Create clear and easy **walking paths** to natural amenities

A : FARMER'S MARKET



B : PEDESTRIAN MOBILITY



NEXT STEPS – IMPLEMENTATION PLAN

SHORT-TERM IMPROVEMENTS

- Implement crossing markings, space and sharrows
- Coordinate work between the town and Main Street Boonton
- Install signage for pedestrian interests and parking
- Re-locate farmer's market
- Coordinate parking for special events



LONG-TERM IMPROVEMENTS

- Build-out of intersection and pedestrian improvements
- Reconstruct train station and platform
- Integrate parking management with better technology- SF Park
- Zone for mixed use and higher density
- Redevelop Division and Mechanic streets with duplex/triplex level of density

GOING FORWARD

