Evaluation of the New Jersey Transit Village Initiative

Executive Summary

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December 2003

www.policy.rutgers.edu/vtc/tod/transitvillages

Introduction

From September 2002 to October 2003, the Alan M. Voorhees Transportation Center[1] (VTC) at Rutgers University conducted an evaluation of the New Jersey Transit Village Initiative, funded by the New Jersey Department of Transportation (NJDOT). As part of this evaluation, VTC has produced the following reports in our assessment of the Initiative:

- *State of the Literature: Transit-Oriented Development*
- *Demographics of the New Jersey Transit Villages*
- *Transit Villages in New Jersey: Success Factors, Obstacles, and Recommendations*
- *Transit Villages in New Jersey: Recommendations for Assessment and Accountability*

In addition to these written reports, a symposium was held at the Edward J. Bloustein School of Planning and Public Policy, Rutgers University, New Brunswick, New Jersey, on October 10, 2003, to release our findings. All the materials from the symposium, including the PowerPoint presentation, and all the written reports can be downloaded at: **www.policy.rutgers.edu/vtc/tod/transitvillages**.

This Executive Summary highlights the major findings of the evaluation of the New Jersey Transit Village Initiative.

[1] Originally, transportation policy studies were carried out under the name Transportation Policy Institute (TPI) as part of the Alan M. Voorhees Transportation Center (VTC). As of September 2003, TPI is no longer an active entity and all research activity is encompassed by the VTC designation.

Background

The Transit Village Initiative is a program that seeks to revitalize and grow selected communities with transit as an anchor. Although the Transit Village Initiative is staffed and directed by the New Jersey Department of Transportation, a Task Force of representatives from several state agencies meets regularly to guide the Initiative. The participating agencies are:

- New Jersey Department of Transportation
- New Jersey Department of Environmental Protection
- New Jersey Redevelopment Authority
- New Jersey Transit
- New Jersey Department of Community Affairs
  - Office of Smart Growth
  - MainStreet New Jersey
- New Jersey Economic Development Authority
- New Jersey Housing and Mortgage Finance Agency
- New Jersey Commerce & Economic Growth Commission
- New Jersey Council on the Arts

Within each agency, at least one person has been appointed the Transit Village representative. Each municipality also has a contact person who works directly with this representative, in addition to working with the Transit Village coordinator at NJDOT. The benefit of being a Transit Village is that this designation not only gives these municipalities priority for state grants but also allows the municipalities to have direct contact with the representatives of these agencies. This is often helpful in expediting development approvals.

The Transit Village is designated as the half-mile area around the transit facility (this is

also typically referred to as a transit-oriented development area). The Transit Village Initiative fits into the larger smart growth agenda in New Jersey because it helps to promote the growth of businesses and residential population around existing (or planned, in one case) transportation infrastructure investments. Its aim is to reduce traffic congestion and improve air quality by promoting increased transit ridership, pedestrian activity, and bicycle use. In addition, the goals of economic revitalization and increasing the housing stock are part of an overall effort to create vibrant, enjoyable, and exciting areas around major transit nodes.

***State of the Literature: Transit-Oriented Development* (December 2002)**

A literature review was conducted as the first task in our evaluation. This report was a meta-review of three literature reviews about transit-oriented development (TOD). We summarize *Transit Oriented Development: Moving from Rhetoric to Reality* (Belzer and Autler 2002) by the Brookings Institution, *Transit Oriented Development and Joint Development in the United States: A Literature Review* (Cervero, Ferrell, and Murphy 2002) by the Transit Cooperative Research Program (TCRP), and *Statewide Transit-Oriented Development Study: Factors for Success in California* (California Department of Transportation 2002).

Our general conclusions are:

1. *Collaboration is key:* To successfully build a TOD, it is vital not only for public and private sectors to work together but also for different levels of government and different agencies across government to cooperate.
2. *Public policies are lacking:* The TCRP report discusses case studies in a best-practice manner, but the Brookings report begins to outline necessary goals and objectives for a coherent public vision. The California report takes the Brookings report's recommendations and develops a model of state policy to promote TOD.
3. *It is necessary to develop a typology and guidelines for success:* Although TOD is subject to local market constraints, it is necessary to develop a system for classifying different places and then creating guidelines for success. Future TODs should learn from the successes and/or failures of the past—it is necessary to define obstacles to success, especially in a local context.
4. *Housing, parking, and financing need special attention:* All three of these reports identify the importance of housing, parking, and financing for TODs. These issues need to be worked on in a general sense, again to develop guidelines for success, but they also need to be addressed in a local context for each new project.
5. *Measuring and evaluating success is necessary:* To ensure that TODs are successful, a process of evaluation is important to discern how well goals are being realized. As is stated in the TCRP report, most TODs in the United States are so new that adequate data have not yet been collected to evaluate their success.

***Demographics of the New Jersey Transit Villages* (October 2003)**

The goal of the demographics analysis was to understand the unique character of each Transit Village and to determine if there were any patterns across the municipalities. Our findings reveal three typologies across the seven municipalities.[2] We found similarities

[2] Metuchen was not included in this analysis because it did not receive the Transit Village Designation until December 2002, which was after the start of this evaluation.

among the *Traditional Bedroom Communities* of Morristown, Rutherford, and South Orange. Rahway and South Amboy are characterized as *Urban, Industrial-Based Communities*, and Pleasantville and Riverside are the *South Jersey, Non-Commuter Rail Communities.*

Furthermore, in general, the characteristics of the Transit Village (the half-mile area around the transit station) shift from the municipal profile with remarkable consistency:

- School-age population percentage goes up in the Transit Village (except in South Orange and Rutherford)
- Senior population percentage drops in the Transit Village (except in South Orange and Rutherford, where it increases)
- White non-Hispanic population level goes down in the Transit Village (except in South Orange, where it increases)
- Hispanic levels increase in all Transit Villages except South Orange
- Foreign-born population percentage increases in all the Transit Villages except South Amboy
- Married couple households drop in share in the Transit Villages except in Riverside and South Amboy
- Female single parent households in *all* the Transit Villages stay at about the same level as in the municipalities
- Single-person households increase in share in *all* Villages
- Poverty rate goes up in all Villages except South Orange, where it stays the same
- Unemployment levels go up in all Transit Villages except Morristown and Riverside
- Single-family housing stock drops in percentage in all Transit Villages except Pleasantville
- Homeownership rate drops in all Transit Villages, except Pleasantville
- For-sale vacancy rate goes up in *all* Villages
- Rental vacancy rate goes up in *all* Villages, but only in Pleasantville does it get critically high
- In terms of percentages, there are more households without cars in *all* Villages
- In terms of percentages, there are fewer households with 3 or more cars in *all* Villages
- A higher percentage of workers in the Transit Village use mass transit
- A higher percentage of workers walk to work in all Villages except South Orange

To summarize: *Transit Villages in New Jersey feature a younger population, more racial and ethnic diversity, more immigrants, lower household economics, more singles, more rental housing, higher vacancy rates, and better transit habits—fewer cars, more use of trains and buses, and more residents walking to work.*

***Transit Villages in New Jersey: Success Factors, Obstacles, and Recommendations* (October 2003)**

This report presents the findings of in-depth interviews with stakeholders, including state officials, municipal officials, and private developers. The following bulleted items summarize each of the success factors, obstacles, and recommendations:

Success Factors

State Government

- A Task Force that meets regularly with designated agency representatives to monitor progress in the designated municipalities, to discuss problems, and propose solutions
- Engaged Task Force members who help cut through "red tape" at their various agencies and assist in targeting funding to the designated Transit Villages

- An active and effective Transit Village program administrator
- State leadership publicly supporting transit-oriented development and the Transit Village Program
- NJ Transit actively supporting transit-oriented development

Municipal Government

- Strong leadership
- History of planning
- Sustained vision of redevelopment
- Entrepreneurial attitude
- Willingness to foster pedestrian and bicycle access to the downtown and station areas
- Support of the commercial area through downtown partnerships, Main Street programs, or enterprise zones
- Sensitivity to "quality-of-life" issues by including parks, recreation areas, and cultural assets in redevelopment goals

Private Sector

- They are major regional or national companies that have the capacity and experience to deal with difficult site issues
- They are willing to work with towns to achieve a shared vision
- They place a high market value on good transportation connections
- They are creative with respect to designing products and utilizing land

Obstacles

- Contaminated land or brownfields
- Acquisition of properties for redevelopment
- Bureaucracy of state agencies
- Cost
- Parking
- Conflict in funding sources
- Fear of schoolchildren

Conclusions and Recommendations

In sum, the Transit Village Initiative is an outstanding model for smart growth in New Jersey—a winning prototype that can be applied across the state.

Key recommendations are:

- The pipeline for future Transit Villages needs to be enlarged.
- Incentives need to be developed that encourage the inclusion of middle-income and family-sized units in new housing developments.
- The impacts of gentrification should be considered if too much luxury housing is built.
- Incentives that encourage the location of a diversity of services and amenities within the Transit Villages should be encouraged.
- There is a need to continue to press for more resources to help Transit Villages deal with brownfields.
- Neighborhoods around train stations in bigger cities should be encouraged as viable candidates for designation.
- There is a need to work with NJ Transit to provide incentives for residents within the Transit Village communities to use mass transit.
- Parking areas should be better utilized through shared parking arrangements, the installation of decks, and other mixed-use applications.
- More of an emphasis on walkability should be considered.
- Actions that would encourage towns that share a transit station to join forces in transit-friendly improvements should be considered.
- Support for cultural assets of the Transit Villages should be promoted.
- Accountability is needed, including the collection and analysis of data on progress indicators over time.

***Transit Villages in New Jersey: Public Opinion and Attitudes* (December 2003)**

This report summarizes the findings of public opinion in New Jersey about transportation, housing, and smart growth as it relates to the New Jersey Transit Village Initiative. Three surveys were conducted, each targeted to a separate group. A poll of residents across the state sought basic opinions about transportation and housing. These results were compared with household and merchant surveys conducted locally in three of the Transit Villages—Metuchen, South Amboy, and South Orange. The local household and merchant surveys also asked for other detailed information, not included in the statewide poll, to help gauge the progress of the Transit Village Initiative in meeting municipal and community goals.

Summary of Statewide Poll

- The vast majority of New Jersey residents (84 percent) feel that it is at least somewhat important for the state to actively promote growth and development in existing downtown areas and commercial centers.
- African Americans most strongly support new housing construction within the downtown or commercial center of their town (78 percent), while Hispanics (52 percent) and whites (44 percent) show less support.
- Hispanics (27 percent) and African Americans (19 percent) have much higher percentages when reporting that the availability of transit as a major reason when choosing their current home compared with whites (9 percent).
- Although income, education, proximity to a train station, region of state, voter status, gender, and years living in New Jersey are not good discriminators in explaining smart growth, political affiliation, residential location, and frequency of transit use do a good job of helping to explain whether respondents support smart growth.
- While 69 percent of Democrats feel that it is very important for the state to actively encourage growth and development in downtowns and commercial centers, fewer Republicans and independents feel this goal is very important (45 and 50 percent, respectively)
- A majority of Democrats are in favor of new housing in their town (59 percent). while fewer Republicans and independents favor new housing (44 percent for both).
- While residents of major urban centers (68 percent) and residents of other urban areas (61 percent) feel that it is very important for the state to encourage growth and development in downtowns or commercial centers, residents of older towns and suburbs (56 percent), residents of growing suburbs and towns (47 percent), and residents of rural areas (59 percent) feel this less strongly.
- The majority of residents of major urban centers (71 percent) and residents of other urban areas (61 percent) favor new housing, while fewer residents of older towns and suburbs (48 percent), residents growing suburbs and towns (39 percent), and residents of rural areas (48 percent) favor new housing construction.

Summary of Local Household and Commercial Surveys (Metuchen, South Amboy, and South Orange)

- A higher percentage of the respondents feel that it is either very or somewhat important for the state to actively encourage growth and development in downtown areas or existing commercial

centers in comparison with the state average.
- Support for new housing in South Amboy and South Orange is similar to the state average. In Metuchen, residents mostly oppose new housing, while merchants are more likely to support it.
- The local surveys show that, on average, residents of these Transit Villages rate their town much better as a place to live in comparison with residents across New Jersey.
- Although residents of South Amboy do not rate their town as high as a place to live in comparison with Metuchen and South Orange, the improvement has been the greatest in South Amboy.
- The majority of residents of all municipalities feel that their town has improved during the past three years with respect to downtown attractiveness and walkability.
- The majority of residents of Metuchen and South Orange (and just under 40 percent of South Amboy residents) feel that there are more restaurant options now compared with three years ago.
- The majority of residents of all municipalities feel that the town has either improved or remain unchanged during the past three years with respect to safety, shopping, and entertainment options. In Metuchen, we see a shift from shopping to restaurants.
- Transit is a significant factor in why residents of all towns chose their home location. In Metuchen and South Orange, it was a major reason for approximately half the residents living in the Transit Village area. This is probably due to the high quality of transit service and convenient proximity to Manhattan.
- Metuchen and South Orange have the highest frequency of transit usage. In South Orange, approximately two-thirds of the residents of the Transit Village area use transit at least once a month, while nearly one-third of the residents in this area use it more than 20 times a month.
- Vehicle ownership is lower in the Transit Village area for all three towns compared with households outside the Transit Village area.
- Although merchants may not feel strongly (or be able to determine) the importance of transit for their individual business, nearly one-third feel that it contributes a great deal to the overall area and more than two-thirds feel that it contributes at least somewhat.

***Transit Villages in New Jersey: Recommendations for Assessment and Accountability* (December 2003)**

In the course of gathering information about the Villages, it became apparent that important data about what was happening in the half-mile radius around the transit station was not being kept and/or reported to NJDOT in a consistent manner. Indeed, this is a major shortfall of the program: the lack of formal accountability on the part of either the municipalities or the state agencies. Because no reporting requirements were ever articulated, monitoring the progress of the communities has been, for the most part, anecdotal and unstructured. We recommend the implementation of two measures that will enable the program to be more effectively evaluated in the future:

1. Annual reporting by the designated Transit Village municipalities and the state agencies represented on the Task Force. This annual data-gathering effort should cover economic, environmental, and transportation activity; any community perception that results from household and business surveys; and institutional or legal actions taken by a municipality.

2. The creation of a database that maintains the information submitted by the municipalities and the state agencies.

State of the Literature: Transit-Oriented Development

Assessing the Impacts of the New Jersey Transit Village Initiative

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December 2002

INTRODUCTION

Traffic congestion, poor air quality, suburban sprawl, and urban decay have prompted a movement referred to as "smart growth." As seen in Figures 1 and 2, sprawling developments across the United States are consuming land and generating congested highways. They are also leading to a host of other economic, environmental, and social problems.

Figure 1. New residential development in the Denver metropolitan region.

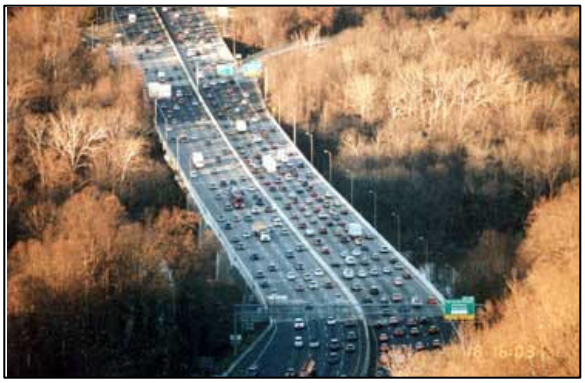

Figure 2. Traffic congestion in Pennsylvania.

Many claim that transit-oriented development (TOD) holds the answer to solving these problems. Transit villages (TVs or TODs, often used interchangeably) have been hailed as a model for integrating land use with transportation (Calthorpe 1993; Cervero 1998; Newman and Kenworthy 1999). Calthorpe defines a TOD as

> a mixed-use community within an average 2,000-foot walking distance of a transit stop and a core commercial area. TODs mix residential, retail, office, open space, and public uses in a walkable environment, making it convenient for residents and employees to travel by transit, bicycle, foot or car. (p. 56)

During the past few years, TOD has become a hot topic for the transportation, planning, development, and related fields. The October 2002 Rail~Volution conference, led by Congressman Earl Blumenauer from Portland, Oregon, attracted over a thousand participants to Washington to discuss the various aspects of "building livable communities with transit" and present case studies of an increasing number of TOD projects across the country.

Another indication of the proliferation of TOD in the United States is the release of two reports — *Transit Oriented Development: Moving from Rhetoric to Reality* (Belzer andAutler 2002) by the Brookings Institution; and *Transit Oriented Development and Joint Development in the United States: A Literature Review* (Cervero, Ferrell, and Murphy 2002) by the Transit Cooperative Research Program (TCRP) — illustrate the growing importance of this type of development. Furthermore, the State of California's Department of Transportation (California DOT) released a report titled the *Statewide*

Transit-Oriented Development Study: Factors for Success in California (California Department of Transportation 2002a). This report gives an in-depth look at TOD and makes policy recommendations.

Although the literature about TOD is relatively new, the concept is relatively old. The transit city of the late 19th and early 20th centuries can be characterized as a TOD. According to Newman and Kenworthy (1999, 29), "trains generally created subcenters at railway stations that were 'cities' with walking-scale characteristics. Trams, on the other hand, created linear development that followed the routes in corridors or 'main streets.' In both cases, medium-density, mixed-use areas were formed at the rail nodes and along the tram routes."

Today, the literature about TOD is reviving this historic model. The modern TOD concept has two main components. First, financial investments are being made in commuter rail stops to revitalize urban areas that have economically decayed. Places like Rahway, New Jersey, are redeveloping with a focus upon their rail station. Abandoned buildings and lots will be reused, providing benefits to both the public and private sectors of the community. These benefits will include more jobs, retail opportunities, vibrant street life, tax revenues, and new housing opportunities, in addition to environmental benefits. The second component of the modern TOD concept is related to light rail. Light rail is a modern form of a tram where stops are more closely spaced together compared with commuter rail. This type of rail technology allows for linear development opportunities. For instance, in Northern New Jersey, the Hudson-Bergen light rail — though relatively new in operation — has already begun to see anecdotal evidence of this increase in investment along the corridor.

Again, the concept of TOD is not new, but literature on the topic has seen a resurgence in recent years. Peter Calthorpe's *The Next American Metropolis* (1993) is the major work responsible for reintroducing these concepts to the planning and development professions. Since this book was published, both the literature and practice have seen these concepts reemerge as a primary force for the smart growth agenda. The next section will provide a selected summary of the Brookings, TCRP, and California DOT reports mentioned above. These reports do a good job of summarizing the existing literature on TOD in addition to suggesting future policies. Since they were all recently published by credible sources, this paper will not replicate their work but use it as a foundation.

SELECTED SUMMARY OF *TRANSIT ORIENTED DEVELOPMENT: MOVING FROM RHETORIC TO REALITY*

The Brookings report[1] identifies three major trends that characterize American cities:

1. The resurgence of investment in America's downtown areas
2. The continuing growth and emerging maturity of America's suburbs, many of which are struggling to become cities in their own right
3. A renewed interest in transit use and transit investment

As a result of changing demographics, which is leading to an increased demand for urban living, Brookings believes that a substantial new market exists for TOD:

> At the convergence of these three trends is the realization that a substantial market exists for a new form of walkable, mixed-use urban development around these new rail or rapid bus stations and transit stops…These [TODs] have the potential to provide residents with improved quality of life and reduced household transportation expenses while providing the region with stable mixed income neighborhoods that reduce environmental impacts and provide real alternatives to traffic congestion. (from the foreword)

Although Brookings acknowledges the large potential market for TODs, it also recognizes major obstacles. Many of the emerging projects across the United States fail to achieve the design requirements to be a true TOD. "Most often they have conventional suburban single use development patterns, with conventional parking requirements, so the development is actually transit-*adjacent*, not transit-*oriented*" (foreword). The problem with so many projects being flawed is that critics of transit have "begun to brand [TOD] a failure by critiquing the performance of flawed projects" (foreword).

The Brooking report identifies six performance criteria that can be used to evaluate the success of a TOD. This section provides a brief summary of each.

1. *Location efficiency* — allows for choice in transportation options; "Simply put, location efficiency converts driving from a necessity into an option" (p. 9). Research has shown that residents of urban, dense neighborhoods drive less and walk and use transit more.

   The following measurable outcomes are a result of location-efficient neighborhoods:

   - Increased mobility choices (walking and bicycling as well as transit)
   - Increased transit ridership
   - Good transit connections to the rest of the city and region
   - Reduced auto use and reduced auto ownership

[1] Belzer and Autler 2002; hereafter "the Brookings report."

- Reduced transportation costs to individuals and households
- Sufficient retail development (quantity, quality, and diversity) to satisfy the basic daily needs of residents and employees working in the area
- Ability to live, work, and shop within the same neighborhood (p. 10)

2. *Value recapture* — residents of location-efficient neighborhoods spend less on transportation compared with residents of conventional automobile-dependent suburbs. "Overall, residents of denser, more transit-rich metropolitan areas pay less for transportation than their counterparts in auto-dependent metropolitan regions — even when the cost of public investments in transit is included in the calculation" (p. 10). Location-efficient mortgages (LEMs) are a new policy tool being used by Fannie Mae in selected regions to enable residents living within walking distance to a transit station to borrow more for home loans because they have lower transportation costs, and thus more disposable income.

   Measurable outcomes include:

   - Increased homeownership rates, especially among borderline income groups
   - Increased use of LEMs
   - The creation of housing units with lower-than-average parking ratios
   - Reduced individual and community spending for transportation (p. 12)

3. *Livability* — although difficult to measure, TODs ought to foster an environment that people enjoy. Benefits for quality of life are often difficult to measure. The Brookings report suggests:

   - Improved air quality and gasoline consumption
   - Increased mobility choices (pedestrian friendliness, access to public transportation)
   - Decreased congestion/commute burden
   - Improved access to retail, services, recreational, and cultural opportunities (including opportunities for youth to get involved in extracurricular activities within the neighborhood)
   - Improved access to public spaces, including parks and plazas.
   - Better health and public safety (pollution-related illnesses, traffic accidents)
   - Better economic health (income, employment) (pp. 12–13)

4. *Financial return* — TODs must be successful in economic terms. "All investors, whether public or private, expect some type of return" (p. 13). Mixed use and diverse environments also help to provide for more economic stability. Although land development is always a financial risk, the return on investment must be the result of a balance between achieving the "highest and best" use of the land without jeopardizing the elements that lead to a successful TOD. The public sector can reap financial returns through value capture and other mechanisms that provide the ability

to gain both short- and long-term value. Businesses willing to be located near a transit stop also can provide incentives to their employees to use transit, including free passes as an alternative to free parking.

Some measures of financial return include:

- For local governments: higher tax revenues from increased retail sales and property values
- For the transit agency: increased fare box revenues and potential ground lease and joint development revenues. It is possible that in some cases increases in land value could cover a significant portion of the cost of transit investments
- For the developer: higher return on investment
- For employers: shorter and more predictable commute times, easier employee access
- A balance between financial return and other goals of TODs, so that projects are not judged purely on their monetary return (p. 14)

5. *Choice* — while suburban development affords a lack of choice (e.g., housing types, places to shop, modes of transportation), TODs allow for more choice:

> Those who don't understand TOD sometimes describe it as an attempt to "force" people to live in high-density apartments and take transit. This is simply not the case. TOD involves function far more than form, meaning that no particular housing type needs to dominate TOD projects. … Although a certain minimum overall density is certainly a prerequisite for making TOD work, it is not true that TOD will necessarily require everyone to live at higher densities than they already do. (p. 14)

Some possible measures for choice include:

- A diversity of housing types that reflect the regional mix of incomes and family structures.
- A greater range of affordable housing options.
- A diversity of retail types. Diversity will necessarily be limited by the market area and the particular desires of the residents; however, this outcome could be measured in terms of how well the retail mix meets the needs and desires of the residents as they themselves define them.
- A balance of transportation choices (p. 15)

6. *Efficient regional land use patterns* — automobile dependence and suburban sprawl have led to the inefficient use of limited resources. In most metropolitan areas of the United States, land is being urbanized at a rate faster than new residents. Some areas have even continued to consume land while their population has shrunk. TOD implemented on a regional scale can help to reverse this trend. "[TOD] can foster much more efficient patterns and cut down on traffic generation" (p. 16). The

problem in the United States that this development pattern has not been implemented on a large scale. "Yet the efficacy of such projects is limited by the fact that they remain relatively isolated examples that are not necessarily tied into a cohesive regional system" (p. 16).

Possible measures include:

- Less loss of farmland and open space
- More suitable regional and subregional balance between jobs and housing
- Shorter commutes
- Less traffic and air pollution
- Station areas as that can serve as destinations as well as origins (pp. 16–17)

Next, the Brookings report identifies six challenges for TOD:

1. No universal working definition of TOD exists. Often, the actors engaged in TOD projects bring different goals to the table, pursue strategies that work at cross-purposes to each other, and lack unifying policy objectives.
2. TOD must deal with the tension between nodes and place. That is, it must achieve a functional integration of transit and the surrounding uses.
3. Planners have few guidelines for translating the concept of location efficiency into concrete prescriptions for TOD in different settings. What makes a place has not been codified.
4. TOD requires synergy among many different uses and functions, but this synergy is extremely difficult to achieve. As a result, TOD almost always involves more complexity, greater uncertainty, and higher costs than other forms of infill development.
5. TOD typically occurs in a very fragmented regulatory and policy environment. There is no comprehensive plan or vision, and many local governments suffer from a significant leadership gap.
6. Transit alone does not drive real estate investment when other conditions — particularly market conditions — are not supportive (pp. 19–25)

Finally, the Brookings report identifies a number of recommended actions to help make TOD a more mainstream development paradigm. These actions are targeted toward several different audiences, including a TOD-related development intermediary, transit agencies, local government, developers and lending institutions, and community organizations.

Recommendations for a TOD-Related Development Intermediary:

1. Action 1(a): Establish a "TOD Fund" to financially support TOD projects that cannot obtain conventional funding.
2. Action 1(b): Provide technical assistance to local governments, transit agencies, and developers implementing TOD projects.

3. Action 1(c): Create a typology of TOD projects appropriate for different types of stations in different contexts, as well as performance criteria for each project type.
4. Action 1(d): Develop and disseminate materials to showcase examples of the benefits of these TOD goals and the ways in which they can be realized.
5. Action 1(e): Help develop and promote appropriate parking standards and educate actors about parking reduction strategies.
6. Action 1(f): Work with lenders and secondary markets to understand ways to standardize lending strategies for TOD. (pp. 29–31)

Recommendations for Transit Agencies:

1. Action 2(a): Participate in planning for both transit agency property and the wider station area with the aim of fostering long-term rather than short-term value. Use transit agency resources to support this long-term value.
2. Action 2(b): Create station-access plans that recognize the critical link between the station and its adjacent land uses, as well as the need for the station to be an integral part of the larger area.
3. Action 2(c): Plan for TOD at the system-wide scale, assessing opportunities at each station site and thinking regionally about the interplay between land uses around each station and the way they can affect the system-wide ridership. (pp. 31–32)

Recommendations for Local Government:

1. Action 3(a): Establish TOD area plans around all transit stations.
2. Action 3(b): Develop a process for interagency coordination with the transit operator(s) who will be involved in TOD projects to ensure that such projects will both achieve the goals of TOD and move forward expeditiously.
3. Action 3(c): Create comprehensive parking strategies for TOD projects that include comprehensive management and that "unbundled" parking from other land uses..
4. Action 3(d): Provide financial and land assembly assistance to transit agencies and/or developers as an incentive for creating optimal TOD projects, including identifying new revenue streams to support bond financing.
5. Action 3(e): Establish explicit policies for incorporating mixed-income housing in TOD projects. (pp. 32–34)

Recommendations for Developers and Lending Institutions:

1. Action 4(a): Become educated about the financial structure and performance of existing TOD and appropriate mixed-use projects.
2. Action 4(b): Use phasing and design flexibility in projects to demonstrate market viability, examine assumptions, and allow for the evolution of TOD over time.
3. Action 4(c): Revise underwriting practices that require standard parking ratios for TOD projects.

4. Action 4(d): Create loan guarantee pools to help transit-oriented retail projects get financing, especially those in revitalizing of inner city areas. (pp. 35–36)

Recommendations for Community Organizations:

1. Action 4(a): Become active in planning activities sponsored by local governments and transit agencies around transit stations.
2. Action 5(b): Advocate for mixed-income housing and recognize the benefits of mixed use and location efficiency as part of an affordable housing strategy. (p. 36)

SELECTED SUMMARY OF *TRANSIT ORIENTED DEVELOPMENT AND JOINT DEVELOPMENT IN THE UNITED STATES: A LITERATURE REVIEW*

The TCRP report[2] contains four main chapters that address institutional issues, the evaluation of impacts and benefits, implementation, and design. Unlike the Brookings report, which provides many recommendations, the TCRP contains a more detailed summary of existing literature — without as many recommendations for future actions.

Similar to the Brookings report, the TCRP report acknowledges the difference between transit-oriented and transit-adjacent development (TAD). "A TAD is just that — development that is physically near transit; it fails to capitalize upon this proximity, however, to promote transit riding. A TAD lacks any functional connectivity to transit — whether in terms of land use composition, means of station access, or site design. A number of U.S. TODs discussed in the literature more closely resemble TADs" (p. 5).

The TCRP report also addresses the issue of transit-joint development (TJD). A TJD is "any formal agreement or arrangement between a public transit agency and a private individual or organization that involves either private-sector payments to the public entity, or private-sector sharing of capital costs in mutual recognition of the enhanced real estate development potential or market potential created by the siding of a public transit facility" (Landis et al. 1991; quoted in TCRP report, 6). The main idea of a TJD is a quid pro quo. The developer benefits due to accessibility advantages to the transit station that yield higher rents and/or greater occupancy. Gains in ridership and the sharing of construction costs are two examples of how the transit agency benefits.

Institutional Issues

Community collaboration, community outreach, normative roles for transit agencies, municipalities, and developers are the subject of institutional issues in the TCRP report. In this chapter, "case studies have been turned [*sic*] to probing the institutional and organization contexts of TOD and TJD" (p. 9).

The report focuses upon the need for collaboration to achieve success: "Experiences show that successful TOD and TJD typically involve carefully crafted collaborations between the many individuals, organizations, and institutions with vested interests in outcomes, including developers, planning organizations, and public-interest groups" (Knight and Trygg 1977, Porter 1997, and Cervero 1998, quoted in TCRP report, 9).

The report identifies obstacles that make public involvement necessary (Porter 1997):

1. Locational liability. Transit systems have rarely been set up to maximize development potential
2. Real-estate market cycles

[2] Cervero, Ferrell, and Murphy 2002; hereafter "the TCRP report."

3. Nonsupportive government policies such as exclusionary zoning, lot-size restrictions, and suburban-like building codes
4. Institutional barriers, including the fact that cross-jurisdictional cooperation is often necessary but difficult to achieve
5. A "fixation on automobile-oriented design." Most rail systems prioritize park-and-ride lots over passenger-generating land uses near station. (p. 9)

In order to overcome obstacles, collaboration is essential. Banks, local governments, transit agencies, and developers must all work in a flexible manner to build a successful TOD. The TCRP report provides many case examples and discusses the role of the federal, state, local government, regional planning, redevelopment agencies, and transit agencies.

Government Roles

Federal Roles

The main responsibility of the federal government is to provide funding for TOD. The Transportation Equity Act for the 21st Century (TEA 21) allocated approximately $36 billion to transit from 1997 to 2003, which accounts for 18 percent of all federal transportation funding. Through programs such as the Transportation and Community and Systems Preservation Pilot Program (TCSP), the federal government can help promote the collaboration among state government, municipal governments, and transit agencies. In New Jersey, the Transit-Friendly Communities program, led by NJ Transit, is a good example.

State Roles

"Several state agencies have aggressively promoted TOD, usually through pro-TOD policy in state plans and key policy documents" (Porter 1997; quoted in TCRP report, 14). The California Transit Village Act encourages municipalities to direct intensive development around train stations. In Oregon, a transportation planning rule requires all of the state's metropolitan planning organizations "to design regional transportation plans that are capable of reducing per capita vehicle-miles-traveled (VMT) by between 5 and 10 percent within a twenty year period" (p. 14). Florida, in 1993, "exempted urban infill and redevelopment areas from level-of-service standards and required that local comprehensive plans incorporate multimodal transportation elements, including Transportation Demand Management (TDM) measures" (Ewing 1997; quoted in TCRP report, 14).

Local Government Roles

Land use decisions are made at the local level; therefore, TOD is influenced by municipal government far more than any other entity. "Local governments can show their support for TOD through general plans, transportation plans, station-area plans, and special

zoning provisions" (Porter 1997; quoted in TCRP report, 15). Station area plans often include the following elements:

- Results of a market feasibility study
- A physical plan for streets, pathways, utilities, mitigations, and community enhancement
- A land use plan
- A staging plan
- Regulatory and fiscal incentives (pp. 15–16)

Transit Agency Roles

An important recommendation is for the multiple public agencies to form partnerships to promote TOD and TJD:

> This partnership approach is recommended by White and McDaniel (1999), who call for transit agencies to enter into cooperative ("CO-OP") agreements for TJD projects. The idea is to combine the strengths of multiple governmental entities under a single operating umbrella. The key activities that might be consolidated from multiple agencies under a CO-OP agreement include:

- Site assemblage
- Flexibility (or relaxation) of zoning
- Zoning incentives
- Low-cost financing (through tax-exempt financing, sale-leaseback, lease or loan guarantees, federal grants)
- Provision of infrastructure
- Improved coordination between governmental entities
- Expedited processing
- Land use coordination
- Establishment or creation of a growth center and, to an extent, a captive market of transit riders (p. 19)

<u>Parking or TOD?</u>

The TCRP report only briefly addresses the issue of parking, one of the largest obstacles facing TODs:

> Accommodating commuter parking demand often results in a transit station platform surrounded by a sea of parking. This has limited opportunities for TOD in several ways: First, the parking separates the transit system from the adjacent community along with potential TOD parcels. Second, the parking creates an automobile oriented environment, rather than the pedestrian environment that is essential for [TOD]. Third, the need for significant parking leads to siting stations in locations that are

> not conducive to TOD. Finally, regulatory requirements for replacement parking severely limit the possibility of converting commuter parking into TODs. … Replacement parking requirements have placed a higher value on the short-term ridership generated from park-and-ride than the long-term benefits that are realized through creating communities around transit stations. (p. 25)

Three examples are discussed, in Dallas, Denver, and Portland. The first two have emphasized the need for commuter and user parking in their TODs, while Portland has promoted reduced parking ratios in station areas.

Evaluation of Impacts and Benefits

In this chapter of the TCRP report, the impacts of TOD and TJD are described as falling into one of two categories. The first is the "impacts of public policies," and the second is the "impacts on public and private outcomes." The report looks at several federal, state, and local policies that attempt to promote TOD.

Federal, State, and Local Policies

The TCRP report describes the Federal Transit Administration's (FTA's) New Joint Development Policy, Livable Communities initiatives, the Transportation and Community and System Preservation Pilot Program, and the New Starts Criteria in explaining how these policies help to promote TOD.

Next, the report describes the California Transit Village Development Planning Act. This act (which will be discussed in more detail in the following section) seeks to "promote the adoption of Transit Village Plans. … The Act further stipulates that no public workers projects [*sic*], tentative subdivision maps, or parcel maps may be approved, nor zoning ordinances adopted or amended, within an area covered by a transit village plan unless the map, project, or ordinance is consistent with the adopted transit village plan" (p. 32). (See Appendix 1 for the text of this act.) The report also briefly mentions the purpose of the NJ Transit Villages Initiative but does not go into any details of the program.

The last part of this section describes local and regional ordinances to promote TOD in Portland, San Diego, and San Francisco.

Private-Sector Benefits

Next, the TCRP report provides the results of a growing body of literature on the impacts of TOD upon the private sector. The best summary of this literature can be shown in Table 1, which is taken from a recent study from the Great American Station Foundation (2001). This table quantifies the added economic benefits based upon city size.

Table 1. Economic Benefits of Station Revitalization

City Size	Increased Employment	Increased Household Income	Increased Property Values (in millions)	Increased Propery Tax (in millions)
Town	45-325	$80-$345	$5-$60	$.25-$3.0
Very Small City	115-825	$85-$460	$10-$65	$.5-$3.25
Small City	170-975	$140-$575	$15-$90	$.75-$4.5
Medium City	190-1,025	$155-$870	$15-$150	$.75-$7.5
Large City	260-1,435	$175-$1,055	$25-$205	$1.25-$10.25

Cities sizes are defined as follows:

Town (less than 50,000 population)
Very Small City (50,000 to 100,000 population)
Small City (100,000 to 250,000 population)
Medium City (250,000 to 500,000 population)
Large City (500,000 to two million population).

Cities with population exceeding two million were excluded from the analysis.

Source: Great American Station Foundation (2001); reproduced in TCRP report, p. 38.

Public-Sector Benefits

The report next discusses public-sector benefits, which includes a look at increases in transit ridership.

- In the case of the San Francisco Bay Area, those living near transit were generally three to four times as likely to commute via transit as other residents.[3]
- Research from metropolitan Washington, D.C., and Toronto found transit market share to be over half of all commute trips made by apartment-dwellers living near rail stops.[4]
- A recent survey found nearly 80 percent of residents living near the Portland MAX Orenco station stated their transit usage had increased since moving into their new residence.[5]
- A study of Santa Clara County's [California] light-rail corridor found TOD residents patronized transit as their predominant commute mode more than five times as often as residents countywide; self-selection was evident in that 40 percent of the respondents who moved close to transit stops said they were influenced in their move by the presence of LRT [light-rail transit].[6] (39–40)

Other public-sector benefits of TOD, which are difficult to quantify, include increases in air quality, energy conservation, and social equity.

[3] Cervero 1994.
[4] JHK and Associates 1987, 1989; Stringham 1982.
[5] Arrington 2000.
[6] Gerston & Associates 1995.

Implementation

The next chapter of the TCRP report discusses issues related to TOD and TJD implementation. The first point in the report is that TODs can only be created when the market allows for such development. "A body of research and empirical evidence has shown that TOD and TJD cannot overcome a flat or anemic local real-estate market" (p. 44).

Supportive Public Policies

At times, even when the market is good, the creation of a TOD required the assistance of government support. The report discusses a number of methods in which local government can help promote TODs. Incentives include:

Finance and Tax Policies

- Grants
- Sliding-scale impact fees
- Tax abatement
- Creative financing
- Direct financial participation
- Tax increment financing
- Benefits assessment districts
- Empowerment zones and enterprise communities
- Loans (pp. 46–52)

Land-Based Initiatives

- Land assembly
- Land swaps
- Land banking
- Sale or lease of development rights (pp. 53–55)

Zoning and Regulations

- Incentive zoning (e.g., density bonuses)
- Performance zoning (e.g., tying incentives to meeting minimum criteria)
- Inclusionary zoning (e.g., to encourage mixed uses)
- Interim zoning (to prevent auto-oriented uses from precluding eventual TOD)
- Floating zones (to allow flexibility in where desired uses go)
- Planned unit developments
- Specific plans
- Transfer of development rights (pp. 56–59)

Complementary Infrastructure

> Before private capital will come to depressed urban districts, substantial improvements are often necessary not only to enhance a neighborhood's appearance and capacity for growth but also to demonstrate a *bona fide* public commitment to turning an area around. (p. 60)

Examples in California show that improvements such as new drainage, water systems, placing utilities underground, parkland, pathways, landscaping, and street-lighting upgrades have all attracted private investment in the TODs.

Procedural and Programmatic Approaches

- Streamlining development review
- Remediation of brownfields
- Resource sharing
- Siting of government facilities
- Transportation demand management (pp. 61–64)

Barriers and Constraints

Similar to the Brookings report, the TCRP report touches upon barriers and constraints to TOD development. These include fiscal barriers, political barriers, and organizational barriers, but this report provides anecdotal information about the experiences of difference places and does not provide a list of goal and objectives to overcome these in the same way as does the Brookings report.

Urban Design

The last chapter of the TCRP report discusses the importance of urban design, including principles such as mixed use and density. The report highlights the importance of local context and identifies a typology to classify TODs as being urban or neighborhood based:

- *Urban TODs*, which are located along major transit lines and feature "high commercial intensities, job clusters, and moderate to high residential densities."
- *Neighborhood TODs*, which are located along feeder bus routes and typified by "a residential and local-serving shopping focus," with some mix of service, entertainment, civic, and recreation uses. (Calthorpe 1993; quoted in TCRP report, 76)

The chapter includes a detailed look at land use mixes (e.g., percentage and square footage of land uses based on size and typology), and design quality, including street layout, building orientation, and floor-area ratios.

SELECTED SUMMARY OF *STATEWIDE TRANSIT ORIENTED DEVELOPMENT STUDY: FACTORS FOR SUCCESS IN CALIFORNIA*

The California report[7] states: "The main objective of this study is to define strategies that the State of California could undertake to encourage the broader implementation of TOD near major transit stations: bus, rail, and ferry" (p. v). This report summarizes major barriers to TOD implementation, looks at case examples of "lessons learned," and identifies strategies that could help overcome barriers. The California Statewide TOD Technical Advisory Committee defines TOD as "moderate to higher-density development, located within an easy walk of a major transit stop, generally with a mix of residential, employment and shopping opportunities designated for pedestrians without excluding the auto. TOD can be new construction or redevelopment of one or more buildings whose design and orientation facilitate transit use" (p. 12).

The State of California has been a leader in promoting development around transit. The Transit Village Development Planning Act, enacted in 1994, authorizes municipalities to create land use plans around major transit stations, which include density bonuses over local zoning regulations. In this act, cities or counties have the ability to create transit village plans to set up a transit village development district that not only aims to center development on the station for increased transit use but also seeks to create affordable housing and to promote economic and community development, in addition to promoting sustainable environmental objectives. Once a district and plan is formed, the city or county is eligible for transportation funding. (See Appendix 1 for a copy of the Transit Village Development Planning Act of 1994.)

Components of Successful TODs

The California report begins by outlining the important design aspects of TOD. They rely on NJ Transit's *Planning for Transit-Friendly Land Use: A Handbook for New Jersey Communities* (1994), which states that TODs should contain the following design features:

- A transit station or stop that is a visible point of identity for the neighborhood, district, or community it serves
- Access to the transit station or stop that is along clear, direct, and convenient routes
- Continuous and safe sidewalks and pathways that make pedestrian access easy
- Bike paths and storage locations that encourage bicycle access
- Safe and comfortable places to wait and to meet others
- Major points of origin or destination for transit riders that are in easy and interesting walking distance of the transit station or stop
- A mix of land uses, including retail, housing, and/or offices and other employment centers and perhaps also such special uses as governmental offices, schools and health care facilities, or tourist or recreation locations

[7] California Department of Transportation 2002a; hereafter "the California report."

- Essential services and conveniences that are located in, or in close proximity to, the transit station, such as a day care center or dry cleaning shop, facilitating "trip-linking" and thus eliminating the need to make additional stops during the trip
- Safe, well-lit, attractive areas for all-day parking, drop-off and pick-up, and direct transfer between modes of transit
- An overall environment that is active, human scaled, and visually diverse and interesting, where people are encouraged to walk (pp. 15–16)

Similar to the Brookings report and TCRP report, the California report discusses the difference between TOD (pedestrian friendly) and TAD (non–pedestrian friendly). In order to change a TAD into a TOD, the following criteria must be met:

- A compact site design (possibly a redevelopment plan), oriented for the pedestrian
- Higher-density and intensity of uses, in relation to the norm for the community
- Buildings oriented to transit, [with entrances] located convenient to a transit stop
- Limited parking, the parking supply has been "pinched" or placed in multilevel parking structures
- Pedestrian access and high-quality, safe facilities (pp. 16–17)

Federal Rail Transit Funding Criteria

The FTA, in 1997, implemented evaluation criteria for transit-supportive land uses in order to determine which projects would be awarded Federal "New Starts" funding.

The framework looks at three levels, including (1) containment of sprawl at a regional scale, (2) focus of development growth on the transit corridor, and (3) transit-friendly zoning with a mix of uses, pedestrian scale, increased density, and parking limits in station areas. The FTA measures eight performance factors on a sliding scale to determine a rank:

1. Existing land use
2. Containment of sprawl
3. Transit-supportive corridor policies
4. Supportive zoning near transit stations
5. Tools to implement land use policies
6. Track record of performance
7. Performance of land use policies
8. Existing and planned pedestrian facilities, including access for persons with disabilities (p. 19)

TOD Evaluation Checklist

Next, the California report recommends a "checklist of attributes of TOD … for use by local jurisdictions and transit agencies, developers, and others in evaluating whether a project or plan conforms to criteria for TOD" (p. 20). The evaluation should be made within a half-mile of the station.

Land Use

- Are key sites designated for "transit-friendly" uses and densities (walkable, mixed-use, not dominated by activities with significant automobile use)?
- Are "transit-friendly" land uses permitted outright, not requiring special approval?
- Are higher densities allowed near transit?
- Are multiple compatible uses permitted within buildings near transit?
- Is a mix of uses generating pedestrian traffic concentrated within walking distance of transit?
- Are auto-oriented uses discouraged or prohibited near transit?

Site Design

- Are buildings and primary entrances sited to be easily accessible from the street?
- Do the designs of areas and buildings allow direct pedestrian movements between transit, mixed land uses, and surrounding areas?
- Does the site's design allow for the intensification of densities over time?
- Are the first-floor uses "active" and pedestrian oriented?
- Are amenities provided to help create a pedestrian environment along and between buildings?
- Are there sidewalks along the site frontage? Do they connect to sidewalks and streets on adjacent and nearby properties?
- Are there trees sheltering streets and sidewalks? Pedestrian-scale lighting?

Street Patterns and Parking

- Are parking requirements reduced in close proximity to transit, compared to the norm?
- Is structured parking encouraged rather than surface lots in higher-density areas?
- Is most of the parking located to the side or to the rear of the buildings?
- Are street patterns based on a grid/interconnected system that simplifies access?
- Are pedestrian routes buffered from fast-moving traffic and expanses of parking?
- Are there convenient crosswalks to other uses on- and off-site?
- Can residents and employees safely walk or bicycle to a store, post office, park, café, or bank?
- Does the site's street pattern connect with streets in adjacent developments?

Benefits of TODs

The next chapter in the California report identifies the social, economic, and environmental benefits that can result from TODs. The first two are quality of life and enhanced mobility. As mentioned in the Brookings report, while it is difficult to measure 'livability,' it is easier to quantify mobility (see p. 4 of the present report). Table 2 describes the mobility benefits of transit-friendly station areas compared to other areas. This was conduced in Portland, Oregon, in 1994 by the regional government, Metro.

Table 2. Metro Travel Behavior Survey Results for Portland, Multnomah County, Oregon

	Mode Share						
Land Use Type	% Auto	% Walk	% Transit	% Bike	% Other	VMT per Capita	Autos per Household
Good Transit & Mixed Use	58.1	27	11.5	1.9	1.5	9.80	0.93
Good Transit Only	74.4	15.2	7.9	1.4	1.1	13.28	1.50
Rest of Mulnomath County	81.5	9.7	3.5	1.6	3.7	17.34	1.74
Rest of Region	87.3	6.1	1.2	0.8	4.6	21.79	1.93

Source: Metro 1994 Travel Behavior Survey; reproduced in California Department of Transportation 2002a, p. 24.

A major benefit of TOD is that it "can help reduce infrastructure costs for local governments by up to 25 percent through compact and infill development. … A review of the literature indicates that contiguous, compact development is generally associated with infrastructure costs that are 75–95 percent of those for dispersed development patterns (e.g., 5–25 percent lower)" (p. 27).

TODs may also be used to promote middle-class and affordable housing:

> TOD can contribute to the supply of affordable housing by offering lower-cost housing products and by reducing household transportation expenditures. In addition, by bringing jobs and housing closer together, TOD can help address the growing "jobs/housing balance" problem, which forces many workers to commute to distant job centers and reduces employment opportunities for transit-dependent workers. Finally, TOD can promote urban renewal and provide reverse commute opportunities from cities to the suburbs. (pp. 29–30)

Ultimately, one of the major benefits of TOD is that compact development reduces both public and private infrastructure costs per housing unit. As the supply increases, these savings can translate into reduced housing costs.

Economic development is another reason for TOD:

> TOD can be a focus of economic investments, so that scarce funds are used efficiently and effectively. By offering viable transportation alternatives for workers, TODs can help to reduce the amount of time that some workers spend in traffic, and also help to reduce congestion-related business costs. Furthermore, TOD can increase business opportunities, and can be used as a tool to create distinctive, marketable communities with higher property values and tax revenues. (p. 33)

Many studies all point to increased land values in places with better pedestrian and transit facilities. The Real Estate Research Corporation (RERC) states that over the next 25 years, property values will increase the fastest in "smart communities." The RERC defines a smart community as one that incorporates the traditional characteristics of

cities, including mixed-use and pedestrian friendly environs (ERE Yarmouth & the Real Estate Research Corporation 1998; quoted in California Department of Transportation 2002a, p. 36).

Some of the findings of studies about transit and property value include (see Appendix 2 for a summary of studies on rail transit's effect on property values):

- Price per square meter for commercial property falls by $75 for each meter away from transit stations. Prices rises by $443 for locations within special public interest districts.[8]
- Price per square foot for commercial property decreases by about $2.30 for every 1,000 feet further from station.[9]
- In Los Angeles, from 1980 to 1990, commercial space within a half-mile of a rail corridor sold for $31 per square foot more, on average, than comparable space outside the rail corridor.[10]
- In San Diego, home sale prices increased by $272 for every decreased of 300 feet from a light rail station.[11]
- In San Jose, home sale prices increased by $197 for every decrease of 100 meters to a light rail station.[11]
- In Santa Clara County, office space within a quarter-mile of a transit station sold for $4.87 per square foot more, on average, than comparable space more than three-quarters of a mile from a station.[12]

TODs can also result in enhanced public safety "by creating places that are busy through the day and evening. By including more and higher quality facilities for pedestrians and bicyclists, TOD increases safety for these modes of travel. Furthermore, by offering pleasant and viable alternative modes of travel, TOD can help to reduce rates to driving injuries and deaths" (p. 36). The California report does not provide numerical evidence to support this claim, but it discusses how public safety is promoted through walking, bicycling, and transit use.

Environmentally, "TOD can help to reduce the number of vehicle trips and vehicle miles that households travel by automobile, thereby reducing the rate of increase in regional air pollution levels, conserving energy and reducing the amount of greenhouse gases emitted into the atmosphere" (p. 39). The report provides case examples of TODs that have generated less air pollutants than conventional development. Finally, the report discusses the potential land conservation benefits of TOD through more compact and mixed-use development.

[8] Lewis-Workman and Brod 1997.
[9] FTA 2000.
[10] Fejarang 1994.
[11] Landis, Cervero, et al. 1995.
[12] Weinberger 2001, 2000; Cambridge Systematics, Inc. 1999.

TOD and Travel Behavior

The third chapter of the California report summarizes the available information on the influence of TOD on people's travel behavior. As congestion becomes worse in cities, transit solutions, including TOD become more important. The problem is that not much data have been collected to determine the impact of TOD on travel behavior:

> Although numerous studies have been conducted on neighborhoods that resemble TODs in California and elsewhere in the United States, few recent or conclusive studies have been conducted to date on the relationships between actual TODs and travel. One reason for this is that too few newly-built TODs have been in existence long enough for solid research to occur. (p. 47)

A summary of each study that has been conducted includes the following findings:

- Pushkarev and Zupan recommend an average minimum of 15 dwelling units per residential acre for frequent bus service and a minimum of 9 dwelling units per residential acre along a 25- to 100-square-mile corridor for light rail service.
- The Institute of Transportation Engineers (ITE) recommends an overall minimum of 9 dwelling units per acre, and/or 35 to 50 million square feet of commercial or office space, for light rail and feeder buses.
- In a 1996 TCRP study (Transit and Urban Form), a 10 percent increase in population density was associated with a 5 percent increase in station area transit boardings. It also found that a 10 percent increase in employment density was associated with a 2 percent increase in transit ridership.
- Cervero's analysis of travel in relation to office use, found that four variables — proximity to a transit station, employment density, commuting behavior at employee's prior job, and occupation — explained 92 percent of the variation in transit modal split.
- Cervero and Kockelman performed a unique analysis to determine how density, design, and diversity (the "3Ds") are related to VMT and to travel by means other than the private automobile. They concluded "higher densities, diverse land uses, and pedestrian-friendly designs … must co-exist to a certain degree if meaningful transportation benefits are to accrue" (Cervero and Kockelman 1997; quoted in California Department of Transportation 2002a, 57).
- A study of twelve neighborhoods in Seattle shows that those with traditional grid plans have substantially more pedestrian traffic than neighborhoods with suburban layouts. This study chose places with similar population densities, land use mix, and incomes but that differed based on street layout. (pp. 48–58)

Parking and TOD: Challenges and Opportunities

In tandem with the final California report but in a separately published volume, California DOT looked at the important issue of parking (California Department of

Transportation 2002b): "This special report is intended to provide information to local jurisdictions, transit agencies, developers, financial institutions, and others as they develop and implement parking standards and programs for [TOD] in California. It provides an overview of available information regarding the extent to which parking for various types of land uses may be reduced in the vicinity of major transit station" (p. 1).

The parking volume of the California report documents how TOD provides shared parking opportunities, through the nature of mixed land uses. The report advocates less-than-normal parking standards near the station to help promote the use of transit. The report says, "If the design and location of TODs enables a reduction in the number of parking spaces needed, the cost savings can be significant. Reduced parking requirements can lower TOD construction costs, which in turn can make housing more affordable and/or allow more development to be built on sites near transit" (1). It also states that reduced parking requirements can

- Reduce residential parking rates
- Reduce office/commercial rents
- Lessen urban water runoff
- Reinforce/encourage transit use
- Increase taxable square footage
- Improve local traffic circulation
- Improve urban design
- Generate congestion management credits for businesses (where applicable) (pp. 1–2)

> The research summarized in this special report indicates that TOD can potentially reduce parking per household by approximately 20 percent, compared to non transit-oriented land uses. A wide range of parking reductions (from 12 to 60 percent) has also been found for commercial parking in TODs. To date, however, there are no clear conclusions regarding how much parking may reasonably be reduced for any particular TOD. Therefore, parking needs must be calculated on a site-by-site basis. (p. 2)

Residential Parking

The first finding about residential parking is based on a study of California done by Cervero (1994). Between 1985 and 1994, he surveyed over 6,500 housing units in 26 large housing projects built within a quarter-mile of urban rail stations, most being multifamily buildings with densities of 20 to 60 units per acre. His findings were:

- Most TOD residents are young professionals, singles, retirees, childless households, and immigrants from foreign countries.
- These groups tend to require less housing space than traditional nuclear families and are more likely to live in attached units for financial and convenience reasons, regardless of where the units are located.

- Most TOD residents tend to work downtown and at other locations that are well served by transit. (p. 4)

  In a more detailed analysis of 12 housing projects near San Francisco' Bay Area Rapid Transit (BART) stations, Cervero found that TODs had an average of 1.66 people and 1.26 vehicles per household, compared to 2.4 people and 1.64 vehicles for all households located in the same census tracts. Whereas only 48 percent of all households in the census tracts had fewer than two vehicles, 70 percent of TOD households had fewer than two vehicles. (p. 4)

In a study of Vancouver, British Columbia, Bunt and Associates Engineering examined 4,000 households in 60 buildings near six Skytrain stations. They found:

- Households located near stations use transit much more often than more distant households.
- Households near stations generally owned 10 percent fewer vehicles than more distant households. Frequent users of Skytrain, however, owned 29 percent fewer vehicles than households using Skytrain less frequently. The difference in Skytrain use translates directly to lower car ownership rates. (p. 5)

"Based on these finding, the City of Vancouver has since allowed parking reductions ranging from 14% to 28% for new projects in other multifamily zones near major transit stations" (p. 5).

As stated in the parking volume of the California report, the main findings of these and similar studies point to the following:

- Parking reductions (perhaps on the order of 20 percent) are more feasible for multifamily rental units with smaller households (e.g., young couples, singles, empty nesters) and where a significant share of workers is likely to use transit to get to key employment centers.
- Auto ownership rates are highly correlated with household income, as well as household size and number of workers, even where good transit service is available. (Although it is important to point out that higher-income households may also use transit frequently.)
- "Lower income" does not always mean that households do not own vehicles. For example, several TODs located in downtown Portland with significant amounts of affordable housing units, for instance, report relatively high car ownership rates. (pp. 5–6)

  Due to these factors, it is possible to state that TOD projects that primarily include higher-income groups and/or owner-occupied multifamily dwellings may not be able to reduce parking as much as TODs that incorporate numbers of lower-income households and/or rental units. (p. 6)

Commercial Parking

"Compared to the topic of residential auto ownership rates, no studies available in the literature have systematically estimated optimal office or retail parking requirements while accounting for level transit service across several locations" (p. 7). Although not much has been done to quantify the relationship between commercial parking and TOD, Table 3 summarizes parking reductions at selected TODs.

Table 3. Commercial Parking Reductions at Selected TODs

TOD	Land Use	Parking Reduction
Pacific Court (Long Beach, CA)	Retail	60%
Uptown District (San Diego, CA)	Commercial	12%
Rio Vista West (Sand Diego, CA)	Retail/Commercial	15%
Pleasant Hill (CA)	Office	34%
Pleasant Hill (CA)	Retail	20%
Dadeland South (Miami, FL)	Office	38%
City of Arlington (VA)	Office	48% - 57%
Lindbergh City Center (Atlanta, GA)	Speculative Office	19%
Lindbergh City Center (Atlanta, GA)	Retail	26%
Portland Suburbs (OR)*	General Office	17%
Portland Suburbs (OR)*	Retail/Commercial	18%

*Based on maximums specified in Metro's Title 2 Regional Parking Ratios.
Source: California Department of Transportation 2002b, 8.

Site-Specific Approaches

Next, the parking volume of the California report discusses strategies to deal with parking in the following areas:

- Mixed land uses and shared parking
- District parking and in-lieu fees
- Transportation demand management
  - — Satellite parking
  - — Carpool parking
  - — Transit pass programs
- Hours restrictions (parking management)
- Unbundling housing and parking
- Car sharing
- Mechanized and "robotic" parking systems

City, Regional, and State Approaches

The next section of the parking volume of the California report explains the specific strategies of the City of San Diego, Metro Portland, and the State of Maryland. San Diego's Transit Area Overlay Zone allows for a small parking reduction in its areas. In Portland, the Urban Growth Management Functional Plan seeks to accomplish the goals of the 2040 long-range plan. "Title 2 of the Functional Plan includes regional policies that establish the number of minimum and maximum parking spaces that can be required by local governments for certain types of new development" (p. 22).

In Maryland, a

> TOD Task Force developed a recommendation that the [state] create a program to fund parking structures and bicycle and pedestrian amenities in TODs. More specifically, the recommendation acknowledges that structured parking is necessary to promote higher density development, but that the high cost of providing structured parking acts as a financial barrier to TOD development. (p. 23)

Furthermore, the recommendations call for the following:

- Establish TOD zones to determine needs and focus incentives
- Establish more detailed eligibility requirements
- Define program parameters and roles and responsibilities of [Maryland Transportation Authority] and other potential financial partners
- Develop an award system (p. 23)

Planning for Reduced Parking

"This section of the report describes a simplified, "generic" planning process that can be customized to plan for parking in TODs" (p. 24). It draws from the handbook titled *Using Demand-Based Parking Strategies to Meet Community Goals*, which is meant to assist local government in parking management. In this handbook (see Appendix 3), a preliminary assessment can be made to determine

- Economic and financial feasibility (e.g., developers facing high costs for parking structures and underground facilities)
- Characteristics of the site and the surrounding neighborhood (e.g. transit accessibility, potential for shared facilities)
- Parking demand, supply, requirements and attitudes (e.g., are the developer, lender, and land owner willing to explore parking management options?)
- Market issues (e.g., land values are rising, but parking costs still hinder development (p. 24)

The parking volume of the California report suggests that a feasibility study be conduced for each TOD. Components should include:

- An inventory of all on and off-street parking spaces in the project
- A survey of parking charges
- Peak and off-peak occupancy counts
- Long- and short-term estimates of the mix for all of the above
- Tabulations of the amount of floor area by type of use to determine demand
- An analysis of traffic and parking impacts associated with on- and off-street parking
- Tabulations of existing and projected parking utilization rates for the area
- Number of projected employees
- Number of employees who will drive their own car to work the majority of the time
- Number of employees using transit, carpool, or alternative modes of transportation the majority of the time
- Number of employees requiring weekend parking who will drive their own cars
- Number of employees requiring weekday after-hours parking who will drive their own cars (pp. 24–25)

Barriers to Implementing TOD

In the last part of the California report, barriers to TOD implementation in the state are identified, in the following categories:

- Financial challenges
- Infrastructure costs — replacing or updating old infrastructure
- Fiscalization of land use — many believe that local government dependence on sales tax revenues from retail development in California has tended to skew land use patterns toward higher volume, more auto-oriented retail uses that are often located in outlying areas
- Obtaining development entitlements — developers and local planners interviewed for this study indicated that a primary barrier to TOD implementation is the challenge of obtaining local government entitlements (e.g., development approvals) to build TODs
- Local concerns about traffic
- Need for better data
- Parking challenges
- Land assembly
- Disposition of public land
- Use of tax-increment financing — tax increment financing is currently only a limited tool for TOD since only a few of California's major transit stations are included within the boundaries of existing redevelopment areas
- Lack of TOD experience and coordination
- Need for better information (pp. 143–46)

What Can the State of California Do to Encourage TOD Implementation?

The final section of the California report recommends actions to encourage TOD development (these are listed in detail in Appendix 4). There are two approaches:

Strategy Area # 1: State Policies and Practices

- Encourage improved coordination of land use and transportation planning at local and regional levels.
- Facilitate the use and sale of state-owned land near major transit stations for TOD.
- Examine state environmental review requirements in relation to TOD to determine whether changes may be indicated to reduce barriers.
- Contribute to improved data on travel and economic impacts of TOD, and facilitate the use of this data in improved analysis and decision-making tools.
- Develop and provide quality information and technical assistance on TOD implementation. (p. 152)

Strategy Area # 2: State Funding for Planning and Implementation

- Provide funding to local jurisdictions to prepare plans and adopt ordinances that facilitate TOD.
- Provide financial incentives to enable local agencies and private organizations to implement TOD.
- Offer funding for identified types of TOD demonstration projects.
- Change existing laws to allow local agencies to provide "tax increment financing" around major transit station, even if they are located outside redevelopment areas.
- Allow greater flexibility in the use of state transportation funds for TOD.
- Help make private TOD mortgage instruments, such as the location-efficient mortgage program, more widely available. (pp. 152–53)

GENERAL CONCLUSIONS

In 2002, the three reports summarized above made a major contribution to the literature in the area of transit-oriented development. Conclusions from these reports are:

1. *Collaboration is key* — In order to successfully build a TOD, it is vital that not only do public and private sectors need to work together, but also different levels of government and different agencies across government.

2. *Public policies are lacking* — The TCRP report discusses case studies in a best practice manner, but the Brookings report begins to outline necessary goals and objectives for a coherent public vision. The California report takes the Brookings report's recommendations and develops a model of state policy to promote TOD.

3. *It is necessary to develop a typology and guidelines for success* — Although TOD is subject to local market constraints, it is necessary to develop a system for classifying different places and then creating guidelines for success. Future TODs should learn from the successes and/or failures of the past — it is necessary to define obstacles to success, especially in a local context.

4. *Housing, parking, and financing need special attention* — All three of these reports identify the importance of housing, parking, and financing for TODs. These issues need to be worked on in a general sense, again to develop guidelines for success, but they also need to be addressed in a local context for each new project.

5. *Measuring and evaluating success is necessary* — To ensure that TODs are successful, a process of evaluation is important to ensure that goals are being realized. As stated in the TCRP report, most TODs in the United States are so new that adequate data have not yet been collected to evaluate their success.

APPENDICES

For **Appendix 1**, please see Article 8.5, Chapter 3: Local Planning, 1998 Planning, Zoning, and Development Laws, State of California.
http://ceres.ca.gov/planning/pzd/1998/plan_3.html#plan_3

For **Appendix 2**, please see pp. 167-172 of the *Statewide Transit-Oriented Development Study: Factors for Success in California – Technical Appendix*.
http://www.dot.ca.gov/hq/MassTrans/tod.htm

For **Appendix 3**, please see the *Statewide Transit-Oriented Development Study: Factors for Success in California, Special Report, Parking and TOD: Challenges and Opportunities*.
http://www.dot.ca.gov/hq/MassTrans/tod.htm

For **Appendix 4**, please see the *Statewide Transit-Oriented Development Study: Factors for Success in California* (Statewide Final TOD Report), Chapter 9, pp. 149-191.
http://www.dot.ca.gov/hq/MassTrans/tod.htm

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Demographics of the New Jersey Transit Villages

Assessing the Impacts of the New Jersey Transit Village Initiative

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October 2003

New Jersey's Transit Villages
Demographic Characteristics — Summary

The investigation of demographic information about the seven municipalities designated as Transit Villages in New Jersey — Morristown, Pleasantville, Rahway, Riverside, Rutherford, South Amboy, and South Orange — has revealed much diversity in characteristics. Each community brings very unique assets to the challenge of fostering transit-oriented development and transit ridership. Some towns are farther along than others; some have more financial capacity; some have better transit service or parking facilities; some have better geography and history. Some profiles can be anticipated, but there are also some surprises. And there are some general trends about the Transit Village areas that stand out and should be factored into policy decisions.

Typology

A good way to look at the Transit Village communities is by their geography, transit features, and the general atmosphere of culture and built environment:

- **Traditional Bedroom Communities**

The first obvious group is the traditional bedroom communities of Morristown, Rutherford, and South Orange. Tied to commuter rail for over a hundred years, these towns are compact and concentrated around historic train stations. Their downtowns are readily walkable, and their residential neighborhoods harbor classic housing stock on reasonably sized lots complete with sidewalks and shade trees. The towns are similar in population, 16,000–18,000 persons, and it should come as no surprise that these are also the wealthiest of the seven Villages. Despite a comfortable financial position, in recent decades each has had to struggle with fraying downtown areas as a result of competition from expanding development at the urban edge with newer housing stock and shopping choices. Still, beyond such communalities, these three traditional suburbs have very different demographic personalities.[1]

Racially and ethnically, they have diverse populations. The past decade of high immigration levels has affected all three towns: Morristown is 27 percent Hispanic, and almost a third of the residents are foreign born. Rutherford has a large Asian contingent, 11.3 percent, with 20 percent of the borough foreign born. South Orange is 31 percent black with almost 17 percent foreign born.

Household configurations vary as well: Morristown has nearly 40 percent single person units with a school age population of only 18 percent and a senior share of 14 percent. Rutherford, on the other hand, has 17 percent seniors and 25 percent school aged. South Orange, which hosts a university, has nearly 38 percent of its population school aged. It also has the most married couple units of all the Villages, 55 percent.

[1] Based on 2000 Census data.

Financially, South Orange has the highest median family income, at $107,641. Rutherford is second, at $78,120, and Morristown is at $66,419. Yet Morristown showed a high 11.5 percent poverty rate.

Housing, too, differs. Morristown has only 36.5 percent single-family dwellings with just a third of all units older than 1940. South Orange, on the other hand, has almost 70 percent single-family stock, with 55 percent built before 1940. Rutherford falls in between, with 55 percent single family and 47 percent of structures predating 1940. Morristown shows an above average level of crowding, nearly 8 percent, while Rutherford is 3 percent and South Orange is only 1.7 percent.

Transit usage is also dissimilar. In Morristown, only 6.3 percent of workers use mass transit. In Rutherford, the level is 17 percent, and in South Orange it reaches 21 percent. Yet in Morristown and South Orange, most workers take the train, while in Rutherford the bus is the predominate choice. In South Orange, nearly 11 percent of workers walk to work, while 8 percent do so in Morristown and only 4 percent in Rutherford.

- **Urban, Industrial-Based Communities**

The second group is the urban, industrial-based communities of Rahway and South Amboy. These are blue-collar towns seeking to reinvent themselves economically. Both have water assets: The Rahway River passes through the middle of Rahway, and South Amboy is located on Raritan Bay. Rahway, with a population of 26,500, is about three times the size of South Amboy. South Amboy is 90 percent white non-Hispanic. Rahway, in contrast, is 27 percent black and 22 percent Hispanic. Still, they are close in financial terms; median family income for Rahway is $61,931 and for South Amboy $62,029. Household configuration is also similar; married-couple households are 47 percent in Rahway and 49 percent in South Amboy, with single person households at 28 and 26 percent, respectively.

South Amboy is characterized by single-family housing, at 60 percent of the units, and has a homeownership rate of 59 percent. Rahway is only 46.5 percent single-family stock, and homeownership is at 48 percent. Approximately half of South Amboy's units were built before 1940, while only a third of Rahway's are of that vintage. Still, house value (Rahway at $142,600 and South Amboy at $138,500) and rent levels (Rahway at $732 and South Amboy at $767) are very similar. Vacancy rates are about the same as well: for-sale, 1.5 percent, and rental, 3–4 percent. With their more modest housing stock, South Amboy and Rahway are still relatively affordable.

More households are car-free and use mass transit in Rahway than in South Amboy. This is probably due to the rail service. Rahway is a stop on both the Northeast Corridor and the North Jersey Coast Line. Access to employment centers in Newark and New York to the north and New Brunswick and Trenton to the south is frequent and efficient. South Amboy, however, has the distinction of hosting a ferry service to Manhattan. Interestingly, most of the rail passengers boarding at South Amboy are nonresidents.

Rahway and South Amboy are making major land use changes in order to compete with their suburban counterparts. Old industrial sites have to be cleaned up for residential and retail opportunities. They do not have the financial capacity of the "Bedroom Communities" previously discussed. But they have the larger properties that developers are looking for, and they have superlative transportation access.

- **South Jersey, Noncommuter Rail Communities**

The last grouping is the South Jersey contingent: Pleasantville and Riverside. And it is not only geography that puts them together: Neither is served by traditional commuter rail. Pleasantville is a major bus hub to and from Atlantic City, and Riverside is awaiting the start of the South Jersey Light Rail service. In addition, both towns have waterfront areas that they want to utilize for development. There, however, the similarity ends. The municipal demographics could not be more different.

Riverside has a population close to 8,000, Pleasantville just over 19,000. Riverside is 88 percent white non-Hispanic. Pleasantville is 58 percent black and 22 percent Hispanic. Foreign born residents make up 32 percent of the population of Pleasantville but only 10 percent of that of Riverside. Married couple households are 48 percent in Riverside and 35 percent in Pleasantville. Female single parent households are 12 percent in Riverside. They are twice that in Pleasantville. Median family income in Riverside is $52,479. In Pleasantville the median family income is $40,016, with a poverty rate of almost 16 percent and an unemployment rate of 10.2 percent.

Both towns contain mostly single-family housing. However, in Pleasantville almost 8 percent of the units are considered crowded, compared with 2.4 percent in Riverside. The homeownership rate is only 56 percent in Pleasantville versus 68 percent in Riverside. Pleasantville has high vacancy rates (3.1 percent for-sale and 7.6 percent rental). Riverside is low (1.9 percent for-sale and 3.7 percent rental). Few workers use the bus service in Riverside (1.5 percent). In Pleasantville, 14 percent use transit, and 21 percent of the households have no car.

Still, both towns are in need of economic improvement. Riverside suffers from a manufacturing legacy that has left it with brownfield contamination and a striking but obsolete industrial building that dominates the landscape. The new light rail stop offers the possibility of land redevelopment based on upscale residential units or perhaps commercial activity. Pleasantville does not have an industrial albatross, but it lacks a distinguishing personality. The town hopes to take advantage of its location on Lakes Bay for waterfront development. Ironically, this fishing spot is what initially brought people to Pleasantville. Perhaps it will do so again.

Trends of the Transit Village

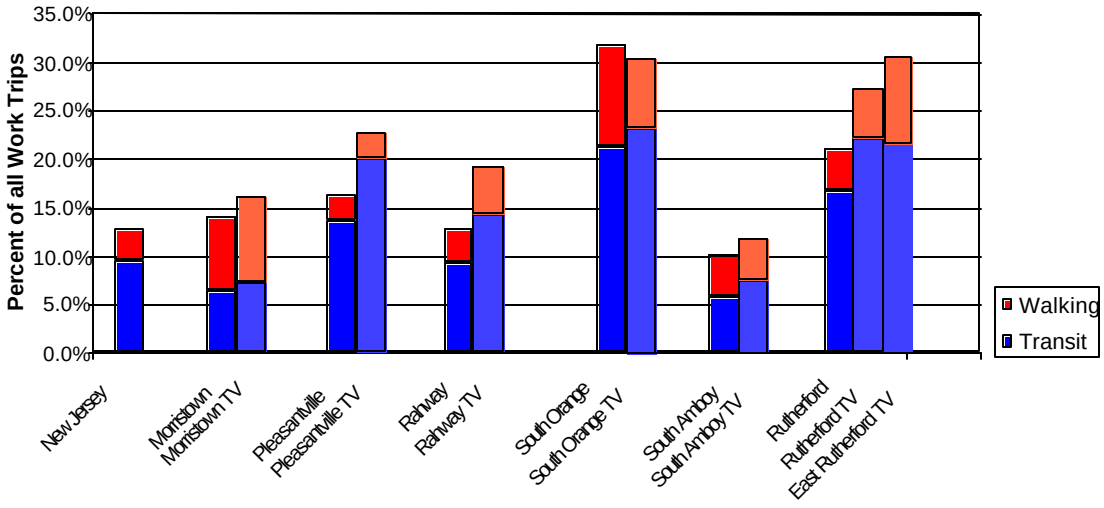
The area called the Transit Village in each designated municipality is defined as a circle with a radius of a half-mile that surrounds the train or bus station. In order to isolate the demographics of the Transit Village area, block groups were selected that corresponded to this circle as much as possible. These block groups are listed in Appendix A. Since Riverside and South Amboy are small geographically, the Transit Village area represents most of the town. Hence, there are fewer differences between the Village and the municipality in these two cases.

In general, the characteristics of the Transit Village shift from the municipal profile with remarkable consistency:

- School age population percentage goes up in the Transit Village (except in South Orange and Rutherford)
- Senior population percentage drops in the Transit Village (except in South Orange and Rutherford, where it increases)
- White non-Hispanic population level goes down in the Transit Village (except in South Orange, where it increases)
- Hispanic levels increase in all Transit Villages except South Orange
- Foreign-born population percentage increases in all the Transit Villages except South Amboy
- Married couple households drop in share in the Transit Villages except in Riverside and South Amboy
- Female single parent households in *all* the Transit Villages stay at about the same level as in the municipalities
- Single person households increase in share in *all* Villages
- Poverty rate goes up in all Villages except South Orange, where it stays the same
- Unemployment levels go up in all Transit Villages except Morristown and Riverside
- Single-family housing stock drops in percentage in all Transit Villages except Pleasantville
- Homeownership rate drops in all Transit Villages except Pleasantville
- For-sale vacancy rate goes up in *all* Villages

- Rental vacancy rate goes up in *all* Villages, but only in Pleasantville does it get critically high
- In terms of percentages, there are more households without cars in *all* Villages
- In terms of percentages, there are fewer households with 3 or more cars in *all* Villages
- A higher percentage of workers in the Transit Village use mass transit
- A higher percentage of workers walk to work in all Villages except South Orange

Comparison between State, Municipal, and Transit Village Area (TV) Journey to Work Modal Shares for Walking and Transit



Source: US Census, 2000.

To summarize: *Transit Villages in New Jersey feature a younger population, more racial and ethnic diversity, more immigrants, lower household economics, more singles, more rental housing, higher vacancy rates, and exhibit better transit habits — fewer cars, higher use of trains and buses, more residents walking to work.*

Parking and Service

As part of this demographic review, NJ Transit provided parking information and ridership data (Table A-3). South Amboy has the largest parking capacity (657 spaces) and the most reported bicycle lockers (4). As mentioned previously, most of their transit ridership is nonresident. However, its monthly charge is the highest of the Transit Villages ($90), and the utilization rate is the lowest (70 percent). South Orange, with average daily ridership of 2,169, and Morristown, with 1,825, enjoy the highest rail usage. This is a function of the

type of ridership — professionals working in New York City taking advantage of the convenient direct service to Midtown Manhattan. Pleasantville (326 daily departures) and Rutherford (332 daily departures, including shuttle services) lead in bus service. Pleasantville and Riverside currently have no commuter parking facilities.

Conclusion

These demographics are powerful evidence supporting public investment in Transit Villages. Residents of the Villages demonstrate a strong tendency to use transit, walk, or bike — either because they need to financially or because it is more convenient than driving. With the ongoing "transit-friendly" improvement of these station areas (safe, walkable street patterns for access, mixed-use and higher density development, reduced auto activity, traffic calming, and pedestrian-scale streetscapes[2]), New Jersey Transit Villages are becoming excellent examples of smart growth ideals being put into practice, with real social, economic, and environmental benefits.

Also, it is widely acknowledged that parking capacity and rates, along with the level of transit service, are important components of the success and viability of each Village.[3] The type (surface or deck) and placement (near or away from boarding areas) directly affect ridership levels and the quality of life for residents. Likewise, the value of excellent service (i.e., Midtown direct service on the Morris & Essex Line and the express buses to Manhattan for Rutherford) cannot be underestimated. To support Transit Village goals, continued government investment for improved parking arrangements and transit service would be well spent.

Methodology

Data from the 2000 U.S. Census have been used for this study because of their reliability and consistency. These data make possible comparisons among the seven towns and establish a baseline that can easily be used against future Census information. However, most of this information comes from Summary File 3, the long form sample. Numbers for small geographic areas, such as the block group level, are therefore less exact. Figures shown for Transit Village demographics should be taken as general estimates only.

[2] See pp. 16–17 in the report "State of the Literature: Transit-Oriented Development" (part of this study) for a discussion of those characteristics that define "transit-friendly."
[3] See pp. 21–26 of "State of the Literature: Transit-Oriented Development" (part of this study) for a detailed discussion of parking issues.

Comparison demographics for municipalities are contained in Tables A-1 through A-3 and for the Transit Villages in Tables B-1 and B-2. Following the comparison demographics is an individual narrative for each Transit Village municipality with a location map and tables of socioeconomic, housing, and transportation characteristics.

Table A-1
New Jersey Transit Villages
Comparative Demographics - Municipalities

	Morristown	Pleasantville	Rahway	Riverside	Rutherford	South Amboy	South Orange
Population							
Population	18,544	19,012	26,500	7,911	18,110	7,913	16,964
Total area (in sq. miles)	3.0	7.3	4.0	1.6	2.9	2.7	2.9
Population density[1]	6,304	3,291	6,642	5,197	6,452	5,102	5,945
Percent school age	18.4%	28.3%	25.2%	25.4%	25.4%	24.4%	37.6%
Percent 62 years and older	14.3%	13.1%	16.6%	15.5%	17.0%	15.4%	13.9%
Percent White non-Hispanic	50.7%	17.9%	53.2%	88.1%	75.6%	90.0%	58.2%
Percent Black	17.0%	57.7%	27.1%	4.4%	2.7%	0.9%	31.3%
Percent Asian	3.8%	2.0%	3.6%	0.4%	11.3%	1.4%	3.9%
Percent Hispanic	27.1%	21.9%	13.9%	4.1%	8.6%	6.7%	4.9%
Percent foreign born	32.4%	12.9%	17.2%	10.2%	20.1%	9.0%	16.9%
Households (HHs)							
Percent married couple HH	34.4%	35.0%	46.7%	48.4%	53.5%	48.8%	55.2%
Percent female single parent HH	12.0%	24.7%	15.6%	12.0%	9.2%	14.5%	10.0%
Percent single person HH	38.7%	24.5%	28.0%	27.3%	28.3%	25.9%	25.2%
Income							
Median family income 1999	$66,419	$40,016	$61,931	$52,479	$78,120	$62,029	$107,641
Poverty rate	11.5%	15.8%	7.1%	8.2%	3.7%	7.4%	5.3%
Unemp loyment rate	3.4%	10.2%	6.6%	3.9%	4.6%	4.2%	4.2%

[1]Persons per sq. land mile.

Source: Census 2000.

Highest Value (Tables A-1 through B-2)

Lowest Value (Tables A-1 through B-2)

Table A -2
New Jersey Transit Villages
Comparative Demographics - Municipalities

	Morristown	Pleasantville	Rahway	Riverside	Rutherford	South Amboy	South Orange
Housing							
Housing density[1]	4.0	1.9	4.1	3.2	4.0	3.1	3.1
Percent single-family	36.5%	64.0%	60.9%	70.9%	55.4%	64.2%	69.5%
Percent of units built before 1940	33.2%	18.4%	26.1%	46.2%	46.6%	47.2%	54.9%
Percent crowded units	7.9%	10.6%	5.4%	2.4%	3.0%	1.1%	1.7%
Homeownership rate	39.5%	56.3%	62.7%	67.7%	65.5%	64.2%	72.1%
Median house value	$224,400	$85,900	$142,600	$100,400	$218,300	$138,500	$274,600
For sale unit vacancy rate	1.2%	3.1%	1.2%	1.9%	0.6%	1.5%	1.2%
Median gross rent	$914	$715	$732	$670	$832	$767	$879
Rental vacancy rate	3.7%	7.6%	3.3%	3.7%	2.2%	4.2%	2.7%
Median gross rent as a percent of income	24.7%	28.5%	24.5%	26.5%	22.2%	27.8%	28.1%
Transportation							
Percent of households (HHs) with no vehicles	15.5%	20.9%	11.7%	10.4%	10.0%	11.9%	11.5%
Percent of HHs with 3 or more vehicles	10.2%	7.1%	12.5%	12.2%	14.4%	15.8%	15.3%
Percent of workers using public transportation	6.3%	14.2%	9.4%	1.5%	16.9%	5.9%	21.2%
Bus or trolley bus	1.5%	13.4%	1.7%	1.5%	11.9%	1.6%	2.9%
Railroad	4.4%	0.0%	6.9%	0.0%	4.1%	3.6%	16.8%
Percent of workers walking to work	7.7%	2.4%	3.5%	3.4%	4.2%	4.2%	10.6%
Mean travel time to work (minutes)	24.3	22.4	27.8	24.3	30.2	29.2	30.3

[1]Units per acre of land area.

Source: Census 2000.

Table A -3
New Jersey Transit Villages
Comparative Demographics - Municipalities

	Morristown	Pleasantville	Rahway	Riverside	Rutherford	South Amboy	South Orange
Transit service[1]							
Train departures (weekday towards New York)	49	no rail service	54	no rail service	18	32	63
2002 average rail weekday ridership	1,825		not available		669	1,190	2,169
Total intercity bus routes[2]	10	7	1	1	5	2	2
Number of daily bus departures (per weekday)	70	326	37	61	332	62	69
Number of shuttle services	0	0	0	0	3	0	2
Ferry departures	no ferry service	no ferry service	no ferry service	no ferry service	no ferry service	9	no ferry service
Parking[1]							
Total parking spaces	447	0	587	0	133	657	613
Owned by municipality	99		587		133	88	249
Owned by NJ Transit	348		0		0	569	364
Utilization	86.0%		73.0%		82.0%	70.0%	91.0%
Monthly fees (R = resident, NR = non-resident)	$40		R=$30 - $50, NR=+10/mo.		$25	$90	R=$25, NR=$55
Bicycle spaces	3	0	3	0	3	4	3
Schools[3]							
State Aid 2002-2003	$7,070,986	$43,276,630	$14,835,527	$7,809,379	$2,615,338	$5,876,048	$5,362,479
Expenditure per student	$12,361	$8,951	$8,891	$8,457	$10,356	$7,113	$9,194

[1]Source: NJ Transit.

[2] Other bus routes may exist but are not the vicinity of the transit village.

[3]New Jersey Department of Education.

Table B-1, New Jersey Transit Villages, Comparative Demographics - Transit Villages (TV)[1]

	Morristown TV	Pleasantville TV	Rahway TV	Riverside TV	Rutherford TV	South Amboy TV	South Orange TV
Population							
Population	8,022	7,134	8,862	6,470	5,535	5,785	8,861
Percentage of population	43.3%	37.5%	33.4%	81.8%	30.6%	73.1%	52.2%
Population density[2]	7,992	2,442	8,650	5,136	3,917	4,753	5,899
Percent school age	21.8%	29.4%	27.5%	26.6%	23.6%	26.5%	29.8%
Percent 62 years and older	13.5%	11.4%	16.3%	13.9%	18.7%	13.1%	15.2%
Percent White non-Hispanic	40.6%	15.9%	38.7%	87.0%	64.6%	88.8%	62.6%
Percent Black	17.7%	57.1%	38.7%	4.4%	5.0%	0.9%	24.9%
Percent Asian	1.6%	2.3%	4.2%	0.6%	17.4%	0.7%	4.6%
Percent Hispanic	38.0%	23.3%	16.8%	4.5%	9.8%	8.4%	4.3%
Percent foreign born	42.1%	15.8%	19.6%	10.9%	27.7%	8.7%	20.0%
Households (HHs)							
Percent married couple HH	30.8%	34.8%	39.4%	49.9%	47.2%	51.0%	46.9%
Percent single female HHer family	12.3%	27.0%	16.3%	10.5%	8.2%	14.9%	10.6%
Percent single-person HH	40.3%	25.5%	32.9%	28.8%	34.0%	26.2%	32.3%
Income							
Median family income 1999[3]	range: $104,890 - $31,458	range: $44,632 - $30,909	range: $70,114 - $43,250	range: $60,000 - $38,519	range: $77,393 - $57,321	range: $76,947 - $48,000	range: $200,000+ -$69,821
Poverty rate	17.2%	19.4%	9.2%	8.4%	4.4%	7.3%	7.3%
Unemployment rate	2.9%	10.3%	7.5%	3.7%	7.4%	4.6%	4.3%

[1]As defined by census block groups around the train/bus station; does not include East Rutherford.

[2]Persons per sq. land mile.

[3]Only available for individual block groups.

Source: Census 2000.

Table B-2, New Jersey Transit Villages, Comparative Demographics - Transit Villages (TV)[1]

	Morristown TV	Pleasantville TV	Rahway TV	Riverside TV	Rutherford TV	South Amboy TV	South Orange TV
Housing							
Housing density[2]	5.3	1.4	5.5	3.2	2.6	3.0	3.7
Percent single-family	21.6%	68.5%	46.5%	70.8%	32.1%	59.6%	57.9%
Percent of units built before 1940	36.4%	28.5%	33.7%	49.5%	47.1%	49.0%	55.0%
Percent crowded units	13.2%	12.0%	6.8%	2.3%	4.4%	1.3%	2.1%
Homeownership rate	24.6%	63.3%	47.7%	66.0%	43.7%	59.4%	59.7%
Median house value[3]	range: $397,900 - $182,600	range: $85,800 - $78,200	range: $147,100 - $110,200	range: $109,100 - $86,100	range: $259,300 - $160,200	range: $148,900 - $113,700	range:$467,000 - $164,900
For sale unit vacancy rate	5.9%	4.3%	2.6%	1.0%	1.4%	2.6%	0.7%
Median gross rent[3]	range: $1,128 - $775	range: $574 - $495	range: $928 - $469	range: $807 - $584	range: $928 - $709	range: $888 - $435	range: $1,900 - $275
Rental vacancy rate	3.4%	10.7%	3.9%	6.5%	1.8%	4.1%	3.9%
Median gross rent as a percent of income[3]	range: 31.4% - 19.5%	range: 45.0% - 23.4%	range: 31.8% - 19.4%	range: 42.5% - 23%	range: 28.0% - 16.5%	range: 36.3% - 24.9%	range: 38% - 19.4%
Transportation							
Percent of households (HHs) with no vehicles	23.2%	27.0%	15.4%	10.2%	16.3%	12.8%	15.8%
Percent of HHs with 3 or more vehicles	9.8%	4.3%	8.4%	10.4%	12.6%	15.2%	13.5%
Percent of workers using public transportation	7.3%	19.9%	14.3%	1.8%	22.0%	7.5%	23.1%
Bus or trolley bus	2.6%	19.0%	2.2%	1.8%	15.3%	2.1%	4.0%
Railroad	4.1%	-	11.2%	-	5.6%	4.4%	18.5%
Percent of workers walking to work	8.9%	2.7%	5.1%	3.7%	5.2%	4.4%	7.3%
Mean travel time to work (minutes)	22.5	21.0	31.4	24.2	30.6	28.9	31.7

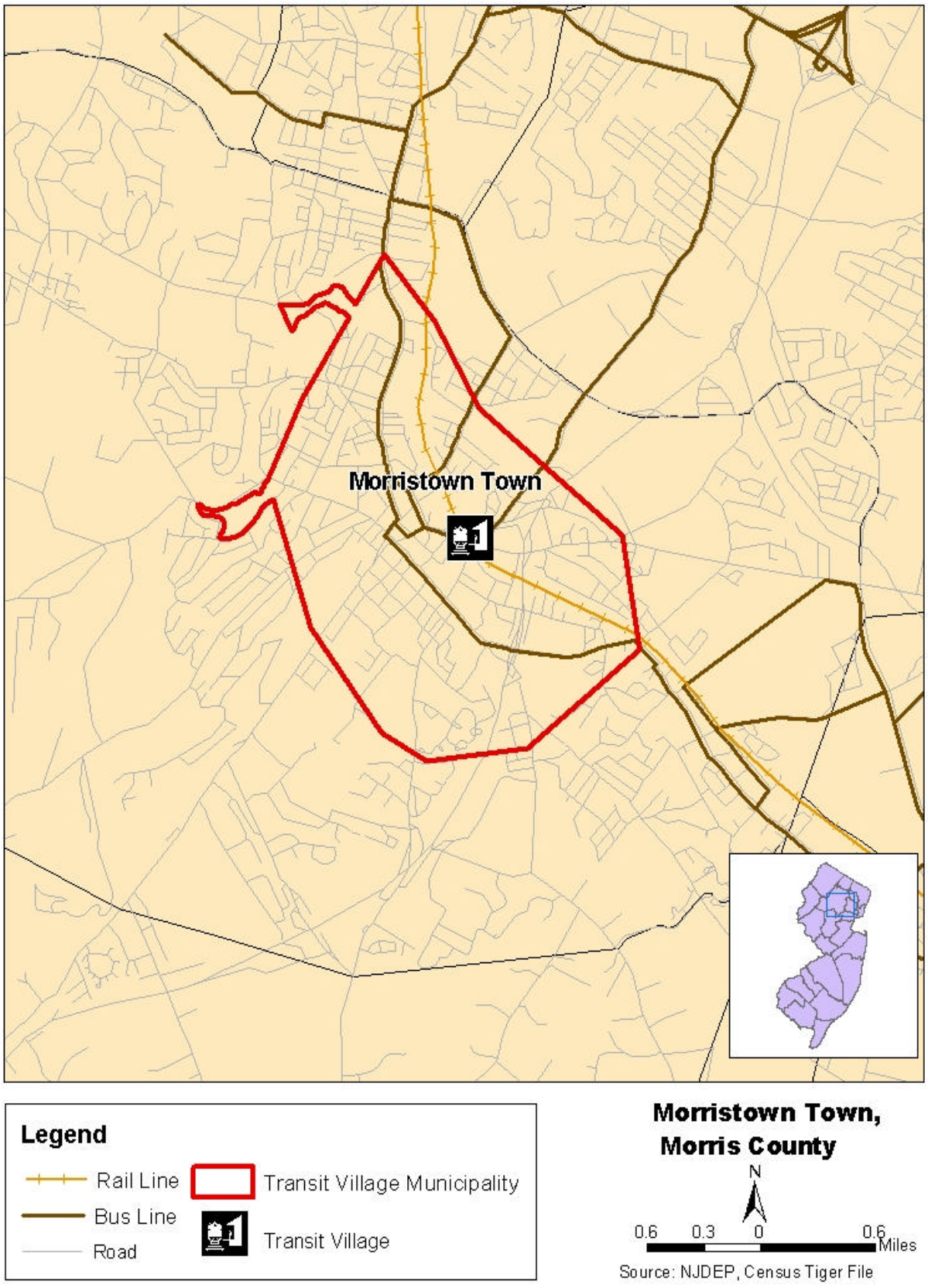
[1]As defined by census block groups around the train/bus station; does not include East Rutherford.

[2]units per acre of land area.

[3]Only available for individual block groups. Source: Census 2000.

Demographics of Transit Villages

— **Location Map**
— **Narrative**
— **Tables**
  - Socioeconomic
  - Housing
  - Transit characteristics and service
  - Parking capacity


Morristown Town
Legend
Rail Line
Bus Line
Road
Transit Village Municipality
Transit Village
Morristown Town,
Morris County
N
0.6 0.3 0 0.6
Miles
Source: NJDEP, Census Tiger File

New Jersey's Transit Villages
Demographic Characteristics — Morristown

General Description

Morristown, the county seat of Morris County, lies about 25 miles west of New York City and 16 miles from Newark. It is 3.0 square miles in area, with a Census 2000 population of 18,544. The town functions around a large public square — a tree-shaded park patterned after a New England village common — and there are many buildings and homes surviving from the Colonial and Victorian eras that reflect the town's rich historical legacy. Complementing Morristown's "charming village" character is its easy access to major highways and direct commuter rail service to Newark and New York City via NJ Transit's Morris & Essex Line.

The location of the Morristown train station is several blocks from the center of town, but the distance is easily walked. The Transit Village is an eclectic mixture of land uses. Commercial activities include high-rise office buildings, a retail shopping center, gas stations, restaurants, car repair, electrical supply, and parking lots.

Residential structures vary in composition from new upscale single-family townhouses and luxury apartments to public housing and a nursing home. There is little vacant land left, and redevelopment pressure has been growing steadily since the mid-1990s.

Socioeconomic Characteristics (Table 1A)

Morristown is marked by a diverse population. White non-Hispanic persons are barely half the population at 50.7 percent. This is in sharp comparison to the statewide level of 66 percent. Blacks, at 17 percent, and Asians, at 3.8 percent, lag behind Hispanics, who now represent just over a quarter of the population at 27.1 percent. This is *twice* the state level of 13.3 percent. Recent high levels of immigration are having a major impact on Morristown because close to a *third* of the town's residents are foreign-born, with most coming from Latin America.

The median age is 35 years, slightly less than the state level of 36.7. Interestingly, the school age population in Morristown is only 18.4 percent, while over a quarter of residents in New Jersey (26.4 percent) are school-aged. The senior population, those over 62 years in age, make up 14.3 percent of the residents, somewhat under the state level of 15.5 percent.

The household configuration in Morristown is dominated by those living alone — 38.7 percent, which is high compared with the state level of almost 25 percent. The shortfall is in married couples. Across the state, married couples represent 53.3 percent of households, while in Morristown they are barely a third, at 34.4 percent. The next largest group, female-headed family households with no husband present (single parent mothers), is in line with state levels at 12.0 percent.

The median family income for 1999 in Morristown, $66,419, was slightly above the state median of $65,370, but per capita income in Morristown, at $30,086, was well over the New Jersey average of $27,006. This robust economic profile is marred by an 11.5 percent poverty rate, which is high compared with the state level of 8.5 percent. Still, the unemployment rate of 3.4 percent compares favorably with the state level of 5.8 percent.

In summary, a large segment of Morristown's residents are midcareer single professionals making above-average salaries. No doubt the presence of a large number of corporate office parks in the surrounding area, the county courthouse, and the Morristown Hospital complex attract this employment base. In addition, the commuter rail service provides convenient access to New York City job opportunities. However, there is another facet to the town's population that must be recognized: a black and immigrant population, mostly Hispanic, that is disadvantaged economically. This demographic bifurcation is intensified in the Transit Village.

Transit Village

Within the block groups that make up the Morristown Transit Village, the white, non-Hispanic population drops to barely 40 percent. The concentration of Hispanics grows to *38.0* percent, and blacks are almost 18 percent. Those persons of two or more races are 5.2 percent, *twice* the state level. And most telling, foreign-born residents make up *42.1* percent of the population in the Transit Village. The school age population increases to 21.8 percent, and the proportion of senior citizens drops to 13.5 percent. Further indicating a younger mix,

the range of median age is 36.4 to 30.1 years. Married couple households drop to 30.8 percent, and single-person households rise to just over *40* percent. The 12.3 percentage of female single parent households is still comparable to the city level. The range of median family incomes over the block groups is startling: $104,890 to $31,458. The per capita range is just as dramatic: $45,252 to $16,819. The percentage of the population in poverty jumps to 17.5 percent. And, yet, the unemployment rate drops to 2.9 percent. This suggests that the immigrant population is employed but at very low-wage jobs.

The Morristown Transit Village, then, is a study in contrasts: The dominant minority working poor coexisting with highly paid professionals. This disparity is played out even further in the housing demographics.

Housing Characteristics (Table 1B)

Somewhat surprising for this suburban setting, Morristown has a predominately multifamily housing stock and rental tenure. Only 36.5 percent of units are single-family, as opposed to the state level of nearly 63 percent. The homeownership rate is just shy of 40 percent, but in New Jersey it is nearly two-thirds. Almost 8 percent of the stock was built within the past 10 years, surpassing the state rate of 6.5 percent. On the other hand, a third of the units were built before 1940, much more than the 20.1 percent for New Jersey overall. The gross density is a moderate four units per land acre.

New or old, the housing is expensive. The median house value in 2000 was $224,400, well above the state median of $170,800. Still, the for-sale vacancy rate was only1.2 percent[4] and housing cost as a percentage of owner income was 22.1 percent, just above the state level of 21.8 percent. Clearly, the higher incomes of Morristown offset the higher housing cost. Median gross rent was $914, compared with the $751 state median, and this median gross rent as a share of income was a modest 24.7 percent.[5] Rental vacancy was low at 3.7 percent, under the state level of 4.5 percent, and certainly under the 6 percent that would be considered a normal market. However, these measures belie another housing index that is cause for concern: the proportion of units with crowding is almost *8.0* percent in Morristown, significantly higher than the 5.0 percent for the state. Lower-income households are doubling up in order to afford housing. Again, this situation is much more dramatic in the Transit Village.

Transit Village

The housing stock in the Morristown Transit Village is predominately multifamily, and the gross density increases to 5.3 units per land acre. Out of 3,399 units, only 21.6 percent are single-family. Just under 6 percent of the units were built since 1990, and 36.4 percent are

[4] A for-sale vacancy level of 2 percent is considered normal.
[5] Up to 30 percent of income is considered acceptable (HUD).

older than 1940. Gentrification is beginning to take hold. There has been a flurry of new construction over the past five years, primarily luxury apartments but also townhouses. Not surprisingly, there is only around a 25 percent homeownership rate and the for-sale vacancy rate at 5.9 percent is much higher than normal. Again, there is a significant gap in the value of owned units, $397,900 to $182,600, and owner costs as a share of income range widely from 30.3 to 15 percent.

On the other hand, with so many immigrant households in residence, the rental market in the Village is tight. The vacancy rate is only 3.4 percent. Gross monthly rents vary from $1,128 to $775, and households pay anywhere from 31.4 to 19.5 percent of their income for rent. Of most concern is the crowding rate. Here in the Village, it is a whopping *13.2* percent. Again, lower-income families are doubling up to meet their rent demands.

COAH

Morristown is not certified with the Council on Affordable Housing. Because the town is mostly built out, it is unlikely to face a builder's remedy lawsuit.

School Characteristics (Table 1B)

The Morris school system has been given the socioeconomic classification "GH" under the New Jersey Department of Education District Factor Grouping System. Because "J" is the highest rating, Morristown is slightly below the top tier. State aid for the current school year is approximately $7 million. The expenditure per student, $12,361, is well over the New Jersey median of $8,989. The average 2001–2002 SAT score was 1059, compared with 1009 for the state. On the whole, Morristown has a competitive educational quality that should be an attractive feature for new development projects within the town and the Transit Village.

Transportation Characteristics (Table 1C)

In Morristown, 15.5 percent of the households have no car — which is better than the New Jersey level, 12.7 percent. And fewer households, 10.2 percent, have three or more vehicles. This compares favorably with the state's share (nearly 15 percent) of these heavily car laden households. However, the number of workers in Morristown using public transportation is only 6.3 percent, as compared with almost 10 percent at the state level. Commuters took the

train over the bus, three to one. Surprisingly, 7.7 percent of workers walked to work. This is more than *twice* the state showing of 3.1 percent. The mean travel time to work was just over 24 minutes versus the 30-minute state average.

In the Transit Village, all of these patterns are amplified. Nearly a quarter of the homes have no car, and those with three or more vehicles drops to 9.8 percent. Just over 7 percent of workers use public transit, but here the ratio is only two to one for the train over the bus. Notably, the proportion of residents walking to work increases to almost 9 percent, and travel time is shortened to 22 minutes. Clearly, commuting habits in the Morristown Transit Village represent significant pedestrian activity and consistent use of the train and bus.

Transportation Service (Table 1C)

Rail

There are 49 departures from the Morristown station on the Midtown direct commuter rail service. This improved access to Midtown New York City took effect in 1996. From 1999 to 2002, average weekday ticket sales grew from 1,669 to 1,825, almost 10 percent. An intercept survey done by NJ Transit in 1996 indicated that just over 51 percent of the riders were nonresidents; most drove and used the NJ Transit parking lot next to the station. Not surprisingly, most riders are white, but 15 percent identified themselves as Asian, a level much higher than the state or town Asian populations.

Bus

There are 10 local service routes through Morristown with 71 departures per weekday, two of which are express service to New York City on weekdays.

Parking

Commuter parking is divided between spaces owned by the municipality (99) and those owned by NJ Transit (348) for a total of 447. According to NJ Transit records, there was about an 86 percent utilization of these spaces in 2002, a rate consistent with that for the Morris & Essex Line. There are also 8 handicapped spaces. Currently, parking fees are the same for residents and nonresidents and Sunday parking is free. There are three bicycle spots, but utilization of these facilities is unknown.

It is the NJ Transit lot (3 acres in size, shown below) that has been designated for transformation — a result of the town's creation of a Transit Village Core zoning ordinance that encourages mixed-use development. A private developer, Roseland/Woodmont, has been selected to construct a multistory building atop this location. It is projected to contain 226 rental units and 8,000 square feet of stores as well as parking for 780 cars. The developer has indicated that one of the primary success factors will be tapping the New York City market vis-à-vis the outstanding train service connection to Morristown.

Table 1A
New Jersey's Transit Villages (TVs)
Demographics: Morristown

	New Jersey	Morristown	Morristown TV[1]
Population	8,414,350	18,544	8,022 (43.3% of municipal population)
Total area in sq. miles	8,721,300	3.0	1.0
Persons per sq. mile of land	1,134	6,304	7,992
Age			
Percent school age population	26.4%	18.4%	21.8%
Percent over 62 yrs. of age	15.5%	14.3%	13.5%
Median age (years)	36.7	35	range: 36.4 - 30.1 ***
Race/ethnicity			
Percent white race	72.6%	67.1%	63.6%
Percent white race/non-Hispanic	66.0%	50.7%	40.6%
Percent black race	13.6%	17.0%	17.7%
Percent Asian race	5.7%	3.8%	1.6%
Percent Hispanic (any race)	13.3%	27.1%	38.0%
Percent two or more races	2.5%	3.4%	5.2%
Percent foreign born	17.5%	32.4%	42.1%
Largest segment by area of birth	Latin America (43%)	Latin America (72.5%)	NA
Households (HHs)			
Total households	3,064,645	7,252	3,214
Percent married couple HH	53.5%	34.4%	30.8%
Percent female HHer,no husband	12.6%	12.0%	12.3%
Percent single-person HH	24.5%	38.7%	40.3%
Income			
Median family income 1999	$65,370	$66,419	range: $104,890 - $31,458 ***
Per capita income 1999	$27,006	$30,086	range: $45,252 - $16,819 ***
Percent of population in poverty 1999	8.5%	11.5%	17.2%
Unemployment rate	5.8%	3.4%	2.9%

[1]As defined by census block groups around the train station.
*** Only available for individual block groups.
NA - not avavilable at the block group level.
Source: US Census 2000.

Table 1B
New Jersey's Transit Villages (TVs)
Demographics: Morristown

	New Jersey	Morristown	Morristown TV
Housing			
Total housing units	3,310,275	7,615	3,399
Gross housing density (units per acre)	0.7	4.0	5.3
Percent single-family*	62.8%	36.5%	21.6%
Percent of units built in past 10 years	6.5%	7.9%	5.9%
Percent of units built before 1940	20.1%	33.2%	36.4%
Percent of units with crowding**	5.0%	7.9%	13.2%
Ownership			
Homeownership rate	65.6%	39.5%	24.6%
For-sale unit vacancy rate	1.2%	1.2%	5.9%
Median house value (owner-specified)	$170,800	$224,400	range: $397,900 - $182,600 ***
Housing cost as % of owner income	21.8%	22.1%	range: 30.3% - 15% ***
Rental			
Rental unit vacancy rate	4.5%	3.7%	3.4%
Median gross rent	$751	$914	range: $1,128 - $775 ***
Median gross rent as % of income	25.5%	24.7%	range: 31.4% - 19.5% ***
Council on Affordable Housing (COAH) Status		Not certified	
School characteristics			
School rating (DFG)****		GH	
State aid 2002-2003		$7,070,986	
Expenditure per student 2002-2003		$12,361	(NJ median: $8,989)
Average 2001-2002 SAT scores		1059	(NJ average: 1009)

*Attached and detached.

**1.01 or more persons per room.

***Only available for individual block groups.

Source: US Census 2000.

****District Factor Grouping System. A is the lowest socioeconomic level, J is the highest. Source: NJ Dept. of Education.

Table 1C
New Jersey's Transit Villages (TVs)
Transportation: Morristown

		New Jersey	Morristown	Morristown TV
Transportation Characteristics[1]				
Percent of households (HHs) with no vehicles		12.7%	15.5%	23.2%
Percent of HHs with 3 or more vehicles		14.7%	10.2%	9.8%
Percent of workers using public transp.		9.6%	6.3%	7.3%
Bus or trolley bus		5.5%	1.5%	2.6%
Railroad		2.4%	4.4%	4.1%
Percent of workers walking to work		3.1%	7.7%	8.9%
Mean travel time to work (minutes)		30.0	24.3	22.5
Transportation service[2]				
Rail				
Number of train departures (weekday towards New York)			49	
Type of passenger train service			Commuter rail	
Ticket sales		1999	2002	Percent change
Rail ridership (average weekday ridership)		1,669	1,825	9.3%
Rail Ridership Survey (1996)				
Resident			43.1%	
Nonresident			51.1%	
No response			5.8%	
Walked to train			34.0%	
Use of parking lot vs. on-street parking			93.0%	
Race:	White		79.0%	
	Black		6.0%	
	Asian		15.0%	
Monthly nonticket spending per rider:	resident		NA	
	nonresident		NA	

Continued

NA - not avavilable.
[1] Source: US Census 2000.
[2] Source: NJ Transit.

Table 1C (continued)
New Jersey's Transit Villages (TVs)
Transportation: Morristown

Bus

Route information

Total number of routes	10
Total number of daily departures (per weekday)	71

Specific Route Information	Bus Number	Number of Weekday Departures	Ridership
Morristown - Willowbrook Mall	MCM 1	11	NA
Morristown - Randolph-County College	MCM 2	12	NA
Livingston Mall - Greystone	MCM 3	11	NA
Dover - Honeywell	MCM 4	3	NA
Morristown - Rockaway Mall[1]	MCM 5	1	NA
Morristown - Livingston Mall[2]	MCM 8	1	NA
Morristown - Rockaway Mall	MCM 10	12	NA
Morristown to New York	Community Coach/Coach USA 77	18	NA
Bedminster/The Hills to New York	Lakeland Bus 24/78	2	NA
Local Morristown bus service	Colonial Coach 76 and 77	NA	NA
	Total	**71**	

Source: NJ Transit.

[1] Mondays and Wednesdays only.

[2] Thursdays only.

Table 1D

New Jersey's Transit Villages (TVs)

Parking: Morristown

Parking

Number of parking spaces	2002 capacity	2002 used
Owned by municipality (1 lot)	99	83
Owned by NJ Transit (2 lots)	348	302
Total	**447**	**385**

	2002 ADA capacity[1]	2002 ADA used[1]
Owned by municipality (1 lot)	2	0
Owned by NJ Transit (2 lots)	6	2
Total	**8**	**2**

	M&E line	Morristown
Parking utilization	85%	86%

On-street parking restictions	Short term limits, no parking along some streets.
Parking fee	
Residents	$2 for 12 hours or $40 per month
Nonresidents	$2 for 12 hours or $40 per month
Other	Night parking allowed Saturday - pay Sunday - free

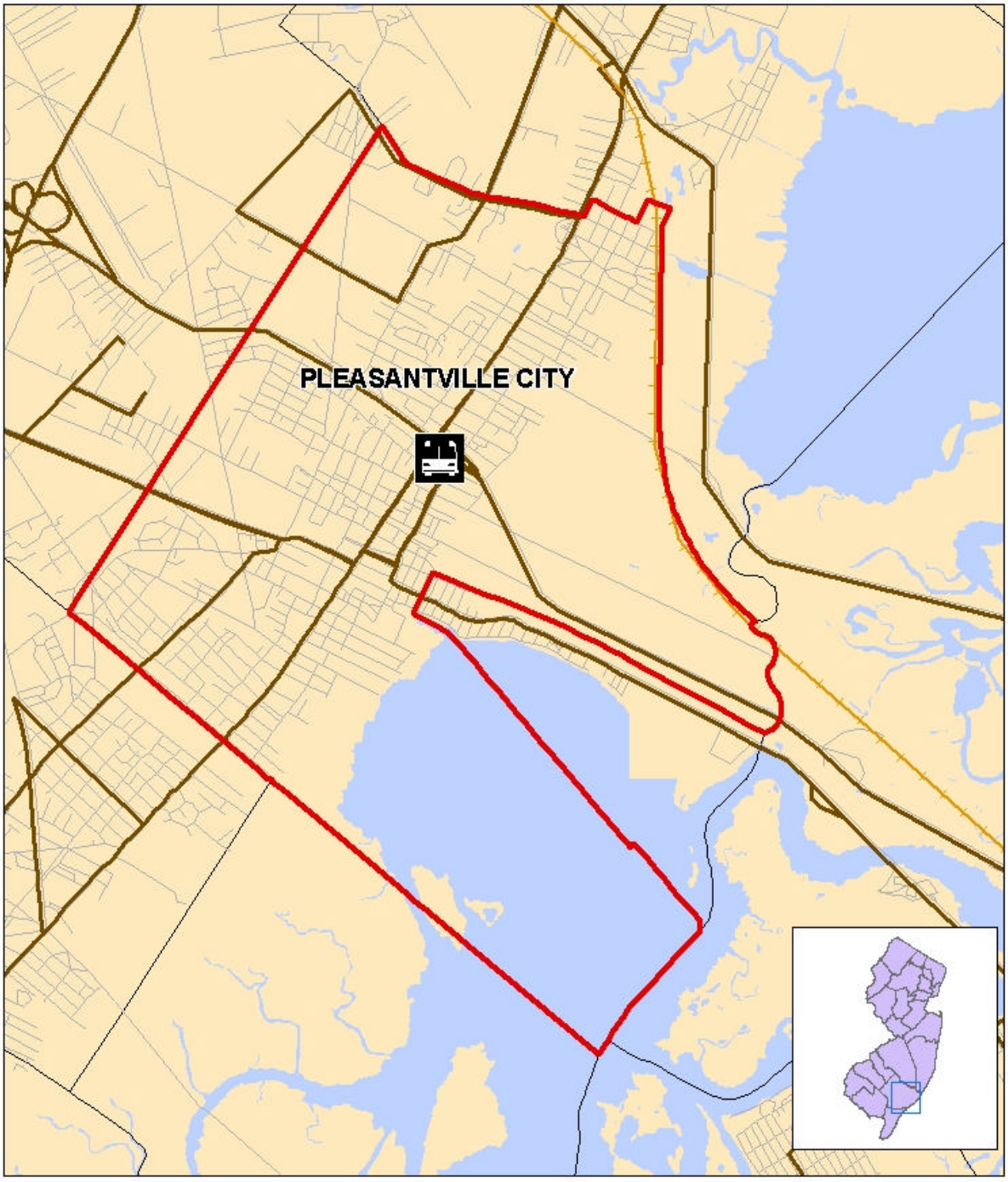
Bicycle

Total number of spaces	3
Number of lockers[2]	
Number of racks[2]	

[1] Americans with Disability Act provisions for handicapped access.

[2] No breakdown given.

Source: NJ Transit.



Legend

Rail Line
Bus Line
Road
Transit Village Municipality
Transit Village

Pleasantville City, Atlantic County

N

0.5 0.25 0 0.5 Miles

Source: NJDEP, Census Tiger File

New Jersey's Transit Villages
Demographic Characteristics — Pleasantville

General Description

Pleasantville, 7.3 square miles in area, with a Census 2000 population of 19,012, has a very different personality from its sister Transit Villages. With a coastal location in southern New Jersey on Lakes Bay, the town lies in the shadow of Atlantic City both geographically and economically. Pleasantville's role has always been one of a transportation crossroads. From the 1700s, the town's setting on Lakes Bay with plentiful seafood launched an overland route between the Pleasantville area to the Philadelphia market.[6] Later, in the 1800s, a private turnpike (now known as US Route 440 or the Black Horse Pike) was built across the marshes from Pleasantville to the growing Atlantic City. Subsequently, expanding rail service moved passengers and freight between Philadelphia and Atlantic City through Pleasantville. Finally, in the early 1900s, trolley cars carried people north to Absecon and south to Somers Point and finally to Atlantic City along the turnpike, all through Pleasantville.

Today the trolleys are gone. The Garden State Parkway, passing just west of Pleasantville, offers motorists connections north and south, while the Atlantic City Expressway speeds travelers to and from the Philadelphia area. Rail service is now limited to freight activities, while passenger ridership has been transferred to bus transit. It is the magnitude of this bus service that makes Pleasantville unique. This busy hub handles seven routes and serves over 2,200 persons per day.

Historically, as the fortunes of Atlantic City have fluctuated, so have those of Pleasantville. After World War II, the economic vitality of both began to lag. Suburban highways and shopping malls drained the towns of tax revenues. Businesses closed, real estate prices dropped, and middle-class homeowners were replaced with lower-income residents. The resort industry of Atlantic City dried up, and the vitality of Pleasantville, its main service provider, also ebbed.

[6] Historical information on Pleasantville is taken from the "Pleasantville Transit Village Project," a study done by the graduate program in infrastructure planning at the New Jersey Institute of Technology (NJIT, 2001).

Since the advent of casinos in the late 1970s, Atlantic City has been coming back to life. Most recently, land clearance initiatives, coupled with Casino Reinvestment Development Authority (CRDA) subsidies and the economic expansion of the 1990s, have spurred a rash of new housing and commercial development in that city. Pleasantville, however, is having a somewhat different and slower experience in revitalizing its economy. With its bonding capacity at the limit, the town has leveraged several state and county programs to its advantage. Foremost among these is the Urban Enterprise Zone (UEZ) designation, which permits reduced sales tax on purchases and allows the municipality to keep the tax monies. Companies that service Atlantic City casinos, such as building supply, uniforms, and related equipment, have located in Pleasantville to take advantage of this competitive edge for their products.

The waterfront area on Lakes Bay, Pleasantville's "sleeping" asset (the marina has not been used for 25 years), is now designated an Urban Coordinating Council (UCC) neighborhood and is also part of the Neighborhood Preservation Program (NPP). The town received a smart growth grant to plan for the redevelopment of this underutilized district. The state, in the meantime, is dredging the bay to facilitate boating activities. There has been money secured for downtown streetscape and façade improvements, a bike path on an abandoned railroad bed, and most important, a new bus station and waiting area. Pleasantville's designation as a Transit Village is an appropriate complement to all of these other initiatives, especially since many of Pleasantville's residents are on welfare and rely heavily on public transportation.

Socioeconomic Characteristics (Table 2A)

The population of Pleasantville is young — at least younger than overall state levels. The median age is 32.7 years, as compared with 36.7 years for New Jersey; the percentage of school age population is 28.3 percent, whereas New Jersey's is 26.4 percent; and the senior population is 13.1 percent versus 15.5 percent for New Jersey. Minorities are the majority in Pleasantville. Over half the population (57.1 percent) is black, and Hispanics make up the next largest group at almost 21 percent. White non-Hispanics are only 16 percent, and Asians are 2 percent. Almost 13 percent of residents are foreign-born, mostly Hispanics from Latin America.

Of the 6,422 households, only a little more than a third are married couples (in contrast to the state figure of 53.5 percent). Nearly a quarter are female single parent households. And, those living alone match the state level at 24.5 percent. These household profiles are reflected in the town's income levels. With fewer dual-income domestic units, economic levels are much lower than those across the state. Median family income in 1999 was just over $40,000 (compared with the state's $65,370). Per capita income was $17,668, significantly under the state average of $27,006. More telling are the poverty rate of 15.8 percent and the unemployment rate of 10.2 percent, both almost twice the state scale.

Transit Village

All of these socioeconomic characteristics are magnified in the Transit Village, which represents 37.5 percent of the municipal population. The median ages of the block groups range from 37.8 down to 26.9 years. The proportion of school age children rises to almost 30 percent, while that for those over 62 years drops to 11.4 percent. Although the percentage of black residents living in the Transit Village is about the same as the town level, the number of Hispanics, Asians, and persons of two or more races increases. The number of foreign-born also jumps — to almost 16 percent. The immigrant population seems to be concentrated in the Transit Village.

There are fewer married couple households, more single parents, and more householders living alone. Correspondingly, the economic levels go down and the poverty rate within the Transit Village soars to almost *20* percent. According to town officials, many of these households are on welfare.

Housing Characteristics (Table 2B)

Pleasantville is not very dense (approximately 2 units to the gross acre of land), and the housing stock is largely single-family (64 percent). About 8 percent was built in the past 10 years (as compared with 6.5 percent for the state), and about 18 percent is over 50 years of age. The crowding rate is *10.6* percent, twice the state level, and most certainly is reflective of the distressed economic condition of many residents.

The homeownership rate is only 56.3 percent (compared with the state's nearly 66 percent), with a median house value of $85,900, effectively half of the statewide median of $170,800. There is a 3.1 percent for-sale vacancy rate, considerably over the normal 2 percent. Owner-occupied housing cost as a share of income is 23.4 percent, higher than the 21.8 percent for other owners in New Jersey. The rental vacancy rate is high at 7.6 percent, in contrast to a normal level of 6 percent. The median gross rent of $715 is only slightly under the state median of $751, and with lower incomes, Pleasantville's renters end up paying a higher proportion of their income for housing, 28.5 percent. While this is still lower than the 30 percent "normal" limit, it is still above the state level of 25.5 percent.

In sum, lower incomes are definitely affecting housing demand in Pleasantville — resulting in more crowding, higher than normal vacancy rates, and housing taking a bigger chunk of incomes.

Transit Village

The residential stock in the Transit Village (2,646 units), not surprisingly, is a little older, and the crowding level is up to *12* percent. The Village is slightly less dense with housing units, but it includes the commercial activities related to the UEZ. Interestingly, the homeownership rate (63.3 percent) is higher than the town share, but vacancy rates grow: for-sale to *4.3* percent and rental to *10.7* percent. The median house value in the Transit Village block groups, $85,800 – $78,200, is in line with the rest of the town. Lower incomes, however, push owner costs in one block group to a severe 29.4 percent. Although rents in the Transit Village are lower ($574 – $495), the extreme poverty level increases the housing cost in one block group to 45 percent of income.

The economic problems of Pleasantville are magnified in the Transit Village. There is a concentration of lower-income households, many of which are foreign born. Crowding and poverty are acute. Housing stock is available, but without more financial capacity there will continue to be high vacancies and strain on household resources.

COAH

Pleasantville has not been certified by the Council on Affordable Housing. Clearly, Pleasantville houses more than its fair share of those with low-income housing needs.

School Characteristics (Table 2B)

The Pleasantville school system mirrors the economic status of the municipality. The New Jersey Department of Education District Factor Grouping (socioeconomic rating) was an "A," the lowest given. State aid in 2002–2003 was a sizable $43 million. Yet, with an expenditure per student of $8,951 (an amount approximately equal to the state median of $8,989), the average 2002 SAT score of 772 was seriously below the 1009 for New Jersey overall. Unfortunately, school quality might be a disadvantage in attracting new higher-income families to future development projects.

Transportation Characteristics (Table 2C)

The 2000 Census reports that Pleasantville, no doubt due to lower incomes, was much more transit dependent than New Jersey residents as a whole. In fact, almost 21 percent of Pleasantville households did not own a vehicle, compared with 12.7 percent at the state level, and only 7.1 percent had three or more vehicles, half the state proportion. A total of 14.2 percent used public transportation, primarily bus, to get to work.

This contrasts favorably to the state level of 5.5 percent. With the main labor market being Atlantic City, the average trip to work was only 22 minutes. On the other hand, with fewer jobs available locally, only 2.4 percent of workers walked to work. Again, within the Transit Village, these trends are even more pronounced: *27* percent of the households did not have a car, and almost *20* percent used public transportation.

Transportation Service (Table 2C)

More so than in other Transit Villages, Pleasantville's residents depend on transit services. Seven bus routes stop in Pleasantville, generating 326 daily departures. There is no reported parking or bicycle storage available for commuters.

Table 2A
New Jersey's Transit Villages (TVs)
Demographics: Pleasantville

	New Jersey	Pleasantville	Pleasantville TV[1]
Population	8,414,350	19,012	7,134 (37.5% of municipal population)
Total area in sq. miles	8,721,300	7.3	3.5
Persons per sq. mile of land	1,134	3,291	2,442
Age			
Percent school age population	26.4%	28.3%	29.4%
Percent over 62 yrs. of age	15.5%	13.1%	11.4%
Median age (years)	36.7	32.7	range: 37.8 - 26.9 ***
Race/ethnicity			
Percent white race	72.6%	25.0%	23.4%
Percent white race/non-Hispanic	66.0%	17.9%	15.9%
Percent black race	13.6%	57.7%	57.1%
Percent Asian race	5.7%	2.0%	2.3%
Percent Hispanic (any race)	13.3%	21.9%	23.3%
Percent two or more races	2.5%	4.1%	4.9%
Percent foreign born	17.5%	12.9%	15.8%
Largest segment by area of birth	Latin America (43%)	Latin America (81.4%)	NA
Households (HHs)			
Total households	3,064,645	6,422	2,311
Percent married couple HH	53.5%	35.0%	34.8%
Percent female family HHer,no husband	12.6%	24.7%	27.0%
Percent single-person HH	24.5%	24.5%	25.5%
Income			
Median family income 1999	$65,370	$40,016	range: $44,632 - $30,909 ***
Per capita income 1999	$27,006	$17,668	range: $16,189 - $10,602 ***
Percent of population in poverty 1999	8.5%	15.8%	19.4%
Unemployment rate	5.8%	10.2%	10.3%

[1]As defined by census block groups around the train station.

*** Only available for individual block groups.

NA - not avavilable at the block group level.

Source: US Census 2000.

Table 2B
New Jersey's Transit Villages (TVs)
Demographics: Pleasantville

	New Jersey	Pleasantville	Pleasantville TV
Housing			
Total housing units	3,310,275	7,042	2,646
Gross housing density (units per acre)	0.7	1.9	1.4
Percent single-family*	62.8%	64.0%	68.5%
Percent of units built in past 10 years	6.5%	7.8%	4.0%
Percent of units built before 1940	20.1%	18.4%	28.5%
Percent of units with crowding**	5.0%	10.6%	12.0%
Ownership			
Homeownership rate	65.6%	56.3%	63.3%
For-sale unit vacancy rate	1.2%	3.1%	4.3%
Median house value (owner-specified)	$170,800	$85,900	range: $85,800 - $78,200 ***
Housing cost as percent of owner income	21.8%	23.4%	range: 29.4% - 20.4% ***
Rental			
Rental unit vacancy rate	4.5%	7.6%	10.7%
Median gross rent	$751	$715	range: $574 - $495 ***
Median gross rent as percent of income	25.5%	28.5%	range: 45.0% - 23.4% ***
Council on Affordable Housing (COAH) Status		Not certified	
School characteristics			
School rating (DFG)****		A	
State aid 2002-2003		$43,276,630	
Expenditure per student 2002-2003		$8,951	(NJ median: $8,989)
Average 2001-2002 SAT scores		772	(NJ average: 1009)

*Attached and detached.

**1.01 or more persons per room.

*** only available for individual block groups.

Source: US Census 2000.

****District Factor Grouping System. A is the lowest socioeconomic level, J is the highest. Source: NJ Dept. of Education.

Table 2C
New Jersey's Transit Villages (TVs)
Transportation: Pleasantville

	New Jersey	Pleasantville	Pleasantville TV
Transportation characteristics[1]			
Percent of households (HHs) with no vehicles	12.7%	20.9%	27.0%
Percent of HHs with 3 or more vehicles	14.7%	7.1%	4.3%
Percent of workers using public transp.	9.6%	14.2%	19.9%
Bus or trolley bus	5.5%	13.4%	19.0%
Railroad	2.4%	0.0%	0.0%
Percent of workers walking to work	3.1%	2.4%	2.7%
Mean travel time to work (minutes)	30.0	22.4	21.0

Transportation service[2]

Rail — No rail service

Bus — Total Number of routes: 7; Total daily departures (per weekday): 326

Specific Route Information	Bus Number	Weekday Departures		Ridership[3]
Atlantic City-Hamilton Mall-Atlantic/Cape Community College	502	42 towards Atlantic CC, towards AC	41	3,033
Atlantic City-Ocean City	507	29 towards Ocean City, 34 towards AC		2,721
Atlantic City-Richard Stockton College-Hamilton Mall	508	20 towards Stockton State College, 22 towards AC		1,903
Atlantic City-Somers Point-Ocean City	509	17 towards Somers Point, 15 toward AC		1,290
Upper Deerfield-Atlantic City[4]	553	7 towards Upper Deerfield, 5 towards AC		3,711
Lindenwold-Atlantic City	554	25 towards Lindenwold, 25 towards AC		2,448
Lakewood-Atlantic City	559	22 towards Lakewoood, 22 towards AC		2,139
	Total	**162 away from Atlantic City, 164 towards Atlantic City**		**17,245**

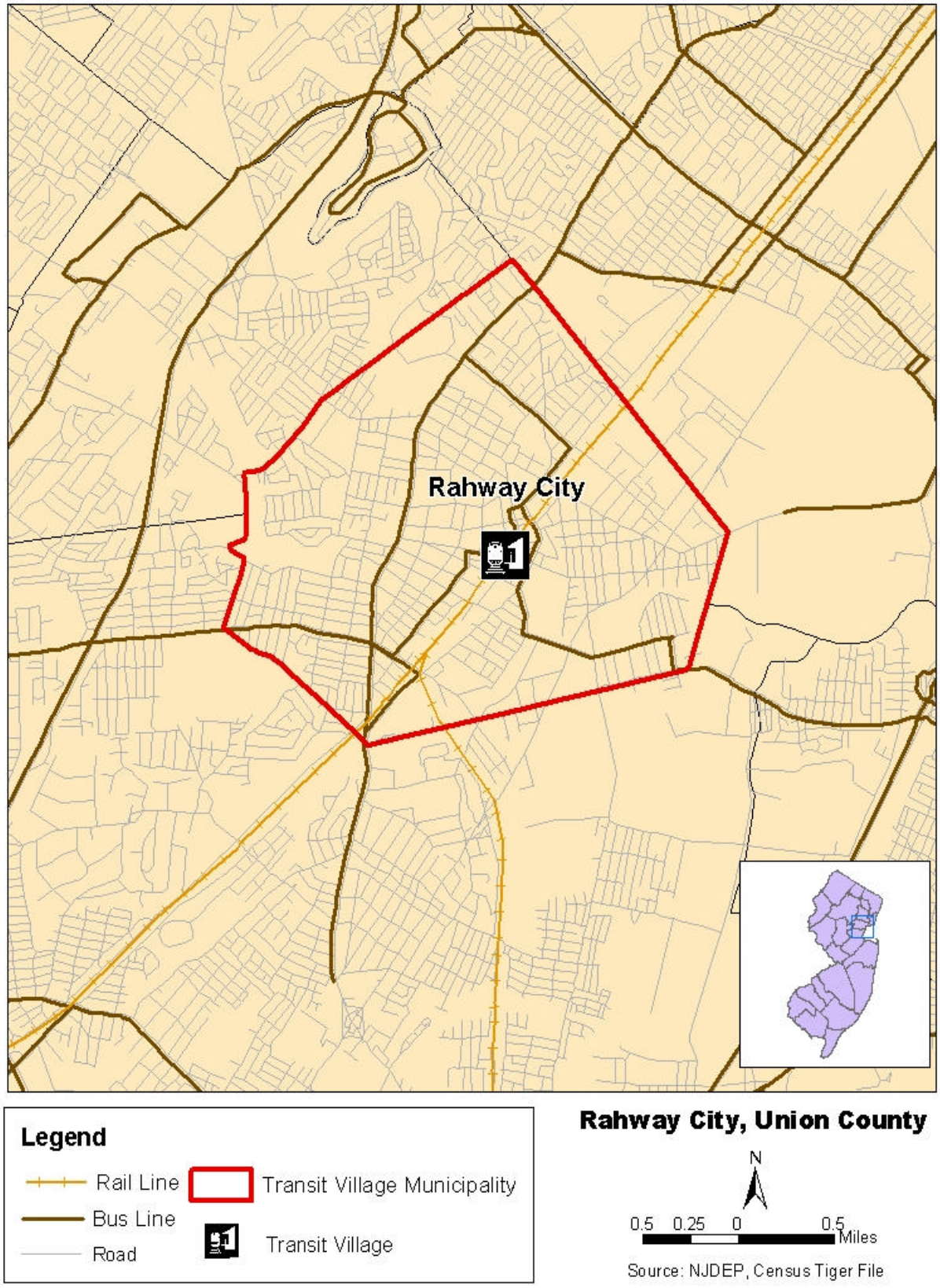
Parking — There are no parking or bicycle facilities reported.

[1] Source: US Census 2000.

[2] Source: NJ Transit.

[3] Ridership numbers are the October 2002 total median weekday boardings at all stops along the bus route for riders in any direction.

[4] Stops at Pleasantville only in the early morning hours.


Rahway City
Legend
Rail Line
Bus Line
Road
Transit Village Municipality
Transit Village
Rahway City, Union County
N
0.5 0.25 0 0.5
Miles
Source: NJDEP, Census Tiger File

Demographic Characteristics — Rahway

General Description

Rahway is the largest (population 26,500 in 2000) and most urbanized of the Transit Village municipalities. It has a population density of 6,643 persons per square mile and a gross housing density of 4.1 units per land acre. The town is located in the southeastern portion of Union County, and it covers four square miles.

As with most New Jersey towns, Rahway has a history that dates to the Colonial period, but real growth did not occur until the latter part of the 19th century. It was incorporated as a city in 1858, and it has been host to a variety of industries and businesses. Foremost among these is Merck & Company, Inc., the giant pharmaceutical firm. Merck began operations here in 1903 and today employs approximately 4,500 people at its 211-acre site, 89 acres of which are in Rahway.[7]

Part of the attraction for companies to Rahway is its strategic transportation location. The city is close to the New Jersey Turnpike and Garden State Parkway for handy automobile access north and south. The Northeast Corridor rail line provides outstanding commuter service from New York City to Trenton. Passengers can also connect here with the North Jersey Coast line for destinations to the south along the New Jersey shore. It is this exceptional train service that makes Rahway an ideal candidate for revitalization as a Transit Village. In addition, the central core of the city has great walkability, and a valuable natural asset, the Rahway River, flows through the center of the community.

Over the past two decades, the downtown retail area, centered on the train station, has suffered from suburban competition like most other urban areas of New Jersey. Undistinguished storefronts and businesses characterize the main thoroughfares.

[7] Historic information obtained in handout material provided by the City of Rahway, "About the City of Rahway…."

For many years, Rahway has been planning its revitalization and the ultimate upgrading of its business district. Today, with the renovation of the train station, the creation of new public spaces and buildings, improved streetscapes, and traffic-calming bump-outs, Rahway is well on its way to being transformed.

In addition to the immediate area around the train station, Rahway is also capitalizing on its cultural asset, the Union County Arts Center, now on the National and New Jersey Historic Registers. This former vaudeville and movie theater, which dates from 1928, had fallen on hard times when it was rescued for preservation in the 1980s. Today it hosts top entertainment from the music and theater worlds. And because this venue is only a few blocks west of the train station, patrons from out of town can easily reach it. Rahway has enhanced this area with a pleasant pocket park across the street from the theater and supported façade improvements of neighborhood restaurants and stores.

Despite these major advances, Rahway is still awaiting the return of private-sector housing development. Such projects have been specified for various sites throughout the Transit Village. They range from mixed use — apartments, retail, and decked parking — in the commercial area, to flats and townhomes near the arts district, to a townhouse complex on the east side of the river. Although developers have been designated, these initiatives will have to deal with property acquisition issues and contamination/clean-up challenges that will no doubt prolong the process.

Socioeconomic Characteristics (Table 3A)

The current population of Rahway is a bit older than that of New Jersey overall. The median age is 37.1 years versus 36.7 for the state. The school age population is 25.2 percent, and seniors make up 16.6 percent. This compares with New Jersey's figures at 26.4 percent and 15.5 percent, respectively.

Rahway is marked by a high level of diversity. White non-Hispanics make up only 53.2 percent of residents, while New Jersey is at 66 percent. Blacks, at 27.1 percent, are twice the state level of 13.6 percent. Hispanics are on a par with the rest of the state at 13.9 percent, and multi-race persons are 3.3 percent, slightly above the 2.5 percent for New Jersey. Asians, 3.6 percent, are not as prevalent in Rahway as the state as a whole, 5.7 percent. Foreign born residents make up 17.2 percent of the population, an amount about equal to the state's share, with over half coming from Latin America.

Married-couple households are only 46.7 percent, compared with the state at 53.7 percent. As a result, there are more families with a single female household member, 15.6 percent, and more household members living alone, 28 percent. The median family income of $61,931 is slightly below the state's $65,370. Per capita income is also down: $22,281 compared with $27,006 for New Jersey. However, the 7.1 percent poverty rate is slightly lower than New Jersey's 8.5 percent, but the unemployment rate, 6.6 percent, is slightly higher than the statewide level of 5.8 percent. For the most part, these profiles are intensified in the Transit Village.

Transit Village

The Transit Village as defined by the block groups around the train station makes up about a third of the population. There is a bigger proportion of those in school, 27.5 percent, but there is about the same level of senior citizens, 16.3 percent. And here the majority becomes the minority: White non-Hispanics drop to just under 39 percent, and the black share jumps to almost *39* percent. Asians increase to 4.2 percent, while Hispanics climb to 16.8 percent. The foreign-born population increases to almost *20* percent. Married couple households fall to 39.4 percent as single-person households increase to almost a third. Female single parent households also rise to 16.3 percent.

As a result of these shifts, the Transit Village population, with more single-person households and more immigrants, is economically weaker than the municipality as a whole. The poverty rate increases to 9.2 percent, and the unemployment rate climbs to 7.5 percent. The median family income drops to as low as $43,250 in one block group.

Housing Characteristics (Table 3B)

Of the town's 10,381 housing units, almost 61 percent are single family. Only about a quarter of the units (26.1 percent) are older than 1940, but few units (2.6 percent) have been built in the past 10 years. The crowding rate of 5.4 percent is about equal to that of New Jersey, 5.0 percent. There is a 63.7 homeownership rate, with the median house value at a modest $142,600 (New Jersey's is $170,000). The for-sale vacancy rate is 1.2 percent, the same as the state rate and under the "normal market" rate of 2 percent. Owners pay 22.5 percent of their income on housing costs, compared with the state's 21.8 percent.

The median gross rent of $732 is only slightly under the state's ($751) and represents 24.5 percent of income, again under the state's (25.5 percent). There is only a 3.3 percent rental vacancy rate, less than the 4.5 percent for New Jersey overall, and certainly under the 6 percent that is considered a normal market. It appears that Rahway is still a relatively affordable place to live.

Transit Village

The gross density in the Transit Village increases to 5.5 units per acre, compared with Rahway at 4.1. Almost a third of the housing stock predates 1940, and new construction is a meager 1.9 percent. Only 46.5 percent is single family, and almost 7 percent of the units have crowding. Homeownership drops to 47.7 percent and the median house value slumps to $110,200 in one of the block groups. There is a 2.6 percent for-sale vacancy rate in the Transit Village, hinting that this area is less attractive to buyers. Yet housing is still affordable. Owner costs as a percentage of income range in the block groups from just under 25 percent to as low as 17.5 percent.

Rental demand is high in the Transit Village, as it is in the municipality. The vacancy rate is 3.9 percent, just a bit over the town level of 3.3 percent. The median gross rent ranges from $928 to $469 over the block groups, with renters paying anywhere from 31.8 to 19.4 percent of their income for housing.

In sum, the housing stock in the Transit Village is older, more multifamily, with more renters and crowding. Yet because of their modest quality, units are still relatively affordable.

COAH

Rahway has been certified by the Council on Affordable Housing as having met its fair share obligation.

School Characteristics (Table 3B)

The school system in Rahway has a CD rating for socioeconomic level (A is the lowest) and receives $14.8 million in state aid, the second highest of the Transit Villages. The expenditure per student during the current school year is $8,891, compared with the New Jersey statewide average of $8,989. SAT scores were not available for last year, but the 2000–2001 reported average score was 902, while the state average was 1010 for that year.

Transportation Characteristics (Table 3C)

In Rahway, 11.7 percent of households have no vehicle, compared with those across the state at 12.7 percent. A total of 12.5 percent have three or more vehicles, somewhat better than New Jersey with 14.7 percent. The share of workers taking mass transit is 9.4 percent, about the same as the overall state level. Of that amount, 6.9 percent use the train and 1.7 percent use the bus. This is in contrast to the state proportions: 5.5 percent take the bus and 2.4 percent take the train. Similar to state patterns, only about 3.5 percent of workers walk to work. Mean travel time to work, 27.8 minutes, is slightly less than the state average, 30 minutes.

In the Transit Village, the share of households with no vehicle jumps to 15.4 percent and those with three or more drops to 8.4 percent. The share of workers using mass transit climbs to 14.3 percent, with 11.2 percent using the train, almost *five* times the state level. The share of those workers walking to work also increases to 5.1 percent. Mean travel time also increases to 31.4 minutes, most likely due to more persons using public transportation.

Transportation Service (Table 3C)

Rail

As was stated above, Rahway is a stop on both the Northeast Corridor line and the North Jersey Coast line. There are 54 departures toward New York on weekdays, a 20-minute ride to Newark or 40 minutes to Pennsylvania Station in Manhattan. Southbound trains have stops at New Brunswick (Rutgers University, Johnson & Johnson, and Robert Wood Johnson Hospital) and Trenton, the state capital. For those riders wanting to connect with Amtrak to Philadelphia and Washington, they can easily do this by transferring in Newark to the north or Metro Park to the south. This superior commuter rail service is expected to be a major key in attracting new residents to the new housing proposed for the Rahway Transit Village — households, most likely professional singles and childless couples, that are looking for more affordable housing and convenient access to major urban centers to both the north and south.

Bus

Rahway is on one bus route that runs from Newark to Perth Amboy. There are 20 weekday departures to Newark and 17 towards Perth Amboy.

Parking (Table 3D)

Cars

Rahway provides 587 parking spaces in nine lots that it owns. There is a 73 percent utilization rate, compared with 83 percent along the entire Northeast Corridor line. NJ Transit has no parking facilities in Rahway.

Bicycles

Three lockers exist for bicycles at one lot, but details of their use have not been reported.

Table 3A
New Jersey's Transit Villages (TVs)
Demographics: Rahway

	New Jersey	Rahway	Rahway TV[1]
Population	8,414,350	26,500	8,862 (33.4% of municipal population)
Total area in sq. miles	8,721,300	4.0	1.0
Persons per sq. mile of land	1,134	6,643	8,650
Age			
Percent school age population	26.4%	25.2%	27.5%
Percent over 62 yrs. of age	15.5%	16.6%	16.3%
Median age (years)	36.7	37.1	range: 41.6 - 30 ***
Race/ethnicity			
Percent white race	72.6%	60.2%	46.4%
Percent white race/non-Hispanic	66.0%	53.2%	38.7%
Percent black race	13.6%	27.1%	38.7%
Percent Asian race	5.7%	3.6%	4.2%
Percent Hispanic (any race)	13.3%	13.9%	16.8%
Percent two or more races	2.5%	3.3%	3.6%
Percent foreign born	17.5%	17.2%	19.6%
Largest segment by area of birth	Latin America (43%)	Latin America (51.2%)	NA
Households (HHs)			
Total households	3,064,645	10,028	3,424
Percent married couple HH	53.5%	46.7%	39.4%
Percent female HHer,no husband	12.6%	15.6%	16.3%
Percent single-person HH	24.5%	28.0%	32.9%
Income			
Median family income 1999	$65,370	$61,931	range: $70,114 - $43,250 ***
Per capita income 1999	$27,006	$22,481	range: $25,696 - $15,480 ***
Percent of population in poverty 1999	8.5%	7.1%	9.2%
Unemployment rate	5.8%	6.6%	7.5%

[1]As defined by census block groups around the train station.

*** only available for individual block groups.

NA - not avavilable at the block group level.

Source: US Census 2000.

Table 3B
New Jersey's Transit Villages (TVs)
Demographics: Rahway

	New Jersey	Rahway	Rahway TV
Housing			
Total housing units	3,310,275	10,381	3,595
Gross housing density (units per acre)	0.7	4.1	5.5
Percent single-family*	62.8%	60.9%	46.5%
Percent of units built in past 10 years	6.5%	2.6%	1.9%
Percent of units built before 1940	20.1%	26.1%	33.7%
Percent of units with crowding**	5.0%	5.4%	6.8%
Ownership			
Homeownership rate	65.6%	62.7%	47.7%
For-sale unit vacancy rate	1.2%	1.2%	2.6%
Median house value (owner-specified)	$170,800	$142,600	range: $147,100 - $110,200 ***
Housing cost as % of owner income	21.8%	22.5%	range: 24.7% - 17.5% ***
Rental			
Rental unit vacancy rate	4.5%	3.3%	3.9%
Median gross rent	$751	$732	range: $928 - $469 ***
Median gross rent as % of income	25.5%	24.5%	range: 31.8% - 19.4% ***
Council on Affordable Housing (COAH) Status		Certified	
School Characteristics			
School rating (DFG)****		CD	
State aid 2002-2003		$14,835,527	
Expenditure per student 2002-2003		$8,891	(NJ median: $8,989)
Average 2000-2001 SAT scores[1]		902	(NJ average: 1010)

*Attached and detached.

**1.01 or more persons per room.

*** only available for individual block groups.

Source: US Census 2000.

**** District Factor Grouping System. A is the lowest socioeconomic level, J is the highest. Source: NJ Dept. of Education.

[1] Scores for 2002 not available.

Table 3C
New Jersey's Transit Villages (TVs)
Transportation: Rahway

	New Jersey	Rahway	Rahway TV
Transportation characteristics[1]			
Percent of households (HHs) with no vehicles	12.7%	11.7%	15.4%
Percent of HHs with 3 or more vehicles	14.7%	12.5%	8.4%
Percent of workers using public transp.	9.6%	9.4%	14.3%
Bus or trolley bus	5.5%	1.7%	2.2%
Railroad	2.4%	6.9%	11.2%
Percent of workers walking to work	3.1%	3.5%	5.1%
Mean travel time to work (minutes)	30.0	27.8	31.4

Transportation service[2]

Rail

Number of train departures (weekday towards New York)	54
Type of passenger train service	Commuter rail
Ticket sales	
Rail ridership	NA
Rail Ridership Survey	NA

Bus

Route information	
Total number of routes	1
Total number of daily departures (per weekday)	37

Specific Route Information	Bus Number	Number of Weekday Departures	Ridership[3]
Newark - Perth Amboy	62	20 towards Newark, 17 towards Perth Amboy	8,865
	Total	**37**	**8,865**

NA - not available.

[1] Source: US Census 2000.

[2] Source: NJ Transit.

[3] Ridership numbers are the October 2002 total median weekday boardings at all stops along the bus route for riders in any direction.

Table 3D
New Jersey's Transit Villages (TVs)
Parking: Rahway

Parking

Number of parking spaces	2002 capacity	2002 used
Owned by municipality (9 lots)	587	428
Owned by NJ Transit (0 lots)	0	0
Total	**587**	**428**

	2002 ADA capacity	2002 ADA used
Owned by municipality (9 lots)	4	0
Owned by NJ Transit (0 lots)	0	0
Total	**4**	**0**

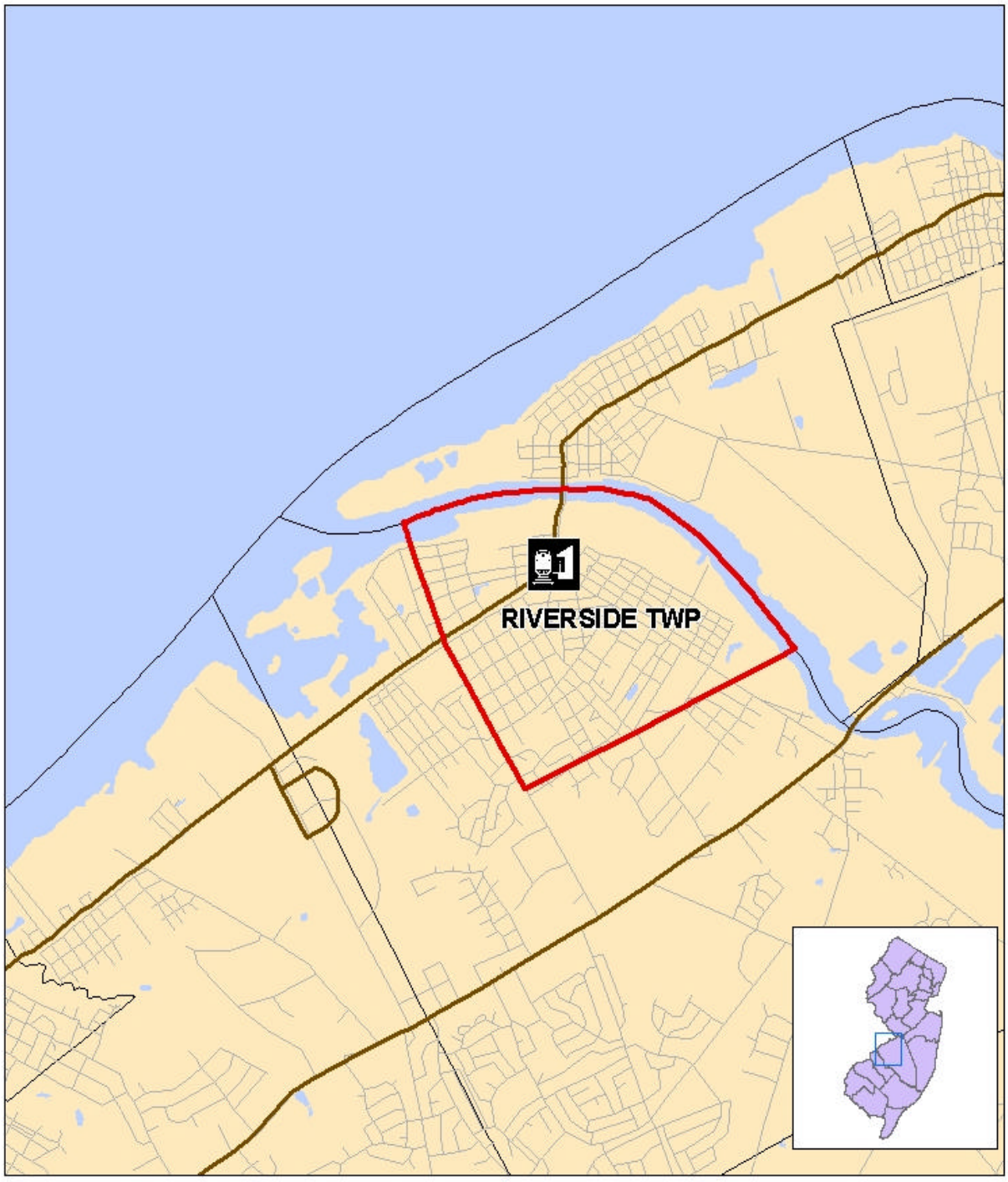
	Northeast Corridor	Rahway
Parking utilization	83%	73%

On-street parking restrictions	short time limit & various restrictions
Parking Fee	Parking fees are based on proximity to the station
Residents	$.25/hour or $25 - $50/month
Nonresidents	$10/month extra
Other	Night parking allowed Saturday - pay Sunday - free

Bicycle

Total number of spaces	3
Number of lockers	3
Number of racks	0

Source: NJ Transit.



Legend

Rail Line
Bus Line
Road
Transit Village Municipality
Transit Village
(Rail line not yet in operation)

Riverside City, Burlington County

N

0.6 0.3 0 0.6 Miles

Source: NJDEP, Census Tiger File

New Jersey's Transit Villages
Demographic Characteristics — Riverside

General Description

Riverside is the smallest of the Transit Villages both geographically, at 1.6 square miles, and in 2000 Census population, at 7,911.[8] This South Jersey town is a sleepy village positioned at the intersection of the Delaware River and Rancocas Creek and has had an up-and-down, rough-and-tumble history.

Riverside got its start in 1698 as part of an 11,000-acre area between Rancocas Creek and Pennsauken Creek along the Delaware River that was incorporated as the Township of Chester.[9] In 1850, the enterprising Samuel Bechtold from Philadephia bought land that included what is now known as the "golden triangle" in Riverside (the area located in and around Rancocas Creek, the railroad, and Pavilion Avenue, approximately 32 acres). A year later, he filed a subdivision plan and called it the Town of Success. Bechtold promoted his lot sales to urban residents looking to escape the heat and congestion of the city in the summer. He was particularly successful with church groups and German Societies in Philadelphia. Riverside began to expand as its reputation as a pleasant resort grew. However, when railroad service was extended to Atlantic City in 1876, Riverside found that it could not compete with the excitement of the shore.[10]

In 1860, the Town of Success was integrated into the newly partitioned Cinnaminson. In 1880, it became part of Delran, the community immediately to the north across Rancocas Creek, through another partition. About this time, the city leaders began to court manufacturing to replace the dying resort economy and decided that Riverside was a better name for marketing purposes than Town of Success. In 1885, Riverside broke from Delran and incorporated. The new town, however, was ill equipped to function independently. It had no fire department or police force and more saloons than churches, and most men carried firearms. Town meetings were rowdy, and Riverside was dubbed the "Wild, Wild West of Burlington County."

By the early 1900s, the atmosphere had become more civilized and manufacturing had taken root in Riverside. At the core were two major employers, Dick's Hosiery Mill and the Keystone Watchcase Company, along with its support operation, the Riverside Metal Company. Before World War I, with this strong job base, Riverside enjoyed the highest level of prosperity in its history. By 1930, however, the mill had closed and wristwatches

[8] Two less than South Amboy.
[9] The historical details of Riverside have been taken from *150 Years of Progress* by Bob Kenney, pp.3–15 (Fort Nassau Graphics, 2001).
[10] Ironically, this rail connection to Atlantic City gave rise to the prosperity of Pleasantville, another Transit Village.

had replaced watchcases. World War II temporarily revived economic activity in the town with military production contracts. The euphoria of victory buoyed Riverside through the early 1950s, but by 1960 Watchcase had closed, Riverside Metal had been sold, and strip malls were taking away shoppers. In 1970, production ceased in the metalworks and Riverside had descended into a restless slumber. The 1980s saw an attempt to bring back industrial employment, but after a series of explosions and fires, these operations proved too dangerous and ceased.

Today Riverside is mostly a bedroom community. There is a little commercial/industrial activity, and for the most part residents leave the community for jobs elsewhere in the region. At the heart of the Transit Village is the dramatic Watchcase building, sitting mostly idle at the top of the "golden triangle" waiting for a new life. This awakening may come soon with the opening of the Southern New Jersey Light Rail system,[11] which is now scheduled to commence in early 2004. The stop for Riverside is directly across from this looming industrial icon.

As a designated Transit Village, Riverside has been laying the groundwork for revitalization in anticipation of the light rail service. The downtown business district has been improved with new streetscaping, a redevelopment zone has been created, and incentive zoning for the creation of apartments over retail establishments has been adopted. Transportation Enhancement grants from the New Jersey Department of Transportation for landscaping, lighting, and sidewalk improvements near the rail station are in process.

Developers are already eyeing the potential in Riverside — waterfront property with a transportation link that is 30 minutes to Trenton with connections to New York City or in the opposite direction to Camden with connections to Philadelphia. The major drawback to residential use of the "golden triangle" is its contamination from the previous industrial use. However, with density bonuses and brownfield cleanup assistance programs offered by the State of New Jersey, it is highly likely that the economics could be made to work. In any event, future residential development will most likely be upscale, thus adding a new component to Riverside's current demographics.

[11] NJ Transit has rehabilitated and refurbished existing freight line tracks for this new venture. This right of way featured trolley service between Camden and Bordentown as far back as 1834.

Socioeconomic Characteristics (Table 4A)

Riverside's population is overwhelmingly white non-Hispanic (88.1 percent). Blacks account for 4.4 percent, and persons of two or more races make up 2.5 percent. Hispanics are only 4.1 percent, less than a third of the state level. Only 10.2 percent are foreign born, of which almost half are from Europe.

The median age, at 35.6 years, is just under that for New Jersey, 36.7 years. The school age population is 25.4 percent compared with New Jersey at 26.4 percent, while the senior population (15.5 percent) is equal to the state level. The share of married couple households (48.4 percent) in Riverside is below the state proportion (53.5 percent), while more persons are living alone (27.3 vs. 24.5 percent).

The economy of South Jersey is at a different level than the northern sector of the state. The median family income in 1999 for Riverside was $52,479, as opposed to New Jersey at $65,370. Per capita income was only $18,758, barely two-thirds of the state figure of $27,006. However, the poverty level, 8.2 percent, was essentially the same as the state's, and the unemployment rate was lower (3.9 vs. 5.8 percent). This lower cost of living is one reason southern New Jersey is beginning to feel redevelopment and growth pressures.

Transit Village

Because Riverside is so small, the Transit Village represents approximately 82 percent of its population. Hence, there are few differences in the demographics. There are slightly higher percentages of Hispanics, Asians, multi-race persons, and foreign-born in the Transit Village. There are a few more school age children and fewer seniors. Married couple households rise to about 50 percent; those living alone climb to almost 29 percent, and female single parents drop to 10.5 percent. Median incomes of the block groups making up the Transit Village hover around the median for the town with no extreme values. The poverty level is about the same, but unemployment drops. Again, all of these differences are minimal.

Housing Characteristics (Table 4B)

Riverside's housing stock is mostly single-family units (70.9 percent), and much of it is old, with 46.2 percent built before 1940. Only 3.8 percent of the units have been added in the past 10 years. The gross density is a comfortable 3.2 units per

acre of land, and crowding is minimal at 2.4 percent.

Homes in Riverside are modest. In 2000, the median house value (owner-specified) was $100,400, compared with New Jersey's $170,000. There is about a 68 percent homeownership rate, and the for-sale vacancy rate is a normal 1.9 percent. Median owner housing costs are a reasonable 20.7 percent.

The median gross rent was $670 (compared with New Jersey at $751), and the vacancy rate was only 3.7 percent. The median gross rent as a proportion of income was 26.5 percent, slightly higher than the state figure of 25.5 percent. Overall, housing costs seem to be affordable and in line with incomes.

Transit Village

Almost 50 percent of the housing in the Transit Village was built before 1940. In the area around the Watchcase building, many of the worker units built by the company still remain. Again, most of the housing characteristics mirror those for the whole town. The rental vacancy rate does rise to 6.5 percent (compared with the town's 3.7 percent). However, this is still within a normal range. The median gross rent as a share of income does reach as high as 42.5 percent in one block group, so there are some poorer households struggling with a cost burden.

COAH

Riverside has been certified by the Council on Affordable Housing as having met its fair share obligation.

School Characteristics (Table 4B)

Riverside has been given a District Factor Grouping rating of "B." This is next to the lowest socioeconomic rating. The town received $7.8 million in state aid for this school year. The expenditure per student is $8,457 — close to the New Jersey median, $8,989. The average SAT score for 2001–2002 was 937, while New Jersey was at 1009.

Transportation Characteristics (Table 4C)

According to the 2000 Census, about 10 percent of the households have no vehicle (New Jersey is at 12.7 percent) and just over 12 percent have three or more (New Jersey is at 14.7 percent). At this time, there is only bus service for public transportation, and only 1.5 percent of workers use it. Similar to the state level, 3.4 percent of workers walk to work. The mean travel time to work is 24.3 minutes. With limited options, residents of Riverside are dependent on cars for transportation to employment.

There is little variation from these patterns in the Transit Village. A few less households have three or more vehicles, a few more workers take the bus, and a few more walk to work.

Transportation Service (Table 4C)

Rail

The Southern New Jersey light rail service is due to commence in the summer of 2003. According to NJ Transit literature, light rail vehicles will run in 15-minute increments during weekday peak hour operations and 30-minute increments during weekday off-peak hour operations, totaling 86 trips per weekday. On weekends, vehicles will run on 30-minute increments, totaling 62 trips per weekend day. Vehicles will operate from 6 a.m. to 10 p.m. seven days a week.

Bus

There is one bus route through Riverside with 29 weekday departures towards Philadelphia and 32 towards Burlington. It has been indicated that bus routes will be adjusted once the light rail service takes effect.

Parking

Currently, no commuter parking or provision for bicycle storage exists. NJ Transit is to secure property to provide 230 free parking spaces in three lots.

Table 4A
New Jersey's Transit Villages (TVs)
Demographics: Riverside

	New Jersey	Riverside	Riverside TV
Population	8,414,350	7,911	6,470 (81.8% of municipal population)
Total area in sq. miles	8,721,300	1.6	1.4
Persons per sq. mile of land	1,134	5,197	5,136
Age			
Percent school age population	26.4%	25.4%	26.6%
Percent over 62 yrs. of age	15.5%	15.5%	13.9%
Median age (years)	36.7	35.6	range: 32.3 - 38.3 ***
Race/ethnicity			
Percent white race	72.6%	90.2%	88.9%
Percent white race/non-Hispanic	66.0%	88.1%	87.0%
Percent black race	13.6%	4.4%	4.4%
Percent Asian race	5.7%	0.4%	0.6%
Percent Hispanic (any race)	13.3%	4.1%	4.5%
Percent two or more races	2.5%	2.5%	3.4%
Percent foreign born	17.5%	10.2%	10.9%
Largest segment by area of birth	Latin America (43%)	Europe (48.5%)	NA
Households (HHs)			
Total households	3,064,645	2,978	2,466
Percent married couple HH	53.5%	48.4%	49.9%
Percent female HHer,no husband	12.6%	12.0%	10.5%
Percent single-person HH	24.5%	27.3%	28.8%
Income			
Median family income 1999	$65,370	$52,479	range: $60,000 - $38,519 ***
Per capita income 1999	$27,006	$18,758	range: $20,784 - $14,520 ***
Percent of population in poverty 1999	8.5%	8.2%	8.4%
Unemployment rate	5.8%	3.9%	3.7%

[1]As defined by census block groups around the train station.

***Only available for individual block groups.

NA - not avavilable at the block group level.

Source: US Census 2000.

Table 4B
New Jersey's Transit Villages (TVs)
Demographics: Riverside

	New Jersey	Riverside	Riverside TV
Housing			
Total housing units	3,310,275	3,118	2,548
Gross housing density (units per acre)	0.7	3.2	3.2
Percent single-family*	62.8%	70.9%	70.8%
Percent of units built in past 10 years	6.5%	3.8%	4.4%
Percent of units built before 1940	20.1%	46.2%	49.5%
Percent of units with crowding**	5.0%	2.4%	2.3%
Ownership			
Homeownership rate	65.6%	67.7%	66.0%
For-sale unit vacancy rate	1.2%	1.9%	1.0%
Median house value (owner-specified)	$170,800	$100,400	range: $109,100 - $86,100 ***
Housing cost as % of owner income	21.8%	20.7%	range: 21.0% - 18.6% ***
Rental			
Rental unit vacancy rate	4.5%	3.7%	6.5%
Median gross rent	$751	$670	range: $807 - $584 ***
Median gross rent as % of income	25.5%	26.5%	range: 42.5% - 23% ***
Council on Affordable Housing (COAH) Status		Certified	
School Characteristics			
School rating (DFG)****	B		
State aid 2002-2003	$7,809,379		
Expenditure per student 2002-2003	$8,457	(NJ median: $8,989)	
Average 2001-2002 SAT scores	937	(NJ average: 1009)	

*Attached and detached.

**1.01 or more persons per room.

***Only available for individual block groups

Source: US Census 2000.

****District Factor Grouping System. A is the lowest socioeconomic level, J is the highest. Source: NJ Dept. of Education.

Table 4C
New Jersey's Transit Villages (TVs)
Transportation: Riverside

	New Jersey	Riverside	Riverside TV
Transportation characteristics[1]			
Percent of households (HHs) with no vehicles	12.7%	10.4%	10.2%
Percent of HHs with 3 or more vehicles	14.7%	12.2%	10.4%
Percent of workers using public transp.	9.6%	1.5%	1.8%
Bus or trolley bus	5.5%	1.5%	1.8%
Railroad	2.4%	0.0%	0.0%
Percent of workers walking to work	3.1%	3.4%	3.7%
Mean travel time to work (minutes)	30.0	24.3	24.2

Transportation service[2]

Rail

South Jersey light rail not yet in service[3]

Bus

Route information

Number of routes	1
Number of daily departures (per weekday)	61

Specific Route Information	Bus Number	Number of Weekday Departures	Ridership[4]
Philadelphia-Riverside-Burlington	419	29 towards Philadelphia, 32 towards Burlington	1,552
	Total	**61**	**1,552**

Parking and bicycle data not available

[1] Source: US Census 2000.

[2] Source: NJ Transit.

[3] The South Jersey Light Rail System is expected to be operational in early 2004.

[4] Ridership numbers are the October 2002 total median weekday boardings at all stops along the bus route for riders in any direction.


RUTHERFORD BORO
Legend
Rail Line
Bus Line
Road
Transit Village Municipality
Transit Village
Rutherford Borough,
Bergen County
N
0.5 0.25 0 0.5
Miles
Source: NJDEP, Census Tiger File

New Jersey's Transit Villages
Demographic Characteristics — Rutherford

General Description

Rutherford, with a Census 2000 population of 18,110, is only 2.9 sq. miles in area. This configuration makes it the second most densely populated Transit Village, at 6,452 persons per sq. mile. Rutherford is located in Bergen County approximately 12 miles west of New York City. The town is bounded by two major highways, Routes 17 and 3, the Passaic River, and the railroad tracks of NJ Transit's Bergen commuter line.

Currently, riders board here for Hoboken and then change to the Port Authority Trans-Hudson (PATH) system for access to New York City. With the approaching completion of the Secaucus Transfer Station, passengers will be able to change there for direct trains into Midtown Manhattan, saving 15 minutes in their commuting time. It will also link the Bergen County train lines with the Amtrak East Coast Boston–Washington line. This improvement is projected to double Rutherford's train station traffic.[12]

Although Rutherford was first settled in 1687, its streets were not laid out until 1866. The first railroad station was built at that time, establishing the town's connection to the larger New York City area. Rutherford's role as a commuter bedroom community was affirmed when the current station was built in 1898. Station Square (shown below), which is now listed on the National Register of Historic Places, anchors the downtown area and is the focus of the town's redevelopment efforts.

The station has recently undergone a major rehabilitation by NJ Transit. In addition, the busy "roundabout" directly in front of the station is being redesigned to allow easier pedestrian access and calm the hurried traffic flow. The main thoroughfare, Park Avenue, is a long descending spine that ends at Station Square and contains the commercial activity of the town. Along this route, there is a copious mix of retail, service, and restaurant uses, with residential

[12] Information on Rutherford was obtained from the official website:www.Rutherford-nj.com, *Sunday New York Times*, November 4, 2001, and documents contained in DOT files.

apartments on second floors. Also featured is the Williams Performing Arts Center, a community gathering place accented by public open space and gardens. This facility, which contains three first-run movie theaters and a 700- seat concert hall, is known for its strong children's performance program.

The Rutherford Downtown Partnership, which runs a nonprofit business improvement district, is engaged in various marketing and promotion strategies for the retention and recruitment of businesses, as well as development of façade and streetscape improvement programs with the aid of the city.

Adding to all of this public activity in the Transit Village is the construction of a new Boilings Springs Savings Bank headquarters directly across from the train station. This mixed-use project will include retail, office space, luxury residential units, and a parking garage. There will also be an outdoor plaza that in mild weather will encourage local employees and downtown shoppers to relax and have lunch. NJ Transit is participating in this venture in exchange for commuter parking in the proposed garage.

It is rather ironic that for all its efforts, Rutherford is only half a Transit Village. The other part of the half-mile radius circle around the train station is contained within East Rutherford, a separate and very different municipality. East Rutherford was once known as Boiling Springs, in reference to the "powerful and never failing spring of pure cold water, which flowed near the northern boundary."[13] The town is functionally more land (9.8 sq. miles) than people (8,716 persons). Its claim to fame is the celebrated Meadowlands Sports Complex, home to the New York Giants, New Jersey Devils, New Jersey Nets, and horse racing. The population is clustered across the tracks from the Rutherford train station, easily accessible by an at-grade crossing. There are a number of bars and restaurants in this area that attract patrons from Rutherford, where liquor licenses are not permitted. To date, East Rutherford has not participated in any Transit Village initiatives and yet will enjoy the positive externalities of Rutherford's labors. The demographics of the East Rutherford portion of the Transit Village are shown in Tables 5A–5C for comparison purposes.

Socioeconomic Characteristics (Table 5A)

Rutherford has a slightly older population than New Jersey as a whole: The town's school age population is 25.4 percent, compared with 26.4 percent for the state; seniors represent 17 percent of residents, compared with 15.5 percent at the state level; and the median age is 38.8 years, while New Jersey's is 36.7.

The racial/ethnic mix is also distinctive. While three-quarters of the population is white non-Hispanic (New Jersey is two-thirds), the Asian population, at 11.3 percent, is almost *twice* the state share of 5.7 percent. Hispanics are only 8.6 percent (New Jersey is 13.3 percent), and blacks are the smallest group, at 2.7 percent. Foreign-born residents are *20* percent of the population, with nearly half from Asia.

Married-couple households are at the same level as the state, 53.5 percent. However, female single-parent households are less, 9.2 percent compared with New Jersey at 12.5 percent. The difference is made up in single-person households, 28.3 percent (New Jersey is 24.5 percent) and is tied to the larger number of seniors in the community.

Rutherford is comfortable financially. The median 1999 income as reported by the Census was $78,120, considerably higher than New Jersey's $65, 370. The per capita income was $30,495 versus a state figure of $27,006. The poverty rate was very low, 3.7 percent — less than half the state's 8.5 percent. The unemployment level was also modest, 4.6 percent, while the state's was 5.8 percent.

In sum, Rutherford is a solid, stable middle-class community with a somewhat older population and a relatively high level of Asian immigrants. Within the Transit Village, these characteristics are even more pronounced.

[13] Information on East Rutherford is taken from the town's website: www.eastrutherfordnj.net.

Transit Village

The Rutherford portion of the Transit Village accounts for just over 30 percent of the town's population. The school-age population drops to 23.6 percent, and the senior group rises to 18.7 percent. The median age within the individual block groups goes as high as 42.7 years. The white non-Hispanic share drops to 64.6 percent, Asians increase to 17.4 percent, Hispanics grow to 9.8 percent, blacks to 5.0 percent, and those of two or more races double to 4.3 percent. Immigrants make up over a quarter of the Rutherford Transit Village at *27.7* percent. Married-couple households decrease to 47.2 percent, and household members living-alone reach 34.0 percent.

The median incomes of the block groups are slightly lower than the town as a whole, ranging from $77,393 to $57,321. The poverty level increases to 4.4 percent, and unemployment jumps to 7.4 percent. Clearly, the Transit Village in Rutherford is less well off financially than the rest of the town. However, residents here fare much better than the East Rutherford portion of the Transit Village.

In East Rutherford, the Transit Village represents 50.0 percent of the municipal population. The range of the median age of the block groups is 35.5 to a high of 48.7 years. There is a much higher level of Hispanics, 13.4 percent, and Asians are also significant, 11.1 percent. The foreign-born in the East Rutherford Transit Village are almost a *third* of the population. The proportion of single-person households is a high *37.1* percent.

However, the most dramatic difference between East Rutherford and Rutherford Transit Villages is financial. The highest median income among the block groups in East Rutherford, $57,067, is comparable to the lowest median income for Rutherford's block groups. There is a 12.7 percent poverty rate in the East Rutherford Transit Village, a level almost *three times* that of Rutherford. There is a 5.8 percent unemployment rate, similar to the state level, which suggests that residents in East Rutherford, particularly immigrants, work at low-wage jobs. The Rutherford–East Rutherford Transit Village is not only divided by train tracks but also by economics and demographics.

Housing Characteristics (Table 5B)

Rutherford's housing stock is 55.4 percent single-family. Nearly half of the units were built before 1940. The town is mostly built out, and there has been very little construction in the past 10 years (2.2 percent of units). Given the relative wealth of the town, there is very little crowding, 3.0 percent (New Jersey is at 5.0 percent). The homeownership rate, 65.5 percent, is on a par with the state level. The low for-sale vacancy rate of .6 percent is a testament to the attractiveness of the town. Not surprisingly, the median housing value in Rutherford, at $218,300, outpaced the state median of $170,800. As a result, median housing costs for owners, 23.4 percent, were a bit higher than for owners across the state, 21.8 percent.

Rental units in Rutherford were also in demand. The rental vacancy rate was a meager 2.2 percent. This was half the state level and well below a normal market of 6 percent. Even with a median rent of $832, which was higher than the state's $751, renters in Rutherford paid only 22.2 percent of their income for housing. [14]

Transit Village

Within the Rutherford Transit Village, just under a third of the units are single-family. More of the stock was built before 1940 (47.1 percent), but more (4.0 percent) has also been built in the past 10 years. There is more crowding, 4.4 percent, and the homeownership rate is only 43.7 percent. There is a higher for-sale vacancy rate, 1.4 percent, with a wide range of median house values among block groups, $259,300 to $160,200. Median housing costs for owners in the Transit Village range from 33.5 to 18.5 percent of income. The rental vacancy rate is a very low 1.8 percent. Housing costs for renters range from 28.0 to 16.5 percent of income.

As might be expected, the East Rutherford portion of the Transit Village has a different housing profile. Only 16.6 percent of the units are single-family. The stock is not as old as Rutherford — less than a third predate 1940, and 7.5 percent of the units have been built in the past 10 years. Crowding is an issue here, at 7.0 percent. The homeownership rate is only 33 percent, and the for-sale vacancy rate is 2.0 percent. The median house value is lower, $200,000 to $179,700, but owner costs are manageable, 24.8 to 17.5 percent of income.

The rental vacancy rate, 2.4 percent, is higher than Rutherford, but certainly low by New Jersey standards. The median gross rent is slightly lower than Rutherford's, $888 compared with $667, and housing costs are within reason, 26.5 to 20.3 percent of income. In sum, the East Rutherford Transit Village is marked by modest rental units with some crowding, most likely the result of a poorly paid immigrant population.

COAH

Rutherford has not been certified by COAH. Given that there is very little available land for development, it is highly unlikely that the town will face a builder's remedy lawsuit.

School Characteristics (Table 5B)

The Rutherford school system is a big draw for potential homebuyers. The District Factor Grouping System rating is FG, a level just below the highest tier. State aid for the current

[14] Rutherford has rent stabilization controls, which help to keep apartments affordable.

year is $2.6 million, but the expenditure per student of $10,356 is well over the NJ median, $8,989. The result of this investment was an average SAT score in 2001–2002 of 1038, compared with the New Jersey average of 1009.

Transportation Characteristics (Table 5C)

A 10 percent of Rutherford households reported having no vehicle, compared with a state level of 12.7 percent. The proportion of those having three or more vehicles, 14.4 percent, is about the same as for New Jersey overall. Not surprisingly, a greater share of workers, 16.9 percent, use public transportation to travel to work (New Jersey, 9.6 percent). What is startling is that most of these riders (12.9 percent) take the bus. There is a very robust express bus service to the Port Authority in Manhattan, and clearly commuters would rather avoid the transfer in Hoboken and take their chances with potential traffic delays riding the bus. Some workers walk to work (4.2 percent), and the mean travel time is just over 30 minutes, comparable to the state figure.

In the Rutherford Transit Village, the share of households without a car jumps to 16.3 percent, while those with three or more cars drops to 12.6 percent. A high *22.0* percent of workers use public transportation, again favoring the bus (15.3 percent) over the train. Also, more workers walk to work (5.2 percent).

In the East Rutherford Transit Village, the patterns are similar. Almost 22 percent of households have no car, and only 9.1 percent have three or more vehicles. Again, there is high usage of public transportation, *21.4* percent of workers, with the bus by far the mode of choice (16.3 percent). Considerably more workers walk to work in East Rutherford, 8.9 percent — a level almost three times the state figure. The mean travel time is still just over 30 minutes.

Transportation Service (Table 5C)

Rutherford is amply endowed with transportation choices. As was mentioned above, rail service is on the Bergen County Line to Hoboken. There are 18 departures each weekday towards New York. According to ticket sales, daily ridership has increased only a modest 7.3 percent, from 624 in1999 to 669 in 2002. A NJ Transit intercept survey in 1998 found that 67.4 percent of boarding passengers were residents. According to the responses of those who parked, only 31 percent

indicated they parked in a lot as opposed to on-street parking. Riders estimated that they spent on average $73 a month for nonticket expenditures, definitely an economic consideration for the businesses in the Station Square area.

Rutherford supports access to the train station by operating shuttles (thus removing the need for extended parking facilities). The Community Shuttle picks up commuters in the morning to meet train departures from approximately 6 to 8:30 a.m. It then meets trains for two hours in the afternoon in a reverse route. During the day, the Downtowner Bus service transports residents, mostly seniors, from various points in town to the commercial district.

Supporting access from the train station is the Meadowlink shuttle service. This service, which is funded by the New Jersey Department of Transportation, takes employees to and from the train station and the Federal Reserve Bank and the Meadowlands Office complex in East Rutherford.

Still, the intercity bus service dominates commuting habits. There are two routes passing through Rutherford. One operates between Newark and Hackensack with extensions to Atlantic City. The other travels between Paterson and New York, again with extensions to Atlantic City. According to NJ Transit, there are approximately 2,700 daily riders boarding in Rutherford for Manhattan.

Parking (Table 5D)

Cars

Parking for commuters is limited. There are two municipal lots with a total of 133 spaces. Records show a moderate utilization rate of 82 percent, as compared with a 91 percent average for the entire Bergen County Line. On-street parking restrictions are only during street cleaning, so many nonresident commuters take advantage of this option.

Bicycles

New Jersey Transit reports three bicycle spaces of the rack type.

Table 5A
New Jersey's Transit Villages (TVs)
Demographics: Rutherford

			Rutherford TV[1]		
	New Jersey	**Rutherford**	Rutherford	East Rutherford	
Population	8,414,350	18,110	5,535 (30.6% of munc. pop.)	4,260 (50.0% of munc. pop.)	
Total area in sq. miles	8,721,300	2.9	1.5	3.7	
Persons per sq. mile	1,134	6,452	3,917	1,260	
Age					
Percent school age population	26.4%	25.4%	23.6%	21.4%	
Percent over 62 yrs. of age	15.5%	17.0%	18.7%	15.7%	
Median age (years)	36.7	38.8	42.7 - 35.0	48.7 - 35.5	***
Race/ethnicity					
Percent white race	72.6%	82.0%	70.7%	74.0%	
Percent white race/non-Hispanic	66.0%	75.6%	64.6%	69.7%	
Percent black race	13.6%	2.7%	5.0%	4.2%	
Percent Asian race	5.7%	11.3%	17.4%	11.1%	
Percent Hispanic (any race)	13.3%	8.6%	9.8%	13.4%	
Percent two or more races	2.5%	2.0%	4.3%	3.4%	
Percent foreign born	17.5%	20.1%	27.7%	32.5%	
Largest segment by area of birth	Latin America (43%)	Asia (48.9%)	NA	NA	
Households (HHs)					
Total households	3,064,645	7,055	2,330	1,773	
Percent married couple HH	53.5%	53.5%	47.2%	42.6%	
Percent female HHer,no husband	12.6%	9.2%	8.2%	8.9%	
Percent single-person HH	24.5%	28.3%	34.0%	37.1%	
Income					
Median family income 1999	$65,370	$78,120	$77,393-57,321	$57,067-50,417	***
Per capita income 1999	$27,006	$30,495	$36,103-22,792	$28,020-17,974	***
Percent of population in poverty 1999	8.5%	3.7%	4.4%	12.7%	
Unemployment rate	5.8%	4.6%	7.4%	5.8%	

[1] As defined by census block groups around the train station.

***Only available for individual block groups.

NA - not avavilable at the block group level.

Source: US Census 2000.

Table 5B
New Jersey's Transit Villages (TVs)
Demographics: Rutherford

			Rutherford TV	
	New Jersey	**Rutherford**	Rutherford	East Rutherford
Housing				
Total housing units	3,310,275	7,214	2,344	1,861
Gross housing density (units per acre)	0.7	4.0	2.6	0.9
Percent single-family*	62.8%	55.4%	32.1%	16.6%
Percent of units built in last 10 years	6.5%	2.2%	4.0%	7.5%
Percent of units built before 1940	20.1%	46.6%	47.1%	31.5%
Percent of units with crowding**	5.0%	3.0%	4.4%	7.0%
Ownership				
Homeownership rate	65.6%	65.5%	43.7%	33.0%
For-sale unit vacancy rate	1.2%	0.6%	1.4%	2.0%
Median house value (owner-specified)	$170,800	$218,300	$259,300-160,200	$200,000-179,700 ***
Housing cost as % of owner income	21.8%	23.4%	33.5% - 18.5%	24.8% - 17.5% ***
Rental				
Rental unit vacancy rate	4.5%	2.2%	1.8%	2.4%
Median gross rent	$751	$832	$928 - $709	$888 - $667 ***
Median gross rent as % of income	25.5%	22.2%	28.0% - 16.5%	26.5% - 20.3% ***
Council on Affordable Housing (COAH) Status		Not certified		
School characteristics				
School rating (DFG)****		FG		
State aid 2002-2003		$2,615,338		
Expenditure per student 2002-2003		$10,356	(NJ median: $8,989)	
Average 2001-2002 SAT scores		1038	(NJ average: 1009)	

*Attached and detached.

**1.01 or more persons per room

*** only available for individual block groups.

Source: US Census 2000.

****District Factor Grouping System. A is the lowest socioeconomic level, J is the highest. Source: NJ Dept. of Education.

Table 5C
New Jersey's Transit Villages (TVs)
Transportation: Rutherford

			Rutherford TV	
	New Jersey	**Rutherford**	Rutherford	East Rutherford
Transportation demographics[1]				
Percent of households (HHs) with no vehicles	12.7%	10.0%	16.3%	21.7%
Percent of HHs with 3 or more vehicles	14.7%	14.4%	12.6%	9.1%
Percent of workers using public transp.	9.6%	16.9%	22.0%	21.4%
Bus or trolley bus	5.5%	11.9%	15.3%	16.3%
Railroad	2.4%	4.1%	5.6%	3.0%
Percent of workers walking to work	3.1%	4.2%	5.2%	8.9%
Mean travel time to work (minutes)	30.0	30.2	30.6	30.3
Transportation service[2]				
Rail				
Number of train departures (weekday towards New York)			18	
Type of passenger train service			Commuter rail	
Ticket sales	1999	2002	Percent Change	
Rail ridership	624	669	7.2%	
Rail Ridership Survey (1998)				
Resident		67.4%		
Nonresident		30.2%		
No response		2.4%		
Use of parking lot vs. on-street parking		31.0%		
Monthly nonticket spending per rider: Total		$73		

Continued

[1] Source: US Census 2000.

[2] Source: NJ Transit.

Table 5C (continued)
New Jersey's Transit Villages (TVs)
Transportation: Rutherford

Bus

Total number of routes[1]	5
Total number of daily departures (per weekday)	332

Specific Route Information	Bus Number	Number of Weekday Departures	Ridership[2]
Newark-Hackensack	76	52 towards Newark, 55 towards Hackensack	5,386
Paterson-Passaic-New York[3]	190	92 towards New York, 79 towards Paterson	9,551
Meadowlink shuttle service	-	17 departures from train station	55
Rutherford Community shuttle	-	5	NA
Downtowner shuttle	-	5	NA
	Total	**171 (Local and towards Newark/New York); 161 (Local and away from Newark/New York)**	**14,992**

NA - not available.

[1] Other bus routes exist, but are not located in the vicinity of the Transit Village.

[2] Ridership numbers are the October 2002 total median weekday boardings at all stops along the bus route for riders in any direction.

[3] Based upon NJ Transit data, approximately 3,350 one-way riders, or 37% of the line's total ridership, are boarding or alighting the 190 within Rutherford; 2,700 are bound to or from New York, with the remainder are traveling locally within NJ.

Source: NJ Transit.

Table 5D
New Jersey's Transit Villages (TVs)
Parking: Rutherford

Parking

Number of parking spaces	2002 capacity	2002 used
Owned by municipality (2 lots)	133	109
Owned by NJ Transit (0 lot)	0	0
Total	**133**	**109**

	2002 ADA capacity[1]	2002 ADA used[1]
Owned by municipality (2 lots)	3	3
Owned by NJ Transit (0 lot)	0	0
Total	**3**	**3**

	Bergen County Line	Rutherford
Parking utilization	91%	82%

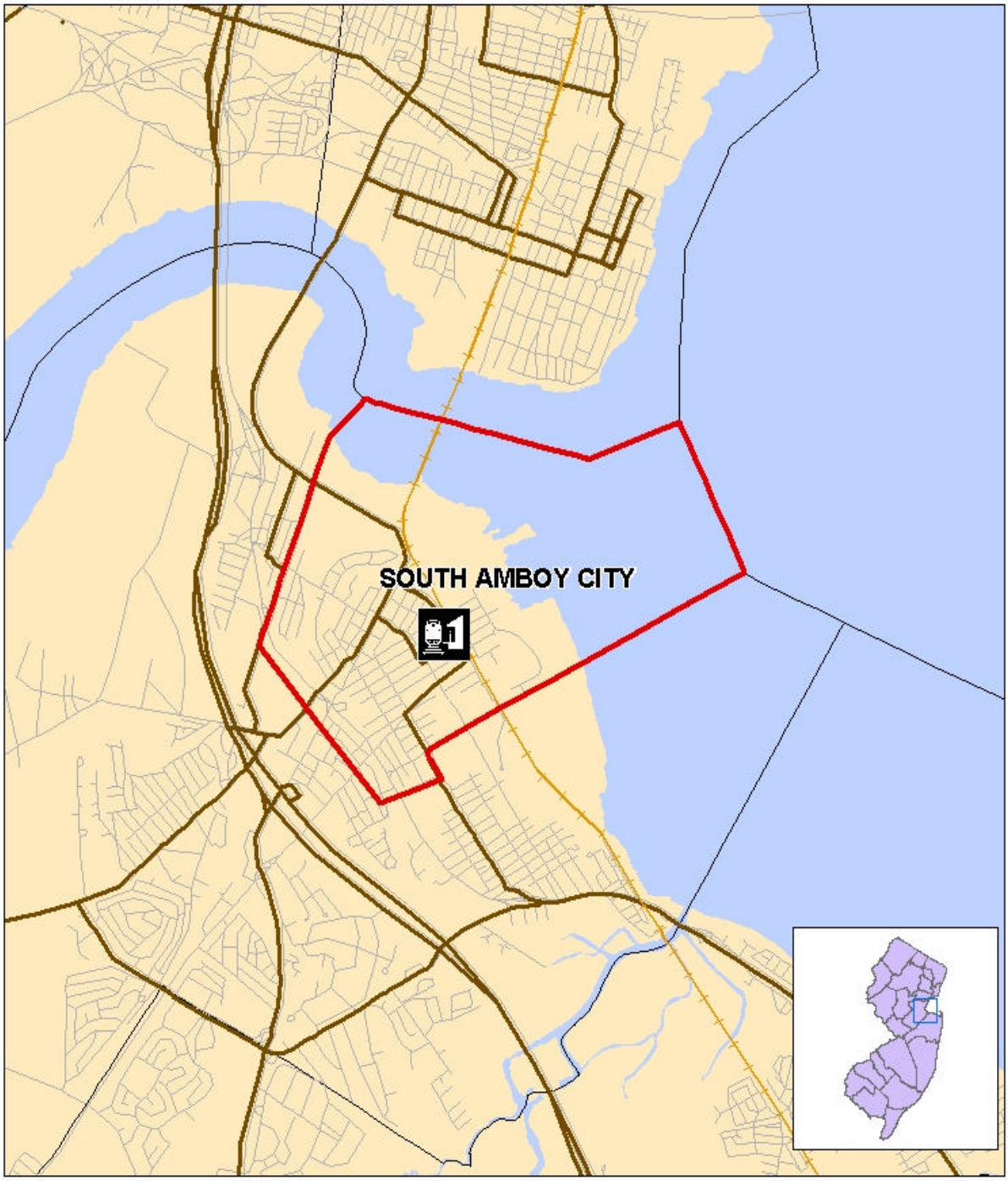
On-street parking restrictions	Street Cleaning
Parking fee	
Residents	$1.50 per day, $25 per month
Nonresidents	$1.50 per day, $25 per month
Other	Saturday - pay Sunday - free

Bicycle

Total number of spaces	3
Number of lockers	
Number of racks	3

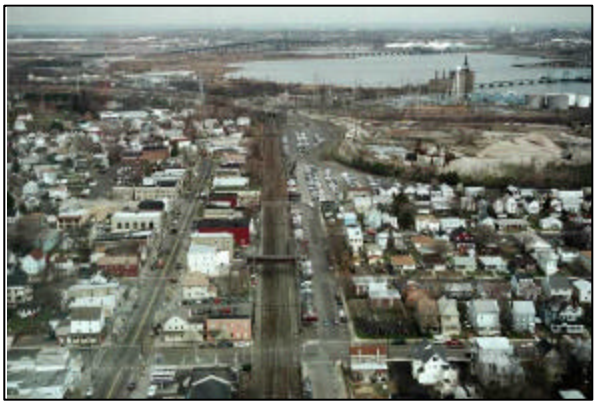
[1] Americans with Disability Act provisions for handicapped access.

Source: NJ Transit.


SOUTH AMBOY CITY
Legend
Rail Line
Transit Village Municipality
Bus Line
Road
Transit Village
South Amboy City,
Middlesex County
N
0.6 0.3 0 0.6
Miles
Source: NJDEP, Census Tiger File

New Jersey's Transit Villages
Demographic Characteristics — South Amboy

General Description



South Amboy, with a population of 7,913 according to the 2000 Census, is one of the two smallest Transit Villages (Riverside is the other, with virtually the same population). However, being small in populace has not stopped South Amboy from pursuing big projects and big successes. For the past decade, the town has been working to reinvent itself. Key to this revitalization effort is a return to the transportation roots and location on Raritan Bay that gave birth to the city.

Although South Amboy was an important settlement during the Revolutionary War, it was the railroad in 1831 that created the spark for its transformation into an industrial city. Foremost economically were the docks that handled the transfer of coal on trains from Pennsylvania to barges for distribution all along the East Coast. Other industries sprang up at this important transportation nexus, and employment in factories was substantial. Unfortunately, in the 1970s global competition spurred a U.S. shift from a mainly manufacturing role to one of service and research. By the 1980s, the factories and docks in South Amboy had closed. In addition, during this period the Army Corps of Engineers dredged the Raritan Bay channel and dumped the silt along South Amboy's waterfront, adding a 66-acre landfill to the town's geography.[15]

Today it is that landfill, commuter rail service, access to the Garden State Parkway, and the recently created ferry service to Manhattan that are attracting private investment and new upscale residents to this aging blue-collar community. Since the early 1990s, the town has been on a determined mission to improve its quality of life by decreasing the concentration of bars, improving the downtown retail area, upgrading the train station and rail crossings, and most important, capitalizing on

[15] Some of the factual information on South Amboy has been taken from articles in the *New York Times*, June 30, 2002, and November 12, 2000.

the 66 acres of barren waterfront property. With perseverance and planning, South Amboy has received millions of dollars in grant money and low-interest loans to enhance the streetscape and store facades on its main thoroughfare, Broadway. A new school-library-theater complex has been built, and Middlesex County has just completed the 136-acre Raritan Bay Waterfront Park, the entrance to which is in South Amboy. This recreational area is an impressive collection of gazebos, playing fields, and a wildlife preserve that incorporates part of the town's landfill shoreline.

It is transportation, however, that is going to be the most impressive of all the initiatives. With state and federal money, the creation of a new elevated train station is under way by NJ Transit. This will be coupled with the development of a new commercial waterfront that will house a permanent dock for high-speed ferry service. Seastreak is currently operating trips to New York City out of a temporary location at the old PSE&G plant (a hulking industrial relic that is also a target for redevelopment in the future).

Thanks to all of this public investment, the landfill is taking on a new life. A private developer, Baker Residential, was sold on the potential for South Amboy and its spectacular waterfront setting. The view is incomparable: the Great Beds Lighthouse in Raritan Bay with the Manhattan skyline in the background. The company's project, Lighthouse Bay, is a 185-unit mixture of luxury single-family homes and townhouses priced at $400,000 up. About half of the project is within the Transit Village area. According to company officials, it is the combination of this unique shore location within striking distance of New York City and the town's superior transportation choices that have made this endeavor a success well beyond expectations. However, the owners of these new expensive residences will most likely contrast demographically with existing residents.

Socioeconomic Characteristics (Table 6A)

South Amboy has a homogeneous population: *90* percent white non-Hispanic. Of the remaining 10 percent, Hispanics make up almost 7 percent; Asians, 1.4 percent; two or more races, 1.6 percent; and blacks, 0.7 percent. Nine percent of the residents are foreign born, about half the state share. The largest segment (50.4 percent) is from Europe. Indeed, store signs on Broadway are marked by many Polish references.

The proportion of the school age population at 24.4 percent, and seniors at 15.4 percent, are right in line with state levels. The median age of 36.7 years is exactly the same as New Jersey overall. Of the 2,967 households, married couples account for about 49 percent, slightly under the state's 53.5 percent. Correspondingly, South Amboy has more single female parents, 14.5 percent, and household members living alone, 25.9 percent.

The 1999 median income for South Amboy, $62,029, is close to the state figure of $65,370. Clearly, this financial level does not come close to buying a unit in Lighthouse Bay. Per capita income in 1999 was $23,598, while New Jersey was $27,006. However, even though state income levels were slightly higher than those in South Amboy, municipal poverty (7.4 percent) and unemployment (4.2 percent) were lower than the state numbers. It seems that South Amboy enjoys a middle-ground demographic profile, and there is little deviation from these traits in the Transit Village.

Transit Village

South Amboy is only 2.7 square miles in area. The block groups that make up the Transit Village account for 73.1 percent of the municipal population. Within the Village, there are a higher school age population (26.5 percent) and fewer seniors (13.1 percent). The median age does range some, from 39 to 34.1 years. The racial/ethnic mix is almost the same, but there are more Hispanics (8.3 percent) in the Transit Village area than the town as a whole. Married couple households also climb a bit — to 51 percent. There is a range in median family income, $76,947–$48,000, but nothing as disparate as in some other Villages. Poverty and unemployment are about the same as town levels. South Amboy and the Transit Village are basically indistinguishable demographically.

Housing Characteristics (Table 1B)

The housing stock of South Amboy reflects its history. Of the 3,110 units, almost half (47.2 percent) were built before 1940. Only 2.2 percent were built in the past 10 years. The architecture near the waterfront is a

mixture of vernacular "worker" residences: attached row housing, two- and four-family units, and small, detached single-family homes. Farther up (part of South Amboy sits on a hill overlooking the bay), houses are slightly more fashionable and larger, but the essence of the housing stock is still "modest." Median house value (owner specified) in 2000 was only $138,500, in comparison with New Jersey as a whole at $170,800. The gross density (housing units per acre of land) is a comfortable 3.1.

Approximately 64 percent of homes are single-family, and homeownership is exactly the same share. Again, South Amboy mirrors state levels. There is little crowding (1.1 percent) because housing cost is generally in keeping with household income. Owners spend 21.1 percent of income on mortgages, a normal level and comparable to the state. This affordability keeps demand up and the for-sale vacancy rate at 1.5 percent. Although a bit higher than New Jersey's 1.2 percent, it is below the 2 percent considered normal.

The median gross monthly rent is $767, slightly higher than New Jersey at $751. This more expensive rent is reflected in cost as a share of income — almost 28 percent. While this level is above the state percentage of 25.5, it is below 30 percent, the acceptable maximum. And despite the fact that renters in South Amboy pay somewhat more of their income relative to others around the state, the rental vacancy rate is 4.2 percent, just under that for the state and certainly under the normal 6 percent.

Transit Village

Not surprisingly, there are few differences between the Transit Village housing and the municipality as a whole. Slightly fewer of the units are single-family, they are a little older, and homeownership drops to about 59 percent. Given that the train station is located only a few blocks from the waterfront in the center of the commercial area, these characteristics are to be expected. The median house value declines to $113,700 in one block group but climbs to $148,900 in another. And owner housing costs vary accordingly, at 25.4 to 18.7 percent of income. The for-sale vacancy rate, 2.6 percent, does exceed the normal level. Most likely the less residential character of the area is a drawback. The rental vacancy rate stays at around 4 percent, similar to the town as a whole. Median gross rents of the block groups reach as high as $888 and as low as $435. As a share of income, median rents range from an uncomfortable 36.3 percent to about 25 percent.

COAH

South Amboy has been certified by the Council on Affordable Housing as having met its fair share obligation.

School Characteristics (Table 6B)

The South Amboy school system is rated "CD" under the District Factor Grouping system. This is certainly not the lowest socioeconomic indicator, but it is still below the midpoint of "A" to "J." This situation may change in coming years as new development contributes needed property taxes and students of different economic backgrounds participate in the education program. For the current year, the community receives $5.9 million in state aid and spends an average of $7,113 per student (New Jersey spends $8,989). The average 2001–2002 SAT score was 981, compared with New Jersey at 1009.

Transportation Characteristics (Table 6C)

Approximately 12 percent of households have no vehicle, just under the state level of 12.7 percent. Slightly more households have three or more vehicles (15.8 percent) than those across the state (14.7 percent). Surprisingly, for a town so blessed with transportation choices, only 5.9 percent of workers use public transportation (1.6 percent bus, 3.6 percent rail). The state level is just under 10 percent. However, the share of workers walking to work in South Amboy (4.2 percent) is slightly greater than the state as a whole (3.1 percent). The mean travel time to work is 29.3 minutes, in line with the state at 30 minutes. In essence, the employment for residents of South Amboy is not Manhattan focused. The ridership survey statistics generated by NJ Transit show that it is nonresident commuters who use the town's rail service; this situation will be discussed in more detail in a section below.

Transit Village

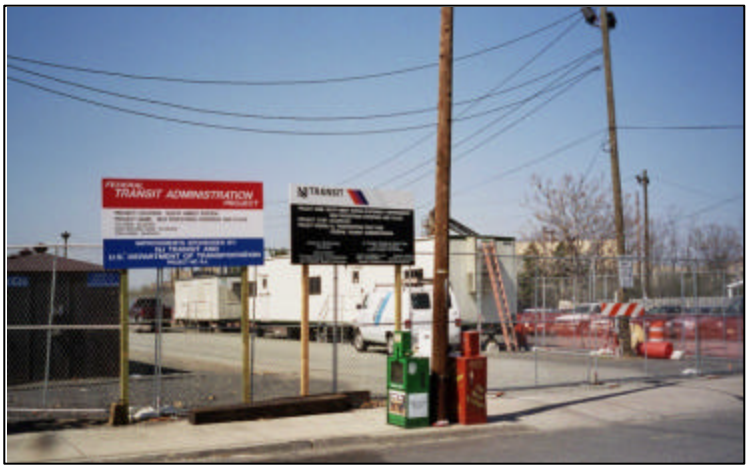
According to the 2000 Census, the block groups making up the South Amboy Transit Village demonstrate better transportation habits than the city as a whole. More households have no vehicle (12.8 percent, vs. 11.9 percent for the town) and slightly fewer have three or more vehicles (15.2 percent, vs. 15.8 percent for the town). More people use transit (7.5 percent), approximately two to one, train over bus. A few more residents walk to work (4.4 percent), and the mean travel time for workers in the village drops to 28.9 minutes.

Transportation Service (Table 6C)

South Amboy has been described as the ultimate multimodal transit hub, with rail, bus, and ferry service to Manhattan, and easy road access to the Garden State Parkway, the New Jersey Turnpike, and Interstate 287.

Rail

There are 32 daily departures towards New York City on the North Jersey Coast Line. This service, with a southern terminus in Bay Head, New Jersey, is direct into Penn Station. Over the period 1999 to 2002, tickets sales increased at South Amboy by almost 19 percent. According to NJ Transit's intercept survey in 1998, 77.4 percent of the riders were nonresidents, and most were using the parking at the station. Racially, 88 percent identified themselves as white, 5 percent as black, and 4 percent as Asian. Nonresidents estimated that they spent $41 per month in South Amboy on nonticket purchases, and residents spent $25. Clearly, the train station gives an economic boost to the commercial area around it.



A new intermodal plaza is currently under construction to replace the old station and elevate the tracks to improve the safety at crossings in town. Parking will be improved, and there will be provision for bus transfers. No doubt, when this project is completed, train travel from South Amboy will become more convenient and, it is hoped, more attractive.

Bus

There are two local bus routes through South Amboy, generating a total of 62 departures. One route connects New Brunswick/East Brunswick and Woodbridge Center. The other route operates between Perth Amboy and Campbell's Junction.

Ferry

Due to the September 11, 2001, terrorist attacks on the World Trade Center and the shutdown of PATH service to Lower Manhattan, South Amboy was able to secure funds to install road access and temporary docking facilities for a ferry service at the closed PSE&G power plant at the north end of town. Seastreak was awarded the contract and has been operating since early 2002. Currently, the company offers nine departures a day to Lower and Midtown Manhattan. Ridership was reported to be about 6,500 per month until a competitor (New York Waterways) opened

service farther south. Seastreak indicated that business had dropped off by a third since that time. The town will eventually build a permanent home for the ferry near its commercial area as part of its waterfront development plan.

Parking (Table 6D)

Cars

There are a total of 657 spots for cars in four lots. Three of the lots are owned by NJ Transit, and one is owned jointly with the municipality. These spaces have about a 70 percent utilization rate, whereas along the entire North Jersey Coast Line the use of parking facilities is 80 percent. Monthly, weekly, and daily permits are available.

Bicycles

There are four lockers for bicycles. The utilization of the lockers has not been reported by NJ Transit.

Table 6A
New Jersey's Transit Villages (TVs)
Demographics: South Amboy

	New Jersey	South Amboy	South Amboy TV[1]
Population	8,414,350	7,913	5,785 (73.1% of municipal pop.)
Total area in sq. miles	8,721,300	2.7	2.4
Persons per sq. mile of land	1,134	5,102	4,753
Age			
Percent school age population	26.4%	24.4%	26.5%
Percent over 62 yrs. of age	15.5%	15.4%	13.1%
Median age (years)	36.7	36.7	range: 39.0 - 34.1 ***
Race/ethnicity			
Percent white race	72.6%	94.2%	93.2%
Percent white race/non-Hispanic	66.0%	90.0%	88.8%
Percent black race	13.6%	0.9%	0.9%
Percent Asian race	5.7%	1.4%	0.7%
Percent Hispanic (any race)	13.3%	6.7%	8.4%
Percent two or more races	2.5%	1.6%	1.9%
Percent foreign born	17.5%	9.0%	8.7%
Largest segment by area of birth	Latin America (43%)	Europe (50.4%)	NA
Households (HHs)			
Total households	3,064,645	2,967	2,127
Percent married couple HH	53.5%	48.8%	51.0%
Percent female HHer,no husband	12.6%	14.5%	14.9%
Percent single-person HH	24.5%	25.9%	26.2%
Income			
Median family income 1999	$65,370	$62,029	range: $76,947 - $48,000 ***
Per capita income 1999	$27,006	$23,598	range: $36,526 - $17,673 ***
Percent of population in poverty 1999	8.5%	7.4%	7.3%
Unemployment rate	5.8%	4.2%	4.6%

[1]As defined by census block groups around the train station.

***Only available for individual block groups.

NA - not avavilable at the block group level.

Source: US Census 2000.

Table 6B
New Jersey's Transit Villages (TVs)
Demographics: South Amboy

	New Jersey	South Amboy	South Amboy TV
Housing			
Total housing units	3,310,275	3,110	2,324
Housing units per acre of land	0.7	3.1	3.0
Percent single-family*	62.8%	64.2%	59.6%
Percent of units built in past 10 years	6.5%	2.2%	2.1%
Percent of units built before 1940	20.1%	47.2%	49.0%
Percent of units with crowding**	5.0%	1.1%	1.3%
Ownership			
Homeownership rate	65.6%	64.2%	59.4%
For sale unit vacancy rate	1.2%	1.5%	2.6%
Median house value (owner-specified)	$170,800	$138,500	range: $148,900 - $113,700 ***
Housing cost as % of owner income	21.8%	21.1%	range: 25.4% - 18.7% ***
Rental			
Rental unit vacancy rate	4.5%	4.2%	4.1%
Median gross rent	$751	$767	range: $888 - $435 ***
Median gross rent as % of income	25.5%	27.8%	range: 36.3% - 24.9% ***
Council on Affordable Housing (COAH) Status		Certified	
School characteristics			
School rating (DFG)****		CD	
State aid 2002-2003		$5,876,048	
Expenditure per student 2002-2003		$7,113	(NJ median: $8,989)
Average 2001-2002 SAT scores		981	(NJ average: 1009)

*Attached and detached.

**1.01 or more persons per room.

***Only available for individual block groups.

Source: US Census 2000.

****District Factor Grouping System. A is the lowest socioeconomic level, J is the highest. Source: NJ Dept. of Education.

Table 6C
New Jersey's Transit Villages (TVs)
Transportation: South Amboy

		New Jersey	South Amboy	South Amboy TV
Transportation characteristics[1]				
Percent of households (HHs) with no vehicles		12.7%	11.9%	12.8%
Percent of HHs with 3 or more vehicles		14.7%	15.8%	15.2%
Percent of workers using public transp.		9.6%	5.9%	7.5%
Bus or trolley bus		5.5%	1.6%	2.1%
Railroad		2.4%	3.6%	4.4%
Percent of workers walking to work		3.1%	4.2%	4.4%
Mean travel time to work (minutes)		30.0	29.2	28.9
Transportation service[2]				
Rail				
Number of train departures (weekday towards New York)			32	
Type of passenger train service			commuter	
Ticket sales		1999	2002	Percent change
Rail ridership		1,001	1,190	18.9%
Rail Ridership Survey (1998)				
Resident			17.2%	
Nonresident			77.4%	
No response			5.4%	
Use of parking lot			80.0%	
Race:	White		88.0%	
	Black		5.0%	
	Asian		4.0%	
Monthly nonticket spending per rider:	resident		$25	
	nonresident		$41	

Continued

[1] Source: US Census 2000.

[2] Source: NJ Transit.

[3] Bus ridership data available for each route from NJ Transit.

Table 6C (continued)
New Jersey's Transit Villages
Transportation: South Amboy

Bus

Number of routes	2
Number of daily departures (per weekday)	62

Specific Route Information	Bus Number	Number of Weekday Departures	Ridership[1]
New Brunswick-East Brunswick-Woodbridge Center	815	17 towards East Brunswick-Woodbridge Center, 17 towards New Brunswick	1,800
Perth Amboy-Campbell's Junction	817	14 towards Perth Amboy, 14 towards Campbell's Junction	560
	Total	**62**	**2,360**

Ferry

	Name of Service		
South Amboy-Pier 11, Manhattan-East 34th St., Manhattan	Seastreak America, Inc.	9 New York bound departures per day	NA

[1] Ridership numbers are the data for October 2002 on Route 815 and November 2002 on Route 817 that give total median weekday boardings at all stops along the bus route for riders in any direction.

[2] Based upon NJ Transit data, approximate 3,350 one-way riders or 37% of the line's total ridership are boarding or alighting the 190 within Rutherford; 2,700 are bound to/from New York, with the remainder traveling locally within NJ.

Table 6D
New Jersey's Transit Villages (TVs)
Parking: South Amboy

Parking

Number of parking space	2002 capacity	2002 used
Owned by NJ Transit (3 lots)	569	392
Jointly owned by municipality and NJ Transit (1 lot)	88	65
Total	**657**	**457**

	2002 ADA capacity[1]	2002 ADA used[1]
Owned by NJ Transit (3 lots)	28	25
Jointly owned by municipality and NJ Transit (1 lot)	2	2
Total	**30**	**27**

	North Jersey Coast Line	South Amboy
Parking utilization	80%	70%

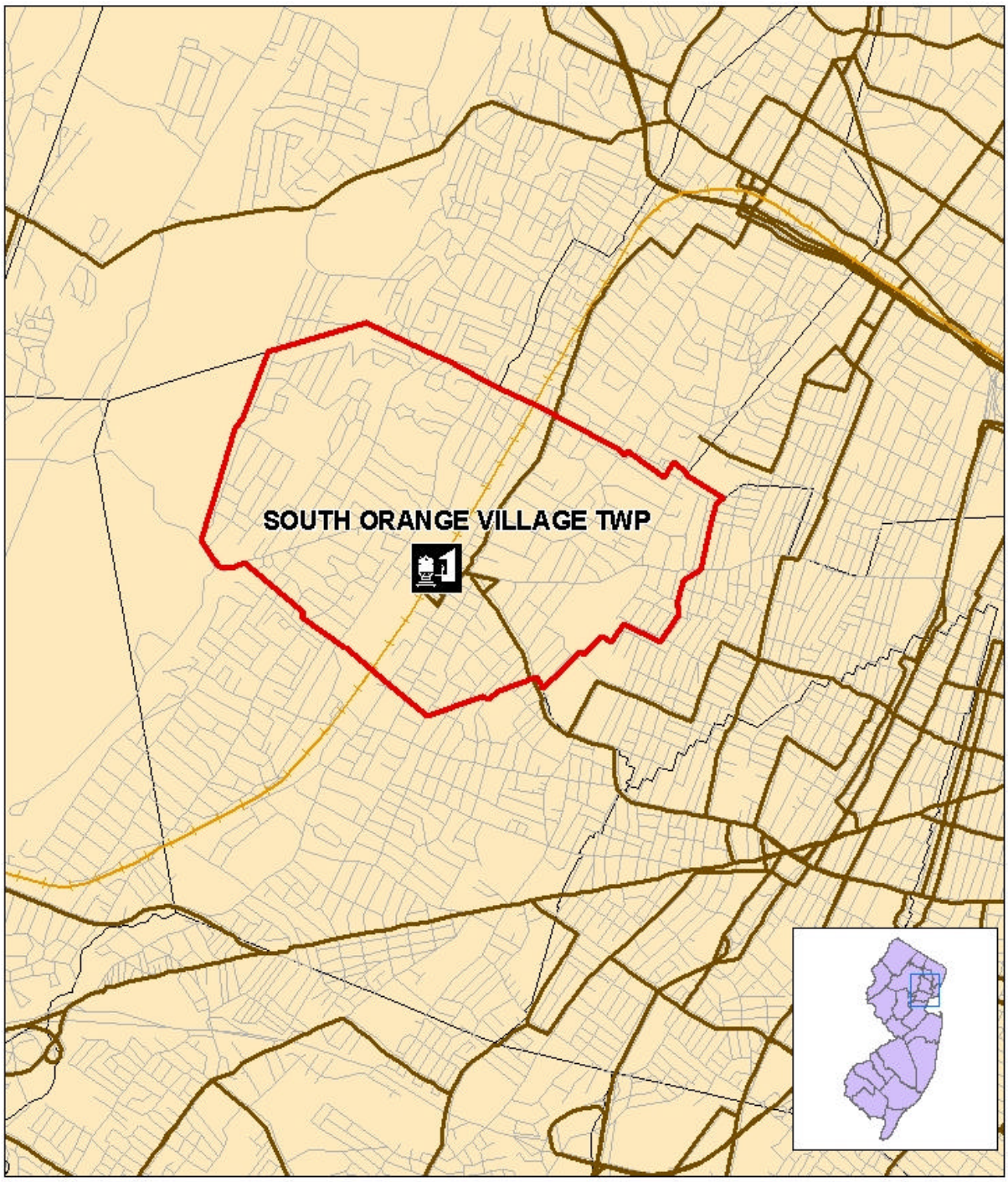
On-street parking restrictions	Various restrictions
Parking fee	
Residents	$21 per month, $90 per quarter, and $2 per day
Nonresidents	$21 per month, $90 per quarter, and $2 per day
Other	Free after 7pm Saturday - free Sunday - free

Bicycle

Total number of spaces	4
Number of lockers	4
Number of racks	

[1] Americans with Disability Act provisions for handicapped access.

Source: NJ Transit



Legend

Rail Line
Bus Line
Road
Transit Village Municipality
Transit Village

South Orange Villlage Township, Essex County

N

0.4 0.2 0 0.4 Miles

Source: NJDEP, Census Tiger File

New Jersey's Transit Villages
Demographic Characteristics — South Orange

General Description

The Township of South Orange Village, with a population of 16,964 in 2000, is one of the most distinctive municipalities in New Jersey. Its downtown area is anchored by the NJ Transit train station (Morris & Essex Line), which features Midtown direct service to Manhattan. The town's history can be traced to the earliest settlement of the Newark region in the 1600s, and the main thoroughfare, South Orange Avenue, was originally a Lenape Indian trail. The first railroad line was established in 1836 between South Orange and Orange. In 1868, when tracks were extended to Hoboken, the Village was transformed from a farming community into a commuting suburb tied to the Newark and New York economies. Wealthy businessmen built prestigious homes throughout the village, creating a rich inventory of housing stock. The gas street lights and the town hall, a rambling Victorian Tudor building, are symbolic of the special historic character marking this community.[16]

In its almost 3 square miles, the town contains beautiful parks and is the home to Seton Hall University and the fashionable Orange Lawn Tennis Club. There are also geographic assets: The east branch of the Rahway River flows south, bisecting the town; and, the city boundary contains the east face of South Mountain. Homes on its crest have a million dollar view of the Manhattan skyline.

Despite the quality of South Orange's neighborhoods, its downtown area had become somewhat shabby in recent years. The train station was wearing badly, the local supermarket across from the station had closed, and traffic on South Orange Avenue had become congested. Many retail spaces contained tired or marginal business operations. During the 1990s, the township embarked on an extensive redevelopment program centered on the train station. New management of the retail space within the station was arranged. This action, coupled with façade and streetscape improvements, has brought new life to the area. Furthermore, NJ Transit is in the midst of making needed repairs to the station's structure.[17]

[16] Historic and community facts were obtained from the South Orange website: www.southorange.org.
[17] It should be noted that South Orange is host to a second rail stop — Mountain Station — established in the 1800s to accommodate the guests of the Mountain House resort (it burned in 1881). The neighborhood around it is residential, and rail service is limited to Newark and Hoboken destinations.

On South Orange Avenue, traffic-calming bump-outs now enhance pedestrian crossings, a pocket park has been upgraded, and other streetscape improvements have been added.

All of this physical improvement was aided by the fact that the Midtown direct service was inaugurated in 1996. The value of this improved service cannot be understated. Previously, train service ended at Hoboken and a transfer to the PATH train into Manhattan was necessary. Now, South Orange is a quick 30 minutes away from Pennsylvania Station in New York. Indeed, this transit advantage, plus the upgrading of the town center, has helped lure attractive new housing growth to the Village.

The LCOR development company, headquartered in Berwyn, Pennsylvania, has just completed Gaslight Commons, a 299-unit luxury rental complex next to the train station that is a superb example of transit-oriented development. Several other properties near the station are now in the approval process for redevelopment, primarily for mixed use of housing and retail. In addition, ground will be broken shortly for a new performing arts center that will replace an old building on South Orange Avenue adjacent to the train station and the NJ Transit parking lot. All of these improvement initiatives are strongly supported by the demographics of an upscale population.

Socioeconomic Characteristics (Table 7A)

South Orange's population is marked by a youthful component: 37.6 percent of the population is school age, the highest level of all the Transit Villages. This is the direct result of having Seton Hall University located within the municipality. The median age is 34.7 years, compared with 36.7 for the state. Seniors are just under 14 percent of the residents, compared with 15.5 percent for all of New Jersey.

While a majority of residents are white non-Hispanics (58.2 percent), South Orange does have a large black segment, making up almost a third of the population (31.3 percent).[18] Hispanics are only about 5 percent, low compared with the state (13.3 percent), and Asians are just under 4 percent. Interestingly, the level of foreign born residents in South Orange, at 16.9 percent, is only slightly below the state's 17.5 percent. About half are from Latin America.

Married couple units make up 55 percent of the households (New Jersey is 53.5 percent), while single female mothers are 10 percent, slightly fewer than the state's 12.6 percent. A quarter of the household members live alone, similar to the state share. This higher concentration of married couple households has a direct effect on income. Indeed, the median family income for 1999 in South Orange was a robust $107,641, well above the state median of $65,370. Per capita income was a comfortable $41,035, and, not surprisingly, the poverty rate was only 5.3 percent (compared with the state's 8.5 percent). The unemployment rate also was lower: 4.2 percent, compare with New Jersey's 5.8 percent. Clearly, South Orange's citizenry has the luxury of household stability and the economic capacity to pursue its redevelopment goals with intensity. As is always the case, demographics shift within the Transit Village.

Transit Village

The block groups making up the Transit Village in South Orange represent just over half the town's population (53.2 percent). The percentage of school age children drops to about 30 percent because Seton Hall University, located near the Irvington border, is not within the Transit Village. The proportion of seniors grows to 15.2 percent, and the median age ranges from 40.7 to 32.8 years. In the Transit Village, white non-Hispanics are more predominant at 62.6 percent, and blacks drop back to almost 25 percent. As with other Transit Villages, immigrants are concentrated in this core area: The share of foreign-born residents jumps to *20* percent. The share of married couple families drops to 46.9 percent, and one-person households climb to almost a third of the total. The level of single-parent mothers is about the same as the municipal level. The median family income range of more than $200,000 to $69,821, while disparate, is above state numbers. Still, there is a slightly higher poverty rate

[18] South Orange and adjacent Maplewood actively seek diversity through the nonprofit Community Coalition on Race that is funded by the two municipalities. In fact, low-rate second mortgages are given to buyers "willing to move into those parts of the towns where they will contribute to the mix" (*New York Times*, April 13, 2003).

(7.3 percent), but the unemployment rate is about the same. Immigrants working at low-wage service jobs can cause this contrast.

Housing Characteristics (Table 7B)

Almost 70 percent of the housing stock in South Orange is single family, as compared with the state at 62.8 percent. Just over 4 percent has been built in the past 10 years, and 55 percent predates 1940. In this municipality, with such a large supply of single-family residences, crowding is only a minor concern (1.7 percent).

Not surprisingly, given the household and economic demographics, the homeownership rate is high — 72.1 percent. Even with a median house value in 2000 at a robust $274,600 (New Jersey is at $170,800), the for-sale vacancy rate was only 1.2 percent, equal to the state level. In addition, housing cost as a percentage of owner income was also on a par with the state, at 21.4 percent. Clearly, owners in South Orange have the financial capacity to afford expensive houses.

Renters, on the other hand, spend more of their income (28.1 percent) on housing than those across the state (25.5 percent). The median gross rent in 2000 was $879, compared with that for all of New Jersey of $751. Even so, the attractiveness of this community keeps the rental vacancy rate lower than that of New Jersey: 2.7 percent compared with 4.5 percent.

Transit Village

Housing in the Transit Village is more multifamily, as single-family structures drop to 58 percent of the stock. The percentages of new and old units are about the same as the municipal levels, but crowding is higher, at 2.1 percent. Still, this is less than half of the statewide crowding level of 5 percent. With more multifamily units, the homeownership rate is lower, just under 60 percent. Median home values of the block groups have a wide range: $467,000 to $164,900. Owner costs as a percentage of income also vary greatly: 34.3 to 16 percent. The streets around the train station contain a fair number of older, more modest dwellings juxtaposed with new development. Apparently, this more affordable stock is in high

demand, because the for-sale vacancy rate was very low at 0.7 percent.

Median rent levels are indicative of the gentrification that is taking place in the downtown area: $1,900 to $275. Median gross rent as a percentage of income is just as varied: 38 to 19.4 percent. The rental vacancy rate, at nearly 4 percent, is higher than that for the town but still lower than the state level, 4.5 percent, and is certainly lower than the standard 6 percent in a normal market.

School Characteristics (Table 7B)

Part of the desirability of South Orange, in addition to its village charm, superior transit service, and classic housing stock, is the quality of its educational system. The community's elevated socioeconomic profile is reflected in the school district's "I" rating under the District Factor Grouping System. The town receives about $5.4 million in state school aid and spends $9,194 per student (the state median is $8,989). South Orange and adjacent Maplewood share Columbia High School, where the average SAT score in 2001–2002 was 1027, compared with the New Jersey median of 1009.

Transportation Characteristics (Table 7C)

According to the Census 2000, 11.5 percent of households in South Orange have no vehicle — not much under the state level of 12.7 percent. No doubt this is a tribute to the immediate availability of bus and train service in the town. However, higher incomes enable more households to have more cars, 15.3 percent (New Jersey is at 14.7 percent). Just over a fifth of the workers (21.2 percent) use mass transit to travel to their job. This is over *twice* the state level of 9.6 percent. Of those using mass transit in South Orange, approximately 17 percent take the train and 3 percent use the bus. The share of those walking to work, 10.6 percent, is over *three* times the New Jersey figure of 3.1 percent. This is probably a result of employment at Seton Hall University. Evidently, the convenience of mass transit and the pedestrian nature of the community have fostered a relatively high use of the train and bus and encouraged residents to walk. In any event, mean travel time to work is on a par with New Jersey at 30.3 minutes.

Transit Village

In the Transit Village, the transit habits improve even more. Almost 16 percent of households have no vehicle, and 13.5 percent have three or more cars, a figure that is lower than the town and the state. More workers take mass transit, 23.1 percent — 18.5 percent train and 4 percent bus. Not surprisingly, the share of workers walking to work drops to 7.3 percent (down from the town level of 10.5 percent). It was noted above that Seton Hall

University is not in the Transit Village. The mean travel time to work is slightly longer (31.7 minutes).

Transportation Service (Table 7C)

As was noted above, South Orange enjoys Midtown direct commuter service. There are 63 departures on weekdays to New York. This compares favorably with Morristown, also on the Morris & Essex Line, which has 49 departures. Rail ridership has risen 27.5 percent over the period since South Orange became a Transit Village. Undoubtedly, part of this increase is due to the September 11, 2001, attacks, which drastically changed commuting patterns to Lower Manhattan. An intercept survey in 1999 conducted by NJ Transit found that three-quarters of the riders boarding at South Orange were residents. Most riders were white (72 percent), but 20 percent were black and 6 percent were Asian.

NJ Transit does have a large commuter parking facility with 364 spaces, and South Orange has an additional three lots with 249 spaces. In 2002, the parking lot utilization was 91 percent (compared with 85 percent along the entire line). Parking at the train station in South Orange is highly desirable, and town officials indicated that there sometimes is a two-year wait to get a monthly parking permit. In order to reduce the demand among residents for parking and cut down on the station drop-off congestion, the town secured funding from NJ Transit for two jitneys. These vehicles have routes around the community for morning train departures and pickups in the evening. This service has just recently begun, and its effect on transit and parking is still to be determined.

Bus service consists of two routes: one local, with 41 daily departures from the train station to Newark; and the other being service ~~in~~to the Port Authority in New York City, offering 29 daily departures.

Finally, according to NJ Transit records, there are no provisions for bicycles at the train station.

Table 7A
New Jersey's Transit Villages (TVs)
Demographics: South Orange Village

	New Jersey	South Orange	South Orange TOD[1]
Population	8,414,350	16,964	8,861 (52.2% of municipal population)
Total area in sq. miles	8,721,300	2.9	1.5
Persons per sq. mile of land	1,134	5,945	5,899
Age			
Percent school age population	26.4%	37.6%	29.8%
Percent over 62 yrs. of age	15.5%	13.9%	15.2%
Median age (years)	36.7	34.7	range: 40.7 - 32.8 ***
Race/ethnicity			
Percent white race	72.6%	60.4%	65.8%
Percent white race/non-Hispanic	66.0%	58.2%	62.6%
Percent black race	13.6%	31.3%	24.9%
Percent Asian race	5.7%	3.9%	4.6%
Percent Hispanic (any race)	13.3%	4.9%	4.3%
Percent two or more races	2.5%	2.7%	3.7%
Percent foreign born	17.5%	16.9%	20.0%
Largest segment by area of birth	Latin America (43%)	Latin America (46.4%)	NA
Households (HHs)			
Total households	3,064,645	5,522	3,475
Percent married couple HH	53.5%	55.2%	46.9%
Percent female HHer,no husband	12.6%	10.0%	10.6%
Percent single-person HH	24.5%	25.2%	32.3%
Income			
Median family income 1999	$65,370	$107,641	range: $200,000+ - $69,821 ***
Per capita income 1999	$27,006	$41,035	range: $72,065 - $29,061 ***
Percent of population in poverty 1999	8.5%	5.3%	7.3%
Unemployment rate	5.8%	4.2%	4.3%

[1]As defined by census block groups around the train station.

*** Only available for individual block groups.

NA - not avavilable at the block group level.

Source: US Census 2000.

Table 7B
New Jersey's Transit Villages (TVs)
Demographics: South Orange Village

	New Jersey	South Orange	South Orange TV
Housing			
Total housing units	3,310,275	5,671	3,554
Housing units per acre of land	0.7	3.1	3.7
Percent single-family*	62.8%	69.5%	57.9%
Percent of units built in last 10 years	6.5%	4.4%	4.0%
Percent of units built before 1940	20.1%	54.9%	55.0%
Percent of units with crowding**	5.0%	1.7%	2.1%
Ownership			
Homeownership rate	65.6%	72.1%	59.7%
For- sale unit vacancy rate	1.2%	1.2%	0.7%
Median house value (owner-specified)	$170,800	$274,600	range:$467,000 - $164,900 ***
Housing cost as percent of owner income	21.8%	21.4%	range: 34.3% - 16% ***
Rental			
Rental unit vacancy rate	4.5%	2.7%	3.9%
Median gross rent	$751	$879	range: $1,900 - $275 ***
Median gross rent as percent of income	25.5%	28.1%	range: 38% - 19.4% ***
Council on Affordable Housing (COAH) Status		Certified	
School characteristics			
School rating (DFG)****		I	
State aid 2002-2003		$5,362,479	
Expenditure per student 2002-2003		$9,194	(NJ median: $8,989)
Average 2001-2002 SAT scores		1027	(NJ average: 1009)

*Attached and detached.

**1.01 or more persons per room.

***Only available for individual block groups.

Source: US Census 2000.

****District Factor Grouping System. A is the lowest socioeconomic level, J is the highest. Source: NJ Dept. of Education.

Table 7C
New Jersey's Transit Villages (TVs)
Transportation: South Orange Village

		New Jersey	South Orange	South Orange TV
Transportation Characteristics[1]				
Percent of households (HHs) with no vehicles		12.7%	11.5%	15.8%
Percent of HHs with 3 or more vehicles		14.7%	15.3%	13.5%
Percent of workers using public transp.		9.6%	21.2%	23.1%
Bus or trolley bus		5.5%	2.9%	4.0%
Railroad		2.4%	16.8%	18.5%
Percent of workers walking to work		3.1%	10.6%	7.3%
Mean travel time to work (minutes)		30.0	30.3	31.7
Transportation service[2]				
Rail				
Number of train departures (weekday towards New York)			63	
Type of passenger train service			commuter	
Ticket sales		1999	2002	Percent Change
Rail ridership (average weekday ridership)		1,701	2,169	27.5%
Rail Ridership Survey (1999)				
Resident			75.3%	
Nonresident			18.3%	
No response			6.4%	
Use of parking lot			74.0%	
Race:	White		72.0%	
	Black		20.0%	
	Asian		6.0%	
Monthly nonticket spending per rider:	resident		NA	
	nonresident		NA	

Continued

NA - not avavilable.
[1] Source: US Census 2000.
[2] Source: NJ Transit.

Table 7C (continued)
New Jersey's Transit Villages (TVs)
Transportation: South Orange

Bus

Route information	
Number of routes	2
Number of daily departures (per weekday)	70

Specific Route Information	Bus Number	Number of Weekday Departures	Ridership[1]
South Orange - Newark[2]	31	NA	10,000 +
Newark - South Orange	92	41 (bus departs from train station towards Newark)	3,383
South Orange - Newark - New York	107	29 (bus departs from Sloan & 3rd Street for Newark/New York)	3,898
	Total	**70**	**17,281 +[3]**

[1] Ridership numbers are data for October 2002 on Route 815 and November 2002 on Route 817 that provide total median weekday boardings at all stops along the bus route for riders in any direction.

[2] This is one of the heaviest routes in the state; the route is operated by an independent bus company. Ridership numbers represent NJ Transit's best estimate of the route's patronage. Most trips operate between Newark and the Newark/South Orange border, with only limted service continuting into South Orange and beyond.

[3] This total should be viewed with caution as explained in footnote 2 above.

Table 7D
New Jersey's Transit Villages (TVs)
Parking: South Orange Village

Parking

Number of parking spaces	2002 capacity	2002 used
Owned by municipality (3 lots)	249	205
Owned by NJ Transit (1 lot)	364	350
Total	**613**	**555**

	2002 ADA capacity[1]	2002 ADA used[1]
Owned by municipality (3 lots)	5	3
Owned by NJ Transit (1 lot)	8	0
Total	**13**	**3**

	Morris & Essex Line	South Orange
Parking utilization	85%	91%

On-street parking restrictions	Various restrictions
Parking fee	
Residents	$0.25 per hour, $25 per month or $225 per year
Nonresidents	$0.25 per hour, $3.50 per day or $660 per year
Other	Free after 6 p.m. Saturday - free Sunday - free

Bicycle

Total number of spaces	0
Number of lockers	
Number of racks	

[1] Americans with Disability Act provisions for handicapped access.

Source: NJ Transit

Appendix A

Transit Villages by Census Block Groups

Morristown TV
Block Group 2, Census Tract 435, Morris County, New Jersey
Block Group 3, Census Tract 436, Morris County, New Jersey
Block Group 4, Census Tract 436, Morris County, New Jersey
Block Group 3, Census Tract 437, Morris County, New Jersey
Block Group 3, Census Tract 438, Morris County, New Jersey

Pleasantville TV
Block Group 3, Census Tract 119, Atlantic County, New Jersey
Block Group 2, Census Tract 120, Atlantic County, New Jersey
Block Group 1, Census Tract 121, Atlantic County, New Jersey
Block Group 1, Census Tract 122, Atlantic County, New Jersey

Rahway TV
Block Group 2, Census Tract 357, Union County, New Jersey
Block Group 3, Census Tract 358, Union County, New Jersey
Block Group 1, Census Tract 359, Union County, New Jersey
Block Group 2, Census Tract 359, Union County, New Jersey
Block Group 3, Census Tract 359, Union County, New Jersey
Block Group 3, Census Tract 360, Union County, New Jersey
Block Group 4, Census Tract 360, Union County, New Jersey

Riverside TOD
Block Group 1, Census Tract 7007.01, Burlington County, New Jersey
Block Group 1, Census Tract 7007.02, Burlington County, New Jersey
Block Group 2, Census Tract 7007.02, Burlington County, New Jersey
Block Group 1, Census Tract 7007.03, Burlington County, New Jersey
Block Group 2, Census Tract 7007.03, Burlington County, New Jersey

Rutherford TV
Block Group 1, Census Tract 513, Bergen County, New Jersey
Block Group 2, Census Tract 513, Bergen County, New Jersey
Block Group 3, Census Tract 513, Bergen County, New Jersey
Block Group 4, Census Tract 513, Bergen County, New Jersey
Block Group 5, Census Tract 513, Bergen County, New Jersey
Block Group 6, Census Tract 513, Bergen County, New Jersey
Block Group 1, Census Tract 514, Bergen County, New Jersey
(East Rutherford)
Block Group 3, Census Tract 120, Bergen County, New Jersey
Block Group 4, Census Tract 120, Bergen County, New Jersey
Block Group 6, Census Tract 120, Bergen County, New Jersey
Block Group 9, Census Tract 120, Bergen County, New Jersey

South Amboy TV

Block Group 1, Census Tract 75, Middlesex County, New Jersey
Block Group 2, Census Tract 75, Middlesex County, New Jersey
Block Group 1, Census Tract 76, Middlesex County, New Jersey
Block Group 2, Census Tract 76, Middlesex County, New Jersey
Block Group 3, Census Tract 76, Middlesex County, New Jersey
Block Group 5, Census Tract 76, Middlesex County, New Jersey

South Orange Village TV

Block Group 1, Census Tract 190, Essex County, New Jersey
Block Group 4, Census Tract 191, Essex County, New Jersey
Block Group 5, Census Tract 191, Essex County, New Jersey
Block Group 6, Census Tract 191, Essex County, New Jersey
Block Group 2, Census Tract 192, Essex County, New Jersey
Block Group 3, Census Tract 192, Essex County, New Jersey
Block Group 1, Census Tract 193, Essex County, New Jersey
Block Group 2, Census Tract 193, Essex County, New Jersey
Block Group 3, Census Tract 193, Essex County, New Jersey

Transit Villages in New Jersey: Public Opinion and Attitudes

Assessing the Impacts of the New Jersey Transit Village Initiative

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December 2003

Introduction

From September 2002 to October 2003, the Alan M. Voorhees Transportation Center[1] (VTC) at Rutgers University conducted an evaluation of the New Jersey Transit Village Initiative, funded by the New Jersey Department of Transportation (NJDOT). In addition to this report VTC has produced the following reports in our assessment of the Initiative:

- *State of the Literature: Transit-Oriented Development*
- *Demographics of the New Jersey Transit Villages*
- *Transit Villages in New Jersey: Success Factors, Obstacles, and Recommendations*
- *Transit Villages in New Jersey: Recommendations for Assessment and Accountability*

This report summarizes the findings of public opinion in New Jersey about transportation, housing, and smart growth as it relates to the New Jersey Transit Village Initiative. Three surveys were conducted, each targeted to a separate group. A poll of residents across the state sought basic opinions about transportation and housing. These results were compared with household and merchant surveys conducted locally in three of the Transit Villages—Metuchen, South Amboy, and South Orange. The local household and merchant surveys also asked for other detailed information, not included in the statewide poll, to help gauge the progress of the Transit Village Initiative in meeting municipal and community goals.

Background

The Transit Village Initiative, coordinated by the New Jersey Department of Transportation, is a program that seeks to revitalize and grow selected communities with transit as an anchor. The Transit Village is designated as the half-mile area around the transit facility (this is also typically referred to as a transit-oriented development area). Transit Villages fits into the larger smart growth agenda in New Jersey because it helps to promote the growth of businesses and residential population around existing (or planned in one case) transportation infrastructure investments. The Transit Village Initiative can be viewed as a tool within the smart growth policy framework. Its aim is to reduce traffic congestion and improve air quality by promoting increased transit ridership, pedestrian activity and bicycle use. In addition, the goals of economic revitalization and the growth of housing stock are part of an overall effort to create vibrant, enjoyable, and exciting areas around major transit nodes.

[1] Originally, transportation policy studies were carried out under the name Transportation Policy Institute (TPI) as part of the Alan M. Voorhees Transportation Center (VTC). As of September 2003, TPI is no longer an active entity and all research activity is encompassed by the VTC designation.

Methodology

Three surveys were conducted during the period from April to September 2003. First, a statewide telephone poll was administered in April 2003 by the Eagleton Institute of Politics. The results of this survey include a sample of 802 respondents from across New Jersey. The results have been weighted to accurately represent the public.

Local household and merchant mail surveys were conduced in Metuchen, South Amboy, and South Orange. Eagleton administered the household survey in July and August 2003 while VTC was responsible for the merchant survey, conducted in August and September 2003. In the household survey, census block groups were identified that best represent a half-mile radius around the train station in each town. Households were then identified as to whether or not they fell inside or outside this Transit Village area. This would allow for a comparison of the Transit Village area with the municipality as a whole. For each town 1,500 households were randomly selected and sent surveys (1,000 in the Transit Village area, and 500 in households outside the half-mile area but still within the same municipality). The overall response rate for the household survey, across the three towns was 40 percent.

Directories of businesses were obtained from various local sources for the merchant survey. In Metuchen, lists from the fire department and chamber of commerce were both used to generate one master business list, which included 303 businesses. MainStreet South Orange, a nonprofit group whose aim is to help revitalize the downtown, provided a directory of 96 businesses in South Orange. For South Amboy, the city government provided a directory of 186 businesses for this survey. The overall response rate for the commercial surveys was 33 percent (see Figure 1).

Figure 1: Survey Response Rates

Survey	Response	Conducted by
Statewide Poll	802 respondents	Eagleton
Household	40 % overall	Eagelton
Metuchen	48 %	Eagelton
South Amboy	31 %	Eagelton
South Orange	40 %	Eagleton
Commercial	33 % overall	VTC
Metuchen	30 %	VTC
South Amboy	33 %	VTC
South Orange	41 %	VTC

For both the household and merchant surveys, each address was mailed a packet that included a cover letter, explaining the purpose of the questionnaire, instructions about how to fill out the questionnaire, the questionnaire itself, and a return envelope with postage paid. Residents were also asked to return a separate postcard that tracked each address. This allowed for the complete anonymity of the responses, while still allowing each address to be tracked for a response. A second mailing was sent to each address for those that did not

respond to the first round of surveys within three weeks. (See Appendix for the statewide, household, and merchant questionnaires.)

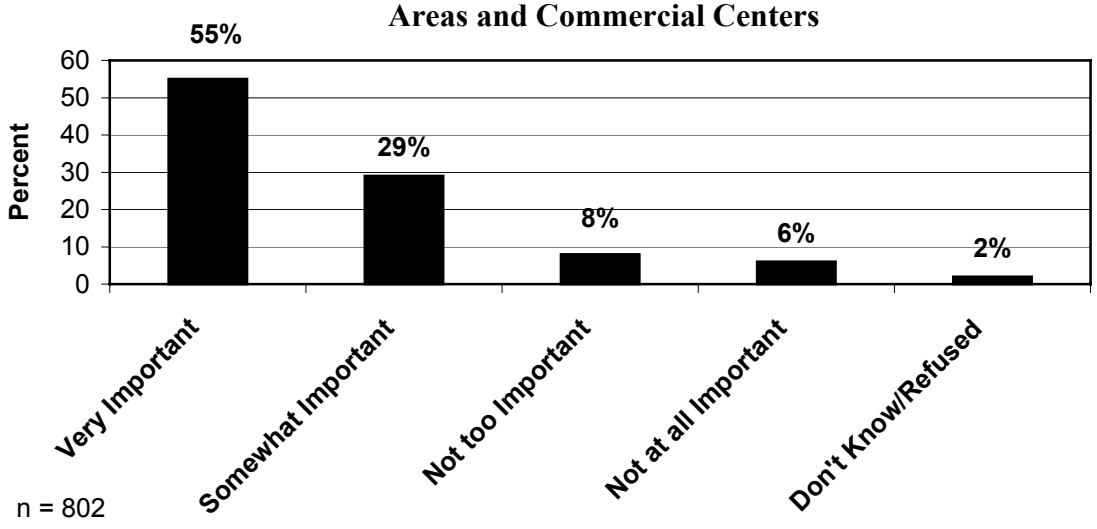
Results

Statewide Poll

The statewide poll sought opinions on housing and transportation related issues, including smart growth.[2] While some may debate the actual definition of smart growth, we take our meaning from the criteria of the Transit Village Initiative. For a municipality to become a Transit Village, it must declare that it is willing to grow in population with the focus of development within the half-mile area surrounding the transit station. Furthermore, this area must become pedestrian-friendly, with buildings placed and orientated to facilitate transit use.

The results indicate that *84 percent* of the public feels that is it either very important or somewhat important for the state to actively encourage growth and development in existing downtown areas and commercial centers (see Figure 2).

Figure 2: New Jersey Public Opinion of the State's Role in Promoting Growth and Development in Existing Downtown Areas and Commercial Centers



Results by Race and Ethnicity

The overall results mask important differences in attitude by race and ethnicity. Although 70 percent of nonwhites feel that it is *very important* for the state to promote development in downtowns and commercial centers, only 50 percent of whites do. Alternatively, 34 percent

[2] The results of the statewide poll have been weighted on the basis of gender, age, and education to accurately represent the state.

of whites feel that it is *somewhat important* compared with 17 percent of nonwhites. Thus, in total, 87 percent of nonwhites responded as *very important* or *somewhat important*, while this number is 84 percent for whites. **The majority of both groups feel that it is at least somewhat important for the state to encourage development in downtown and commercial centers but nonwhites feel more strongly about this than do whites.**

Support for Housing

The questionnaire asked a second important question related to smart growth: *Do you favor or oppose new housing construction in the downtown area or commercial center of your town?* For this aspect of smart growth, respondents were less enthusiastic. Overall, only 49 percent of the public favor more housing construction in the downtown or commercial center of their town while 40 percent oppose such development (2 percent responded that it depends, 4 percent responded that there is no downtown area or commercial center, and 4 percent had no opinion).

While these overall results are fairly split, again there are **drastic differences in the results by race** (see Figure 3). Seventy-eight percent of blacks support new housing compared to 52 percent of Hispanics and 44 percent of whites. Furthermore, **younger people support new housing in downtown areas or commercial centers more than older folks** (see Figure 4). Of those between the ages of 18 and 29 years, 52 percent support new housing; and of those between the ages of 30 and 49 years, 53 percent. This number drops to 45 percent for the cohort between the ages of 50 and 64, with the proportion in favor dropping to 39 percent for respondents over the age of 65.

Figure 3: Percent in Favor of Housing Construction within the Downtown or Commercial Center of the Respondent's Town; by Race and Ethnicity

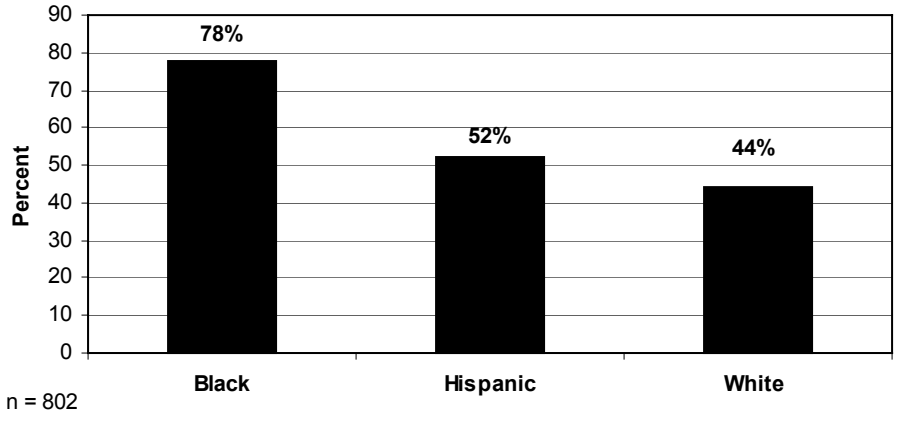
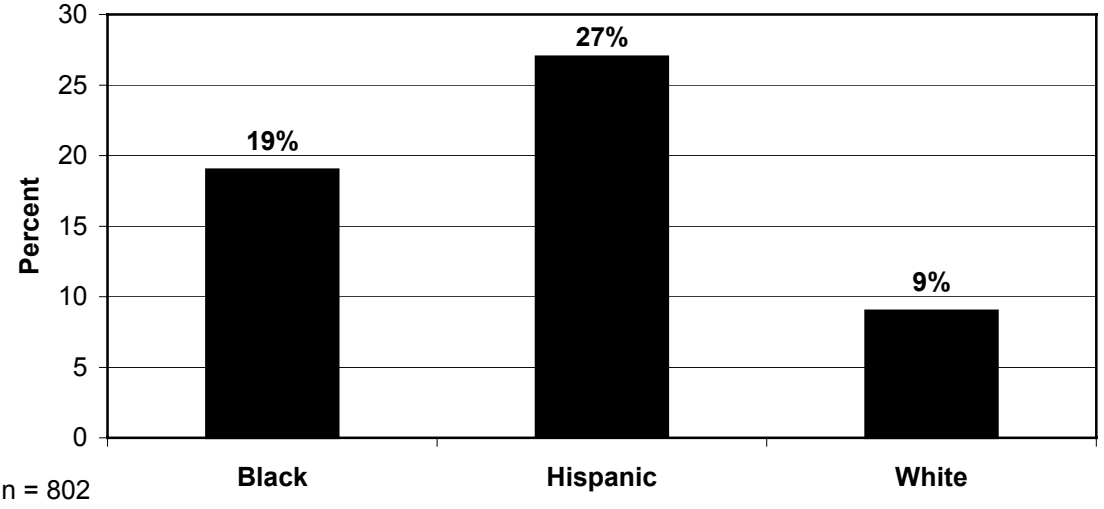


Figure 4: Percent in Favor of Housing Construction within the Downtown or Commercial Center of the Respondent's Town, by Age

Age Cohort (years)	Percent in Favor on New Housing in the Downtown or Commercial Center of their Town
18 – 29	52
30 – 49	53
50 – 64	45
65+	39

Figure 5: Percent of Respondents who Report the Availability of Public Transportation as a Major Reason in Choosing the Location of their Current Home; by Race and Ethnicity



Another question in the survey asked if the availability of public transportation was a major reason, minor reason, or not a reason when the person moved to their current home. Overall, the majority (76 percent) of respondents stated that the availability of public transit was not a reason when they last moved. A total of 23 percent responded that it was a reason, with 12 percent stating that it was a major reason and 11 percent saying that it was a minor reason. Many of the socioeconomic and demographic variables, such as income, did not have an impact on the outcome, but the race and ethnicity of the respondent did make a difference. As shown in Figure 5, only 9 percent of whites stated the availability of transit was a major reason during their last move compared with 19 percent of blacks and 27 percent of Hispanics.

Results by Child Status

Respondents with children are somewhat more supportive of smart growth than those without. Eighty-eight percent feel that it is very important or somewhat important that the state actively encourage growth and development in existing downtown areas and commercial centers in New Jersey (as compared with 82 percent for those without children). Of those who have a child under 18 years of age, 57 percent are in favor of new housing construction in the downtown or commercial center of their town compared with only 44 percent of those without children under 18.

With respect to transit use, there was an unexpected outcome. As is shown in Figure 6, those respondents with children are slightly more likely to use transit than those without children. This dispels the myth, at least for New Jersey, that households with children are unlikely to use transit because of the need to trip-chain (the "soccer mom" syndrome). While it may be true that transit fails to serve the needs of parents who are compelled to drive their children around, it appears that in New Jersey, those respondents with children use transit slightly more than those without children.

Figure 6: Frequency of Transit Use by Child Status (percentage of respondents)

How often do you use public transportation	Do any children under the age of 18 live in this household? (%)		All (%)
	Yes	No	
At least 20 times per month	11.3	9.2	10.0
10 to 19 times per month	2.3	2.7	2.6
5 to 9 times per month	1.3	4.7	3.4
1 to 4 times per month	14.2	12.0	12.8
Less often	28.4	24.9	26.4
Never	42.6	46.5	44.9
Total	100	100	100

n = 802

Results by Age

Figures 7 and 8 show the relationship of support for the state encouraging growth and development in downtowns and commercial centers, and support for new housing construction by age. While there is not much variation, the two groups from 30 to 49 and 50 to 64 years of age are the most supportive of concentrating development. As for those in support of new housing construction, the results are more mixed. Younger age groups are more in support of housing development with 51.6 percent of those age 18 to 29 and 52.5 percent of those age 30 to 49 in support of housing.

Figure 7: Support for the State Encouraging Growth and Development in Downtowns and Commercial Centers, by Age (percentage of respondents)

How important is it that the state actively encourage growth and development in existing downtown areas and commercial centers in New Jersey?	Age (%)				
	18 to 29	30 to 49	50 to 64	65+	All
Very important	52.6	57.9	55.7	48.7	55.0
Somewhat important	28.3	29.8	29.0	31.6	29.6
Subtotal	80.9	87.7	84.7	80.3	84.6
Not too important/not at all important	17.8	11.7	14.2	13.7	13.7
Don't Know	1.3	0.6	1.1	6.0	1.6
Total	100	100	100	100	100

n = 802

Figure 8: Support for Housing, by Age (percentage of respondents)

Do you favor or oppose new housing construction in the downtown area or commercial center of your town?	Age (%)				
	18 to 29	30 to 49	50 to 64	65+	All
Favor	51.6	52.5	45.4	39.0	48.7
Oppose	39.2	38.8	43.2	40.7	40.2
Other[1]	9.2	8.7	11.5	20.3	11.2
Total	100	100	100	100	100

Note: 1. Other includes "depends", "there is no downtown area/center in my town", "no opinion", "don't know", and "refused."

n = 802

Results by Income

Figures 9 and 10 depict the results of support for smart growth and housing development by income. Surprisingly, income is not a variable that discriminates very well, especially compared with race and ethnicity. Although we see some variation in the percentages of attitude by different income groups, the differences are not significant.

Figure 9: Support for the State Encouraging Growth and Development in Downtowns and Commercial Centers, by Income (percentage of respondents)

How important is it that the state actively encourage growth and development in existing downtown areas and commercial centers in New Jersey?	Income (%)			
	Under $25,000	$25,000 - $50,000	Over $50,000	All
Very important	58.7	54.1	57.4	56.7
Somewhat important	28.8	27.6	29.5	28.9
Subtotal	87.5	81.6	86.9	85.6
Not too important/not at all important	10.6	16.8	12.3	13.3
Don't Know	1.9	1.6	0.8	1.2
Total	100	100	100	100

n = 802

Figure 10: Support for Housing, by Income (percentage of respondents)

Do you favor or oppose new housing construction in the downtown area or commercial center of your town?	Income (%)			
	Under $25,000	$25,000 - $50,000	Over $50,000	All
Favor	48.6	53.2	46.2	50.1
Oppose	41.0	37.9	40.2	39.6
Other[1]	10.4	8.9	13.7	10.4
Total	100	100	100	100

Note: 1. Other includes "depends", "there is no downtown area/center in my town", "no opinion", "don't know", and "refused."

n = 802

Results by Political Affiliation

Unlike income, political affiliation does a much better job discriminating among different attitudes towards smart growth and new housing. As Figures 11 and 12 show, Democrats are much more likely to support smart growth and new housing, while Republicans and independents are less supportive of these initiatives. This also supports our findings by race and ethnicity, because the majority of nonwhites in New Jersey are Democrats.

Figure 11: Support for the State Encouraging Growth and Development in Downtowns and Commercial Centers, by Party (percentage of respondents)

How important is it that the state actively encourage growth and development in existing downtown areas and commercial centers in New Jersey?	Political Party (%)			
	Democrat	Republican	Independent	All
Very important	69.0	45.1	49.6	55.0
Somewhat important	21.1	36.3	32.1	29.5
Subtotal	90.1	81.4	81.7	84.6
Not too important/not at all important	9.5	17.2	17.9	13.8
Don't Know	0.4	1.5	0.4	1.6
Total	100	100	100	100

n = 802

Figure 12: Support for Housing, by Party (percentage of respondents)

Do you favor or oppose new housing construction in the downtown area or commercial center of your town?	Political Party (%)			
	Democrat	Republican	Independent	All
Favor	58.8	43.6	43.9	48.8
Oppose	33.7	43.6	47.1	40.1
Other[1]	7.4	12.7	9.0	11.1
Total	100	100	100	100

Note: 1. Other includes "depends", "there is no downtown area/center in my town", "no opinion", "don't know", and "refused."

n = 802

Results by Residential Location

Only 2.2 percent of the respondents in this statewide poll live in Transit Villages. Therefore, it is not possible to make any conclusions about how these residents compare with the rest of the state. Later in this report, we compare the results of the state as a whole with the surveys in Metuchen, South Amboy, and South Orange. This section shows a breakdown of support for smart growth on the basis of community type[3] and the distance to the nearest train station.

New Jersey is the most urbanized state in the country, and this poll shows that residents of urban areas strongly support growth in existing urban areas. Figures 13 and 14 depict the attitudes about smart growth and housing by residential location in New Jersey. The results show that 84.8 percent of respondents from major urban areas and *93.1 percent* of respondents from other urban areas are in favor of growth in downtowns and commercial centers. The major urban centers in New Jersey are Newark, Jersey City, Trenton, and Camden, while other urban areas are places nearby these centers, such as Hoboken.

Figure 13: Support for the State Encouraging Growth and Development in Downtowns and Commercial Centers, by Location (percentage of respondents)

How important is it that the state actively encourage growth and development in existing downtown areas and commercial centers in New Jersey?	Major urban centers (%)	Other urban areas (%)	Older towns & suburbs (%)	Growing suburbs & towns (%)	Rural areas (%)	Statewide (%)
Very important	68.3	60.9	56.4	47.1	58.7	55.0
Somewhat important	16.5	32.2	29.7	33.7	21.7	29.6
Subtotal	84.8	93.1	86.1	80.8	80.4	84.6
Not too important/not at all important	15.2	5.7	11.5	17.8	19.6	13.9
Don't Know	0.1	1.1	2.4	1.4	0.0	1.5
Total	100.0	100.0	100.0	100.0	100.0	100.0

n = 802

Figure 14: Support for Housing by Location (percentage of respondents)

Do you favor or oppose new housing construction in the downtown area or commercial center of your town?	Major urban centers (%)	Other urban areas (%)	Older towns & suburbs (%)	Growing suburbs & towns (%)	Rural areas (%)	Statewide (%)
Favor	70.9	61.4	48.3	39.2	47.9	48.8
Oppose	21.5	28.4	39.5	47.8	43.8	39.7
Other[1]	7.6	10.2	12.2	12.9	8.3	11.5
Total	100	100	100	100	100	100

Note: 1. Other includes "depends", "there is no downtown area/center in my town", "no opinion", "don't know", and "refused."

n = 802

[3] Based on the 2000 US Census, the community type variable has five categories: major urban centers, other urban areas, older towns and suburbs, growing suburbs and towns, and rural areas.

Residents who live near train stations also show more support for new housing construction compared with those who live further away, as is shown in Figure 15. That is, of those living within walking distance of a train station, 53.9 percent favor new housing construction.

Figure 15: Support for Housing by Proximity to Living near a Train Station (percentage of respondents)

Do you favor or oppose new housing construction in the downtown area or commercial center of your town?	Is there a train station within walking distance of your home or not? (%)	
	Yes	No
Favor	53.9	46.7
Oppose	35.1	42.3
Other[1]	11.0	11.0
Total	100	100

Note: 1. Other includes "depends", "there is no downtown area/center in my town", "no opinion", "don't know", and "refused."

n = 802

It should be noted that residents who live within walking distance of a train station do not feel much differently about the state encouraging growth and development in downtowns or commercial centers compared with residents who do not live within walking distance of a train station .

A higher percentage of those respondents living close to a train station did indicate that the availability of transit was a major reason when they chose their last home. The results of the survey show that 32 percent of respondents who live within walking distance of a train station reported that the availability of transit was either a major or minor reason in house choice, compared with 18 percent for those that live too far from a station to walk. Of the urban dwellers,[4] 35 percent stated transit availability was either a major or minor reason compared with only 13 percent of residents in expanding suburbs. And 36 percent of those who use transit at least once a week reported that transit availability was a *major reason* during their last move, with an additional 14 percent stating that it was a *minor reason*, for a total of 50 percent. Even 14 percent of those who use transit only a few times a month stated that it was a major reason, with an additional 18 percent saying that it was a minor reason. Perhaps most startling, 13 percent of respondents who *never* use transit admit that the availability of transit was either a major or minor reason when they moved to their current home. This may be due to retired individuals, or to those who changed jobs and cannot easily use transit anymore—or perhaps some people simply feel more comfortable having multiple transportation options, even if they do not use them often.

[4] Urban dwellers are those who live in either major urban centers or other urban areas.

Results by Frequency of Transit Use

While the results about the state encouraging growth and development vary and show no clear pattern based on frequency of transit use (see Figure 16), it is clear that transit riders do support new housing construction in downtowns or commercial centers. As is shown in Figure 17, 63 percent of those who use transit at least 20 times per month favor new housing, compared with 42.1 percent for those who never use transit.

Figure 16: Support for the State Encouraging Growth and Development in Downtowns and Commercial Centers, by Frequency of Transit Use (percentage of respondents)

How important is it that the state actively encourage growth and development in existing downtown areas and commercial centers in New Jersey?	How often do you use public transportation in New Jersey, such as a bus, train, or ferry? (%)						
	At least 20 times per month	10 to 19 times per month	5 to 9 times per month	1 to 4 times per month	Less often	Never	Total
Very important	67.5	45.5	60.7	68.0	50.9	51.0	54.9
Somewhat important	21.3	31.8	21.4	23.3	35.8	29.8	29.4
Subtotal	88.8	77.3	82.1	91.3	86.8	80.8	84.3
Not too important/not at all important	10.8	22.7	17.9	6.8	12.7	16.7	14.0
Don't know/Refused	0.5	0.0	0.0	1.9	0.5	2.5	1.6
Total	100	100	100	100	100	100	100

n = 802

Figure 17: Support for Housing by Frequency of Transit Use (percentage of respondents)

Do you favor or oppose new housing construction in the downtown area or commercial center of your town?	How often do you use public transportation in New Jersey, such as a bus, train, or ferry? (%)						
	At least 20 times per month	10 to 19 times per month	5 to 9 times per month	1 to 4 times per month	Less often	Never	Total
Favor	63.0	61.9	56.7	60.2	46.0	42.1	48.5
Oppose	28.4	38.1	30.0	27.2	44.5	44.9	40.1
Other[1]	8.6	0.0	13.3	12.6	9.5	13.0	11.4
Total	100	100	100	100	100	100	100

Note: 1. Other includes "depends", "there is no downtown area/center in my town", "no opinion", "don't know", and "refused."

n = 802

Smart Growth

To classify a respondent as a supporter of smart growth, the respondent must have stated that he or she felt it was either very or somewhat important for the state to promote growth and development in existing downtown areas and commercial centers *and* he or she must be in favor of new housing. We feel that this definition best characterizes the goals of the Transit Village Initiative, the statewide smart growth agenda in New Jersey, and the literature in general. As a result, we see that 45 percent of respondents across New Jersey support smart growth. Support for smart growth varies based on the location of the respondent.

Figure 18: Support for Smart Growth on the Basis of Urban Location Status

Urban Location Status	Percentage in Favor of Smart Growth
Major Urban Centers	63
Other Urban Areas	59
Older Towns & Suburbs	47
Rural Areas	40
Growing Suburbs & Towns	35

Figure 18 depicts the support for smart growth based on urban location status. In addition to urban location, Figure 19 summarizes the characteristics of those who support smart growth and shows comparisons with groups that do not favor smart growth as much. We see that 70 percent of black respondents favor smart growth, but only 46 percent of Hispanics and 41 percent of whites are in support. Furthermore, 56 percent of respondents who use transit at least once a month favor smart growth, in comparison with only 40 percent for non-transit users. Fifty-six percent of Democrats are in support of smart growth, compared with only 40 percent of Republicans. Last, and somewhat surprisingly, 54 percent of respondents with children favor smart growth, compared with 39 percent for those without children.

Figure 19: Comparison of Characteristics of Support for Smart Growth

Characteristic (Smart Growth Supporter)	Percentage in Favor of Smart Growth	Characteristic	Percentage in Favor of Smart Growth
Black	70	White Hispanic	41 46
Transit User (at least once a month)	56	Non-Transit User (less than once a month or never)	40
Democrat	56	Republican	38
Households with Children	54	Households without Children	39

The following variables were not significantly helpful in explaining outcomes in smart growth:

- Household income
- Living within walking distance to a train station
- Region of state
- Education
- Registered voter
- Gender
- Years living in New Jersey

Summary of Statewide Poll

The analysis of the statewide telephone poll shows that a person's attitude toward smart growth varies in New Jersey mainly on the basis of the respondent's race/ethnicity, residential location, political party, and frequency of transit use. These attitudes are important for public policy purposes to better understand how the actions of the Transit Village Initiative will be perceived by different segments of the population. It is also important to note that some of the results are mixed. Although the majority of New Jersey residents support the state encouraging smart growth, fewer are in favor of new housing construction within their town. The strongest supporters of new housing are minorities and urban residents.

In summary, we can ascertain the following:

- The vast majority of New Jersey residents (84 percent) feel that it is at least somewhat important for the state to actively promote growth and development in existing downtown areas and commercial centers.

- Blacks most strongly support new housing construction within the downtown or commercial center of their town (78 percent), while Hispanics (52 percent) and whites (44 percent) show less support.

- Much higher proportions of Hispanics (27 percent) and blacks (19 percent) report that the availability of transit was a major reason when choosing their current home compared with whites (9 percent).

- Although income, education, proximity to a train station, region of state, voter status, gender, and years living in New Jersey are not good discriminators in explaining smart growth, political affiliation, residential location, and frequency of transit use do a good job of helping to explain whether respondents support smart growth.

- While 69 percent of Democrats feel that it is very important for the state to actively encourage growth and development in downtowns and commercial centers, fewer

Republicans and independents feel this goal is very important (45 percent and 50 percent, respectively).

- A majority of Democrats are in favor of new housing in their town (59 percent), while fewer Republicans and independents favor new housing (44 percent for both).

- While residents of major urban centers (68 percent) and residents of other urban areas (61 percent) feel that it is very important for the state to encourage growth and development in downtowns or commercial centers, residents of older towns and suburbs (56 percent), residents of growing suburbs and towns (47 percent), and residents of rural areas (59 percent) feel less strong.

- The majority of residents of major urban centers (71 percent) and residents of other urban areas (61 percent) favor new housing, while fewer residents of older towns and suburbs (48 percent), residents of growing suburbs and towns (39 percent), and residents of rural areas (48 percent) favor new housing construction.

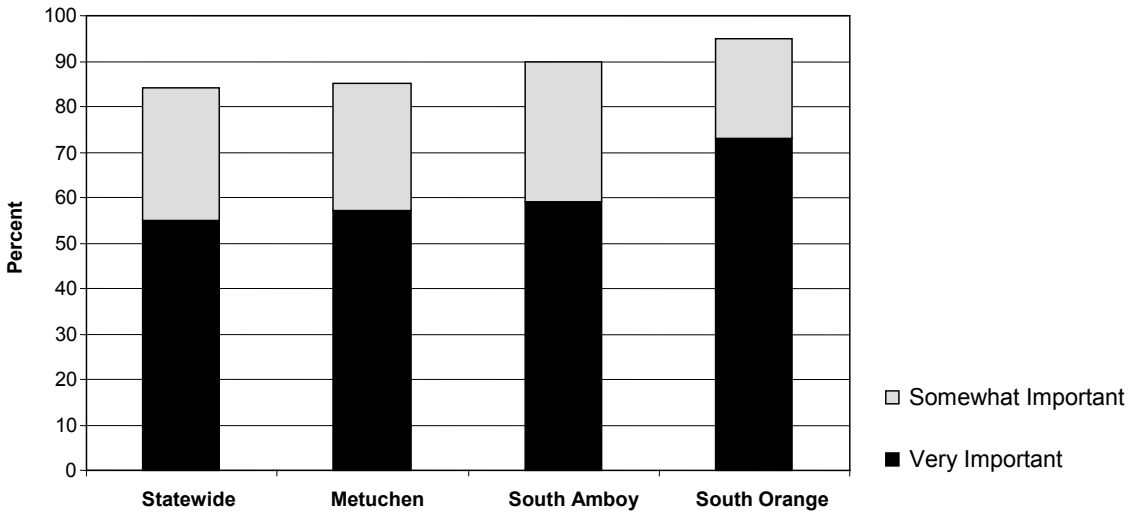
Household Survey of the Transit Villages

The three Transit Villages of Metuchen, South Amboy, and South Orange were selected for a household survey. These were chosen because they all have newly built housing in or near the Transit Village area (i.e., a half-mile circle around the train station).

Development and Housing

The findings of the surveys demonstrate patterns similar to those of the statewide poll. Figure 20 shows that residents in these Transit Villages strongly support the state encouraging growth and development in existing downtown or commercial centers.

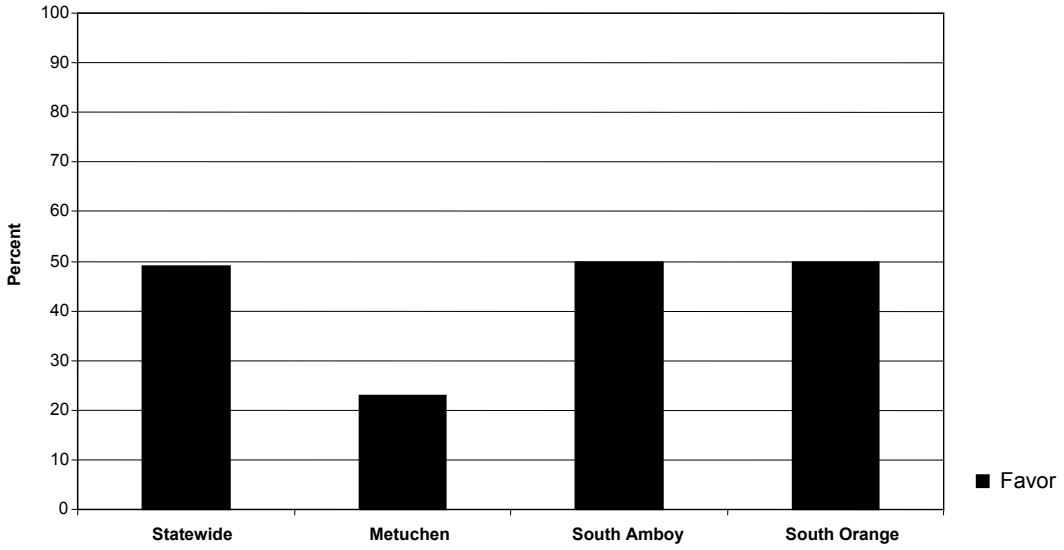
Figure 20: How Important Is It That the State Actively Encourage Growth and Development in Existing Downtown Areas and Commercial Centers in New Jersey?



Similar to the state as a whole, South Amboy and South Orange show about 40 percent of residents in favor of new housing, but support is much lower in Metuchen (see Figure 21). A similar pattern to the state in all local surveys is found with respect to black and Hispanic respondents, who have higher levels of support for new housing construction in comparison with whites. In Metuchen, for example, 50 percent of black and Hispanic respondents living outside the Transit Village area support new housing construction, compared with fewer than 20 percent of the white and Asian residents outside the Transit Village. When looking at residents inside the Transit Village for Metuchen, we find no differences in support for housing based on race or ethnicity.

In South Amboy and South Orange, we see a pattern similar to the state's, but the demographics of South Amboy (as reported in *Demographics of the New Jersey Transit Villages*) show few minorities living in that municipality (90 percent of the town is white, non-Hispanic).

Figure 21 Do You Favor New Housing in the Downtown or Commercial Center of Your Town?



Community Perception

The Transit Village Initiative promotes goals that seek to improve the quality of life. Our surveys of the three Transit Villages sought to measure the community's perception of their town. Figure 22 reveals that the residents of each Transit Village rate their town higher than the state average.[5] Although the only exception is that fewer people in South Amboy rate their town as "excellent," Figures 23 through 28 show that South Amboy has improved the most during the past three years.

Figure 22: How Would You Rate Your Town as a Place to Live?

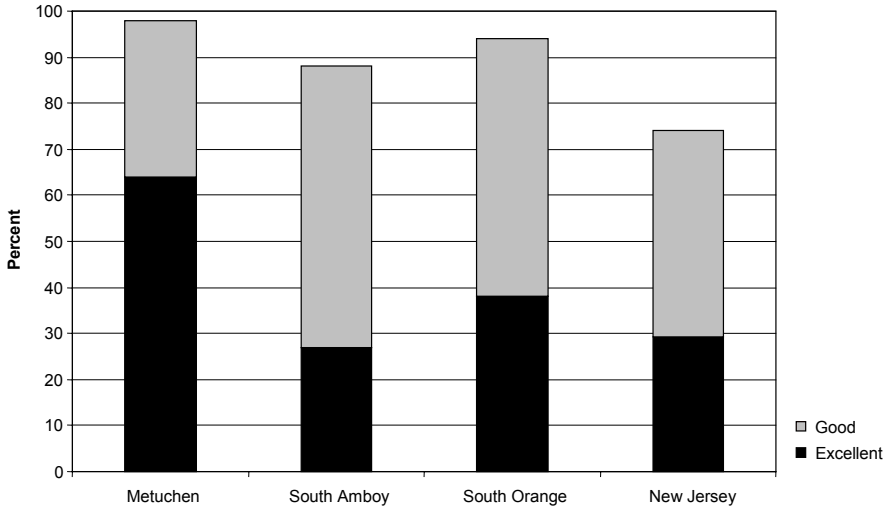
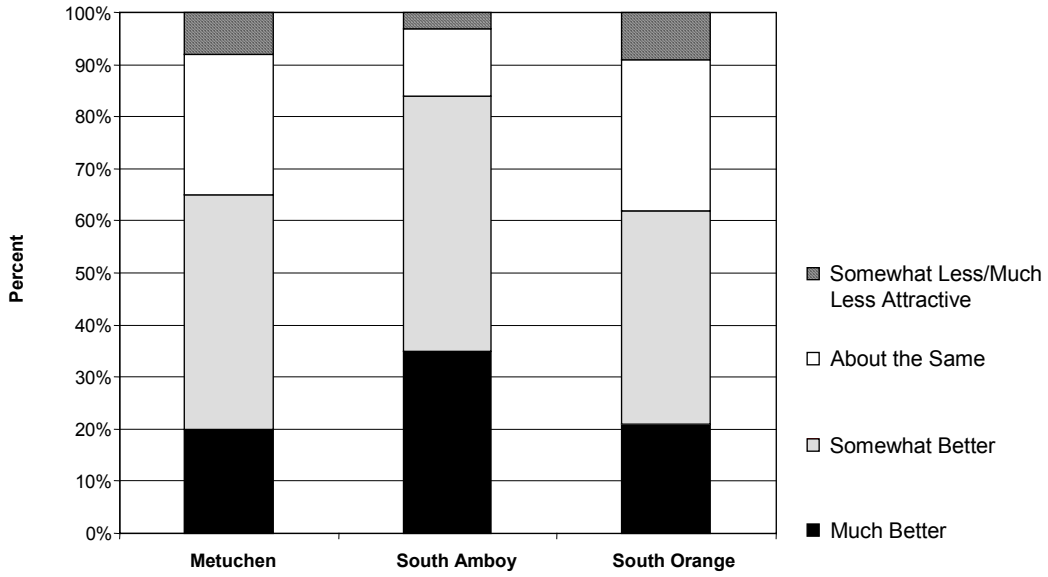


Figure 23: Do You Feel the Downtown Is More or Less Attractive Now Compared with Three Years Ago?



[5] Eagleton collected these statewide data in an April 2002 poll.

Figure 24: Is It More or Less Pleasant to Walk around the Downtown Now Compared with Three Years Ago?

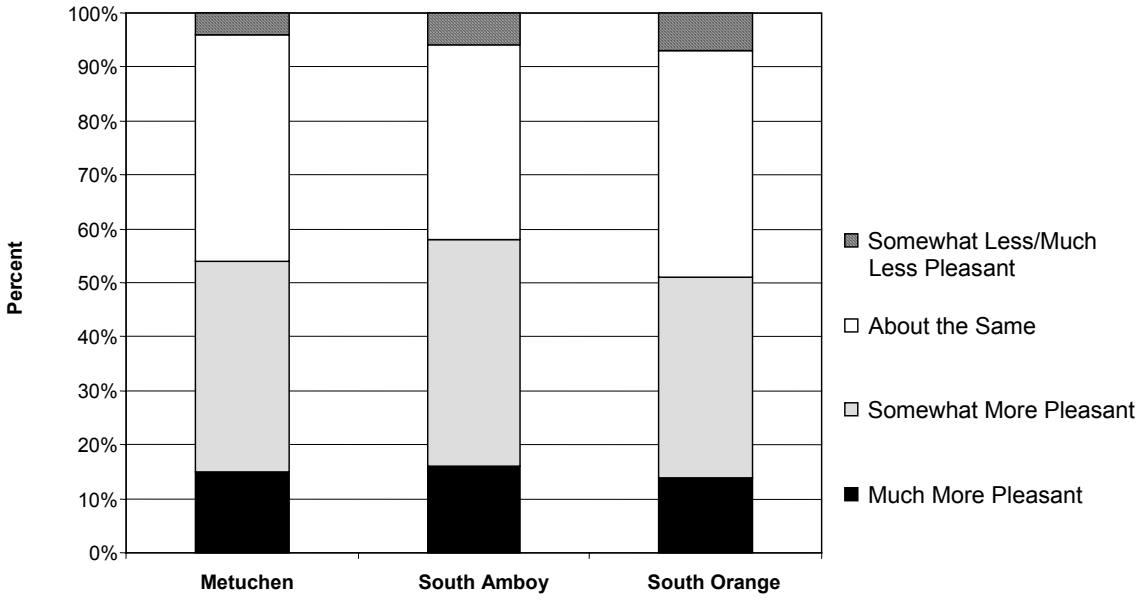


Figure 25: Does the Downtown Seem More or Less Safe Now Compared with Three Years Ago?

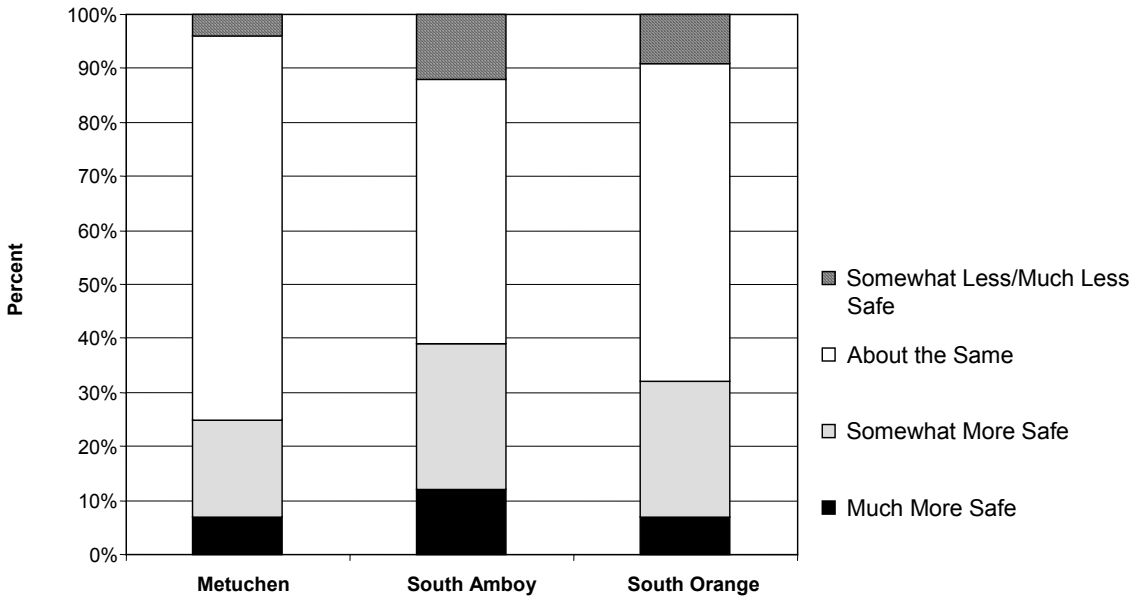


Figure 26: Does the Downtown Offer Better or Worse Shopping Now Compared with Three Years Ago?

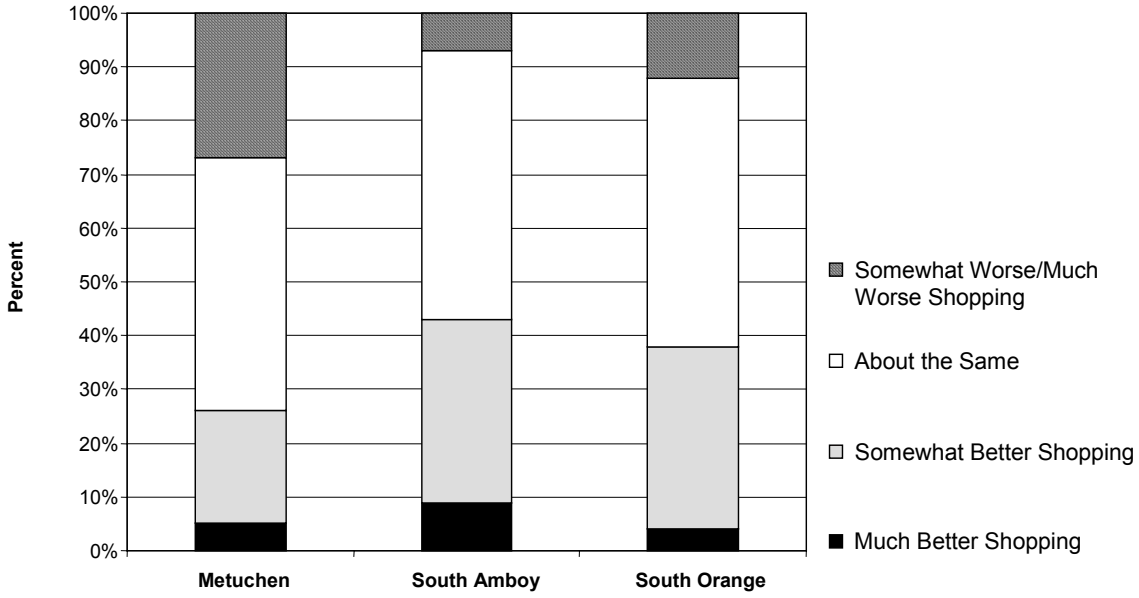


Figure 27: Does the Downtown Offer Better or Worse Restaurant Options Now Compared with Three Years Ago?

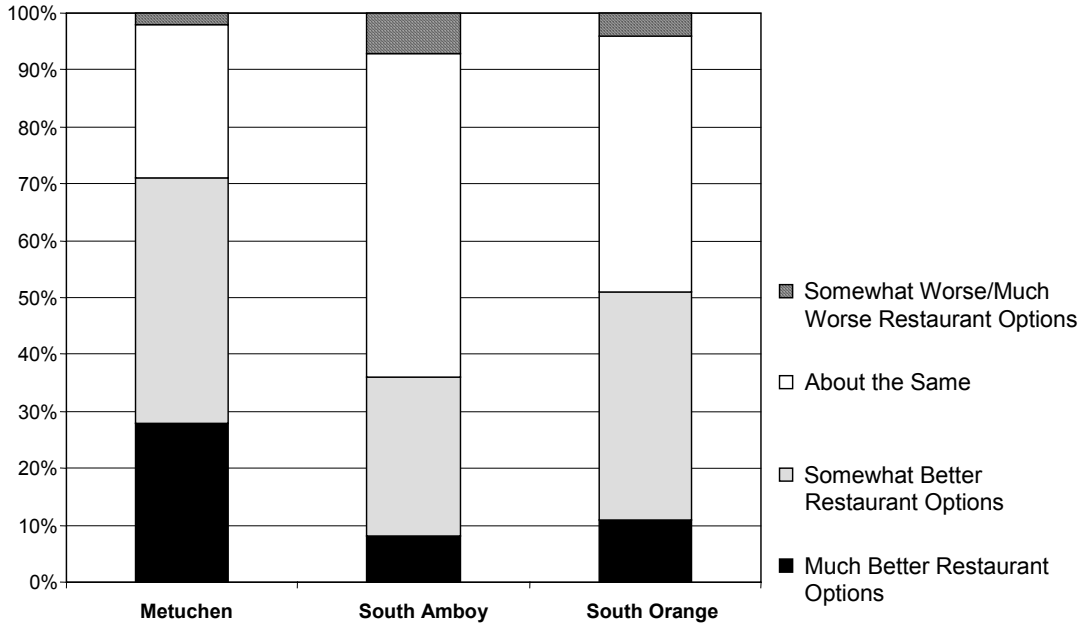
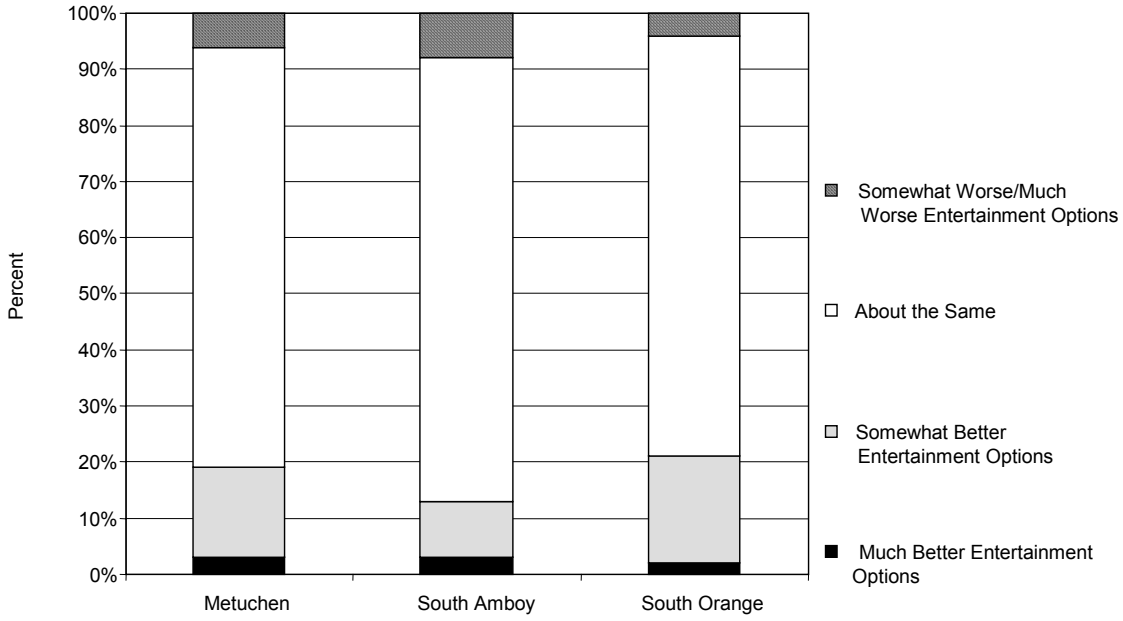


Figure 28: Does the Downtown Offer Better or Worse Entertainment Options Now Compared with Three Years Ago?



Figures 23 through 28 depict how residents in Metuchen, South Amboy, and South Orange feel that their town has changed during the past three years with respect to overall downtown attractiveness, walkability, safety, shopping, and restaurant and entertainment options. The results presented in these figures show the aggregate results for each town as a whole, rather than separating out the households inside and outside of the Transit Village area.[6] Statistically, there was not a significant difference in the results between the two groups.

The results show that the majority of residents of each town feel that their town has remained unchanged or improved. It is important to consider that each town's overall condition was and is different from each other's. Metuchen, three years ago and today, was and is much more vibrant than South Amboy, although we see more improvement in South Amboy over this time period.

The majority of the respondents of each town feel that the downtown has become more attractive and walkable during the past three years. In South Orange and South Amboy, this could be a result of being a Transit Village, because they were designated in 1999. Both towns have received substantial sums of money in grants related to being a Transit Village (see grant maps at http://www.policy.rutgers.edu/vtc/tod/grantmapping.htm). Metuchen, conversely, was designated a Transit Village only in December 2002. The improvements made there during the past three years were most likely a significant factor in the borough

[6] The data for the entire municipality were weighted to account for sampling differences inside and outside the Transit Village area.

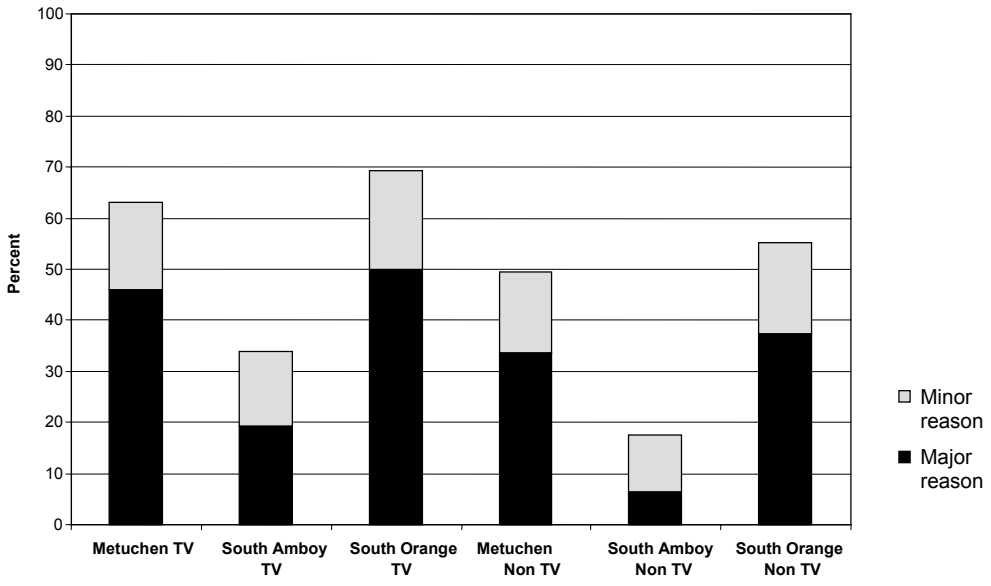
being designated a Transit Village. The state calls for potential Transit Villages to demonstrate a focus on downtown improvement, including walkability. When looking at safety, shopping, and restaurant and entertainment options, we see the majority of respondents feel that things are about the same as they were three years ago, although in Metuchen we notice a shift from shopping to restaurants.

Housing Location, Transit, and Vehicle Ownership

As is shown in Figure 29, transit is a significant factor in why residents in these towns chose their home location, especially for Metuchen and South Orange. We also find that transit is more important for household within the Transit Village compared with residents outside the Village area.

When analyzing these results, it is important to keep in mind that each town's transit service is different. In the *Demographics of the New Jersey Transit Villages* report, we describe that while South Orange and Metuchen have very high levels of transit usage among residents, the users of transit in South Amboy are mostly nonresidents. Although large numbers of those using the train and ferry services drive to South Amboy for the park-and-ride facilities, we do find that new housing construction is being targeted toward residents who will use transit (either the train or ferry) to travel to Manhattan.

Figure 29: Importance of Transit When Choosing Home Location



Note: "TV," in Figure 29, designates households that live within a half-mile of the train station.

Figure 30: Metuchen – How Often Do You Use Public Transportation in New Jersey?

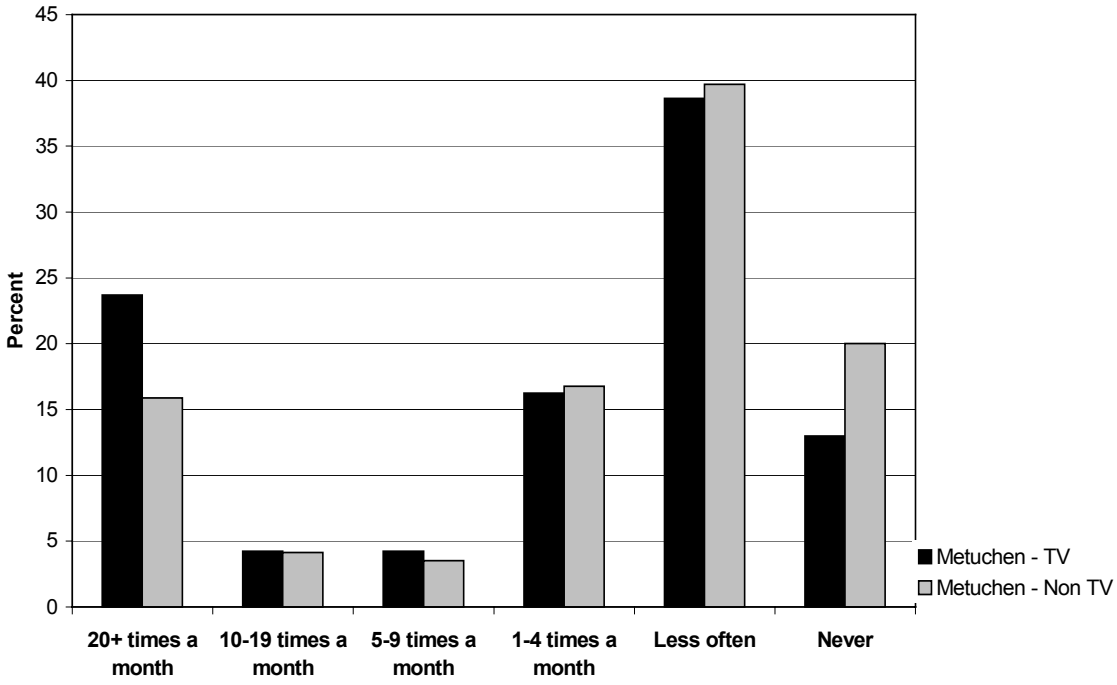


Figure 31: South Amboy – How Often Do You Use Public Transportation in New Jersey?

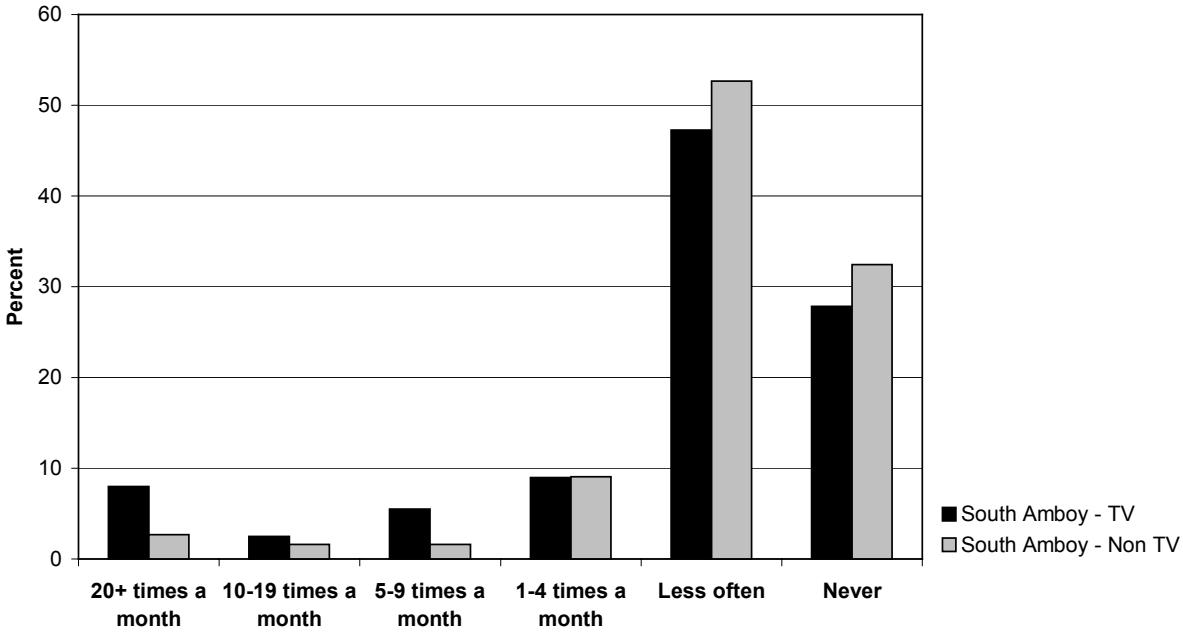
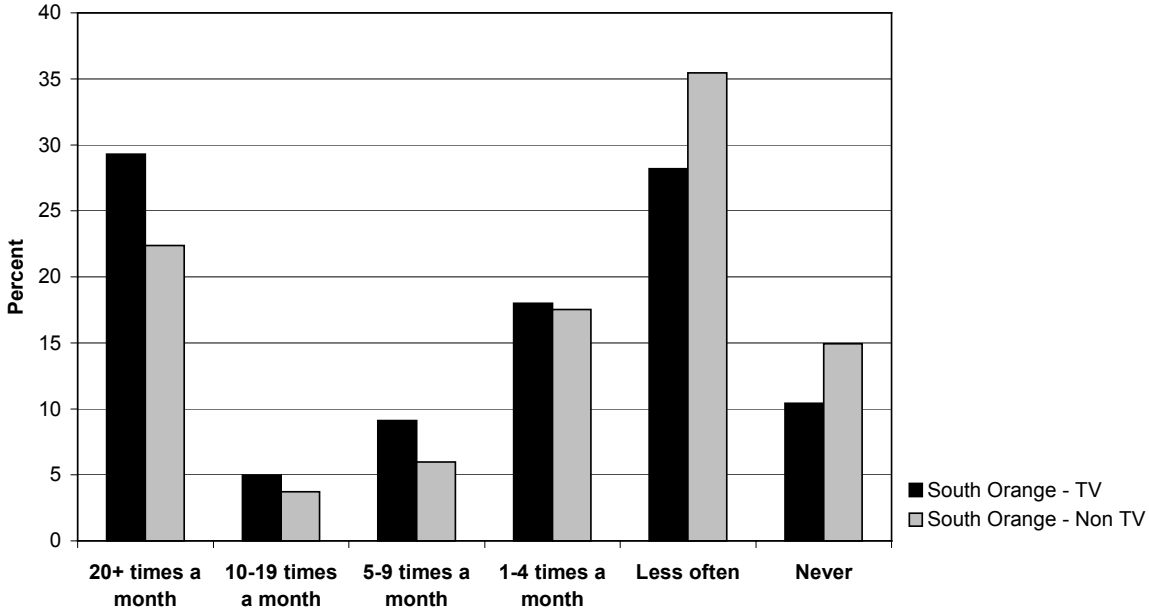


Figure 32: South Orange – How Often Do You Use Public Transportation in New Jersey?



Figures 30 through 32 depict the varying levels of transit usage across Metuchen, South Amboy, and South Orange for households both inside and outside the Transit Village area. We see that transit ridership is most frequent in the Transit Village area of South Orange. The findings also show slightly more transit ridership for residents closer to the station, especially for those who use transit most often.

Figures 33 through 36 show vehicle ownership for households inside and outside the Transit Village area. We find less vehicle ownership for households that live inside the Transit Village compared with those that live outside. Because the program promotes compact development near the station—and space for parking must be balanced among residents, commuters, employees, and shoppers—these results may indicate that a reduction in parking standards is warranted for housing units close to transit facilities. Figure 36 shows that the average vehicle ownership for households outside the Transit Village area ranges from 2.10 to 2.16 vehicles per household, and that inside the Transit Village it ranges from 1.67 to 1.92.

Figure 33: Metuchen – Number of Vehicles in Household

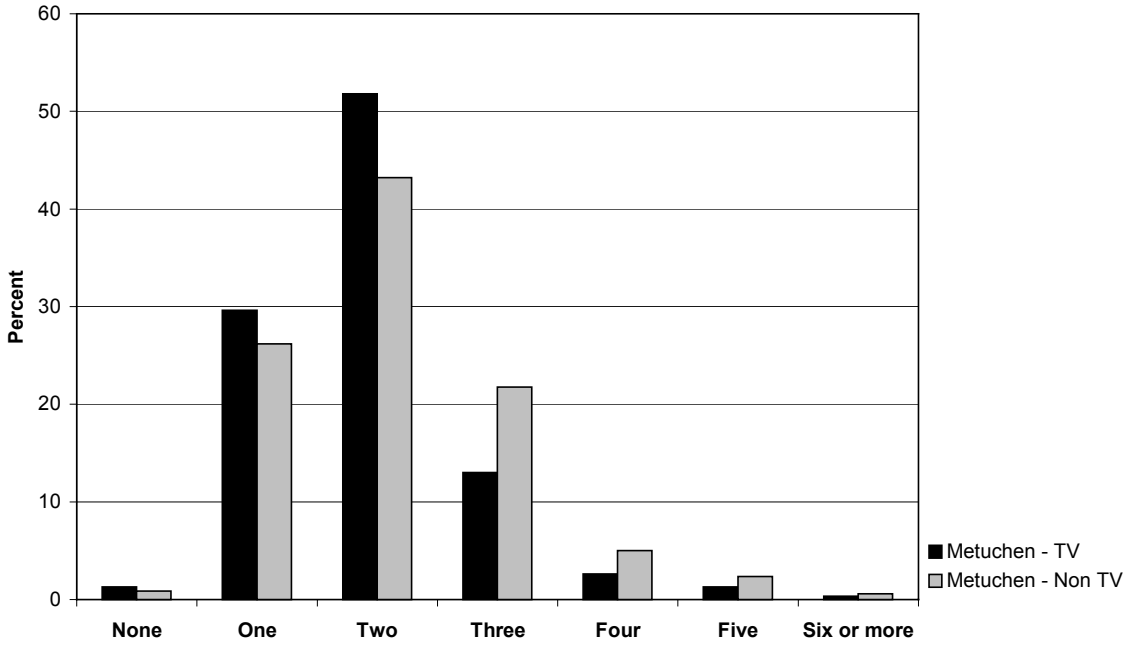


Figure 34: South Amboy – Number of Vehicles in Household

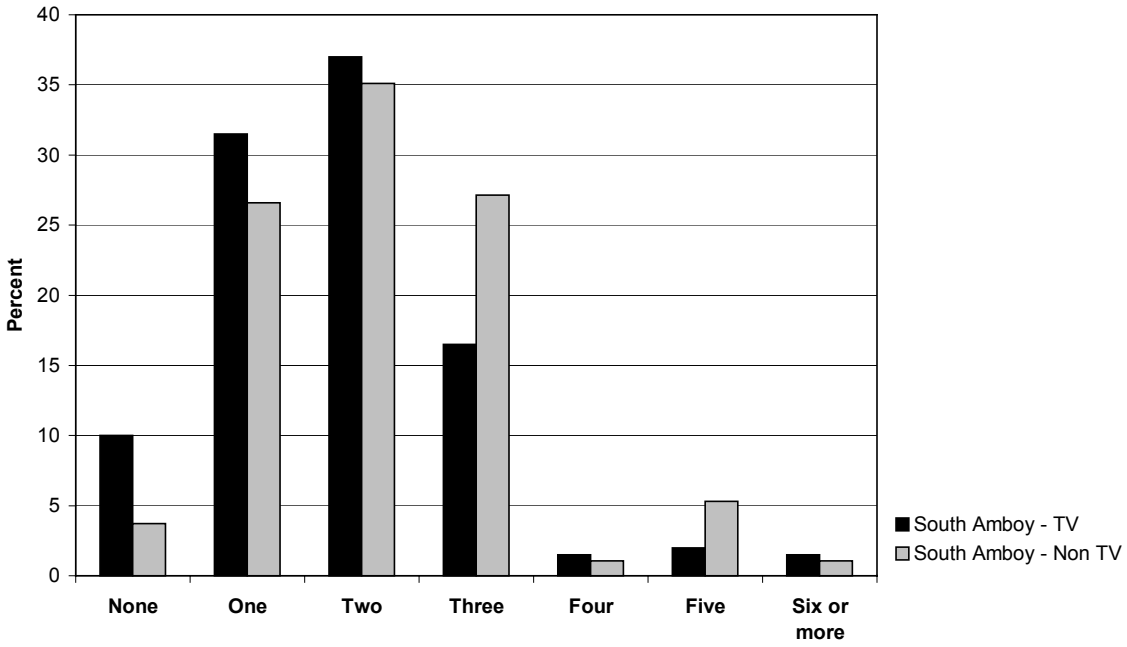


Figure 35: South Amboy – Number of Vehicles in Household

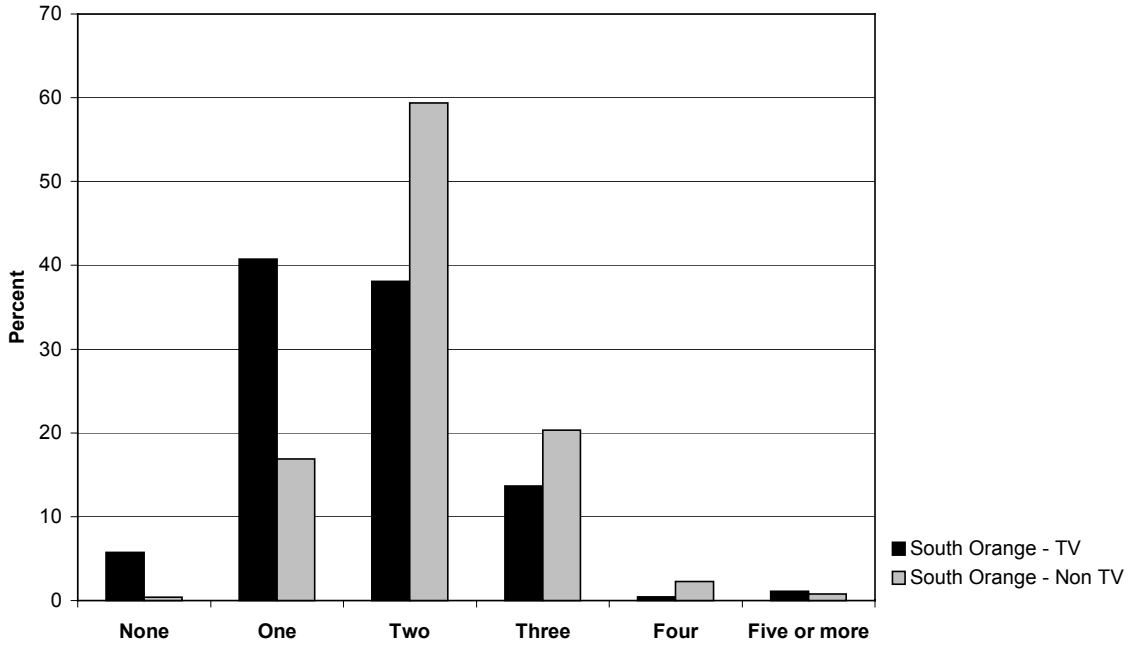


Figure 36: Average Number of Vehicles per Household

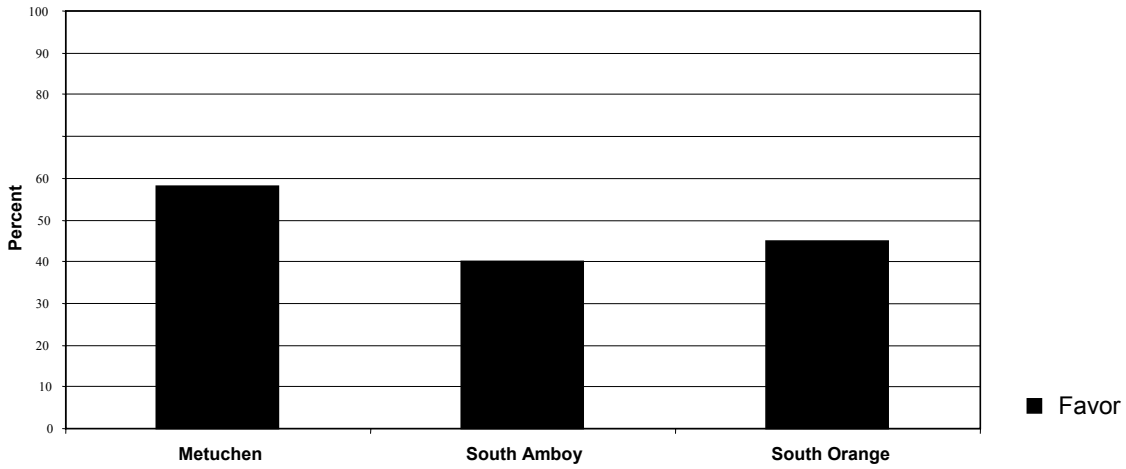
Location	Average Number of Vehicles per Household
Metuchen TV	1.92
Metuchen Non-TV	2.12
South Amboy TV	1.81
South Amboy Non-TV	2.16
South Orange TV	1.67
South Orange Non-TV	2.10

Merchant Survey of the Transit Villages

The last major survey work in our evaluation of the New Jersey Transit Village Initiative was a questionnaire for merchants in Metuchen, South Amboy, and South Orange. While many of the same questions were used for both the household and merchant surveys, the commercial one did not sample businesses based on proximity to the transit station, although a question was asked to determine the distance.

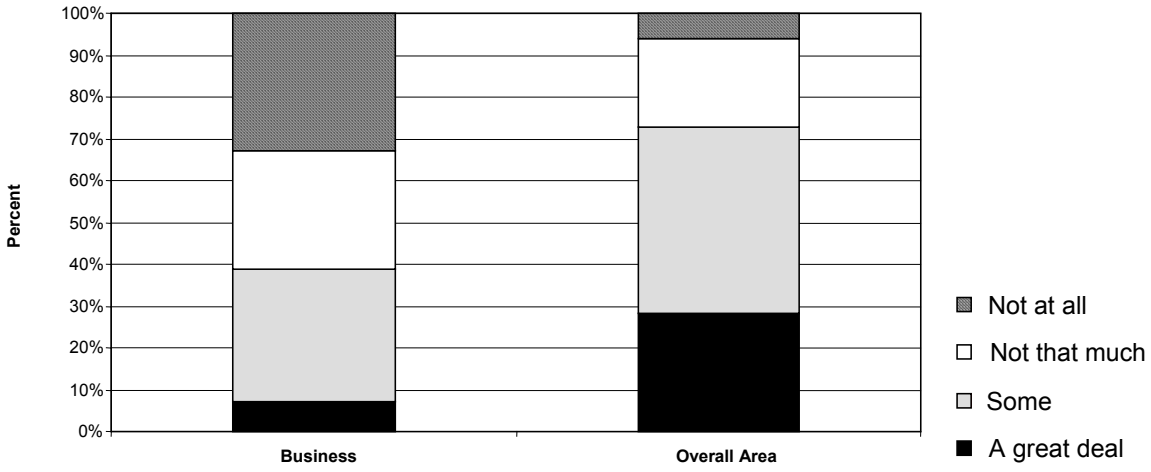
The overall results of the merchant survey closely resemble the results of household survey. Across the three towns, 91 percent of merchants feel that its very or somewhat important for the state to encourage growth and development in downtown areas or commercial centers. Again, we also see less support or new housing in the downtown, although in Metuchen, business owners are more in favor of new housing than residents and merchants of other Transit Villages (see Figure 37). This is most likely because new residents often lead to new business.

Figure 37: Do You Favor New Housing Construction in the Downtown or Commercial Center of Your Town?



When it comes to downtown attractiveness, walkability, and safety, 92 percent of merchants feel that the town has either remained the same or improved. The most interesting finding from the merchant surveys is the perception of the importance of transit. Figure 35 shows that while fewer than 40 percent of businesses feel that transit contributes to at least some of their business, more than 70 percent feel that it contributes at least some to the overall area. Furthermore, nearly one-third of merchants feel that transit contributes a great deal to the overall area.

Figure 38: To What Extent Does Transit Service Contribute to Your Business / the Overall Area?



Summary of Household and Merchant Surveys

Several key findings from the local surveys conducted in Metuchen, South Amboy, and South Orange help us in the overall evaluation of the New Jersey Transit Village Initiative.

- A greater percentage of the respondents feel that it is either very or somewhat important for the state to actively encourage growth and development in downtown areas or existing commercial centers in comparison with the state average.

- Support for new housing in South Amboy and South Orange is similar to the state average. In Metuchen, residents mostly oppose new housing while merchants are more likely to support it.

- The local surveys show that on average residents of these Transit Villages rate their town much better as a place to live in comparison with residents across New Jersey.

- While residents of South Amboy do not rate their town as high as a place to live in comparison with Metuchen and South Orange, the improvement has been the greatest in South Amboy.

- The majority of residents of all municipalities feel that their town has improved during the past three years with respect to downtown attractiveness and walkability.

- The majority of residents of Metuchen and South Orange (and just under 40 percent of South Amboy's) feel that there are more restaurant options now compared with three years ago.

- The majority of residents of all municipalities feel that the town has either improved or remain unchanged during the past three years with respect to safety, shopping, and entertainment options. In Metuchen, we see a shift from shopping to restaurants.

- Transit is a significant factor in why residents of the three towns chose their home location. In Metuchen and South Orange, it was a major reason for approximately half the residents living in the Transit Village area. This is probably due to the high quality of transit service and convenient proximity to Manhattan.

- Metuchen and South Orange have the highest frequency of transit usage. In South Orange, approximately two-thirds of the residents of the Transit Village area use transit at least once a month, while nearly one-third of the residents in this area use it more than 20 times per month.

- Vehicle ownership is lower in the Transit Village area for all three towns compared with households outside the Transit Village area.

- While merchants may not feel strongly (or be able to determine) the importance of transit for their individual business, nearly one-third feel that it contributes a great deal to the overall area, and more than two-thirds feel that it contributes at least somewhat to the overall area.

APPENDIX

1. Statewide Poll
2. Household Questionnaire
3. Commercial/Merchant Questionnaire

1. Statewide Poll

THE STATE UNIVERSITY OF NEW JERSEY
RUTGERS

EAGLETON INSTITUTE OF POLITICS
CENTER FOR PUBLIC INTEREST POLLING
OMNIBUS — April 2003
FINAL 4.09.03

Hello, my name is _____ *(first and last name)* and I'm calling for the Eagleton Poll. I'd like to ask a few questions of the YOUNGEST MALE age 18 or older, who is now at home. **(IF NO MALE AT HOME NOW:** Then, may I speak with the OLDEST FEMALE age 18 or older who is now at home?**)**

I'd like your views on what New Jersey is like as a place to live and on some topics currently in the news.

(n=802)

Q1. To begin with, for how many years have you lived in New Jersey, or have you lived here all of your life?

1%	Less than one
2	One or two
4	3 - 5
6	6 - 10
8	11 - 20
9	21 - 30
14	More than 30
54	All my life
--	Don't know

TRANSIT MODULE

Now, I have a couple of questions about transportation and housing in the state.

T1. How important is it that the state actively encourage growth and development in existing downtown areas and commercial centers in New Jersey – very important, somewhat important, not too important, not at all important?

(n=802)
55% Very important
29 Somewhat important
8 Not too important
6 Not at all important
2 Don't Know/Refused

T2. And thinking of the funds available for transportation improvements in the state – how would you like to see these funds divided between roads-and-highways on one hand and public transportation on the other?

A. Out of 100 percent, what percentage of transportation funds should be spent on [**ROTATE**: roads and highways/public transportation]?

_____ [Range = 0 to 100]
999. Don't/Know refuse [**SKIP TO Q.T3**]

B. So that leaves _____ [**100 – QT2A response**] percent for [public transportation/roads and highways]? [*Interviewer: If "No," remind respondent that the two percentages must total to 100.*]

1. Yes/correct
2. No – wants to change answer [**GO BACK TO QT2A**]
9. Don't know/refused

PERCENT ON PUBLIC TRANSPORTATION
(n=753) (6% did not give an answer to this question)

3% None
10 1-25%
14 26-49%
33 Half
13 51-65%
17 66-75%
8 76-99%
3 All

Mean = 52.8%

T3. Do you favor or oppose new housing construction in the downtown area or commercial center of your town?

(n=802)

49%	Favor
40	Oppose
2	Depends [VOLUNTEER]
4	There is no downtown area/center in my town [VOLUNTEER]
4	No opinion/Don't Know/Refused

T4. How many years have you lived in your current home?

(n=802)

7%	Less than one
13	One or two
17	3 - 5
20	6 - 10
19	11 - 20
10	21 - 30
12	More than 30
2	All my life
--	Don't know

T5. Thinking back to when you moved to your current home, was the availability of public transportation a major reason, minor reason, or not a reason why you chose this location?

(n=802)

12%	Major reason
11	Minor reason
76	Not a reason
2	Don't Know/Refused

T6. Is there a train station within walking distance of your home or not?

(n=802)

30	Yes >>> **ASK Q.T7A, THEN SKIP TO Q.T8**
69	No >>> **ASK Q.T7B**
--	Don't Know/Refused >>> **ASK Q.T7B**

T7A. How far a walk is it?
T7B. How far away is the nearest train station – less than a five minute drive, a 5 to 15 minute drive, a 15 to 30 minute drive, or farther away?

(n=802)

	WALK
8%	1 to 5 minutes
9	6 to 10 minutes
8	11 to 20 minutes
5	More than 20 minutes
	DRIVE
6	Less than 5 minute drive
30	5 to 15 minute drive
19	15 to 30 minutes drive
12	More than a 30 minute drive
3	Don't Know/Refused

T8. How often do you use public transportation in New Jersey, such as a bus, train, or ferry – at least 20 times per month, 10 to 19 times per month, 5 to 9 times per month, 1 to 4 times per month, less often, or never?

(n=802)

10%	At least 20 times per month
3	10 to 19 times per month
3	5 to 9 times per month
13	1 to 4 times per month
26	Less often
45	Never
--	Don't know/Refused

DEMOGRAPHICS

Just a few more questions so we can classify your answers.

D1. Are you currently registered to vote at the address where you now live?

1 Yes
2 No
9 (VOL) Don't Know / Refused

D2. ["In politics today" / "Generally speaking"], do you consider yourself a Democrat, Republican, Independent, or something else?

1 Democrat
2 Republican
3 Independent
4 Something Else / Other **]**
9 (VOL) Don't Know / Refused / NO OPINION

D3. What was the last grade in school you completed?

1. 8TH GRADE OR LESS
2. HIGH SCHOOL INCOMPLETE (GRADES 9, 10 AND 11)
3. HIGH SCHOOL COMPLETE (GRADE 12)
4. VOCATIONAL/TECHNICAL SCHOOL
5. SOME COLLEGE
6. JUNIOR COLLEGE GRADUATE (2 YEAR, ASSOCIATES DEGREE)
7. 4 YEAR COLLEGE GRADUATE (BACHELOR'S DEGREE)
8. GRADUATE WORK (MASTERS, LAW/MEDICAL SCHOOL, ETC.)
9. DK/REF

D4. What was your age on your last birthday?

/___/___/ **(CODE # OF YEARS, 99 = REFUSED)**

D4a. **[IF REFUSED IN D.4, ASK:]** Is it between...

1. 18 - 20
2. 21 - 24
3. 25 - 29
4. THIRTIES (30 - 39)
5. FORTIES (40 - 49)
6. FIFTIES (50 - 59)
7. 60 - 64
8. 65 OR OVER
9. NO ANSWER/REFUSED

D5. Are you a Latino or of Hispanic origin such as Mexican, Puerto Rican, Cuban or some other Spanish background?

1. Yes
2. No
9. Don't Know/Ref

D6. Are you white, black or of Asian origin?

1. White
2. Black
3. Asian
4. Hispanic (VOL)
5. Other (specify: _____)
9. Don't Know/Ref

D7. Do any children under the age of 18 live in this household?

1. Yes
2. No
9. Don't Know/Ref

D8. In what county do you live?

< 1 > Atlantic
< 2 > Bergen
< 3 > Burlington
< 4 > Camden
< 5 > Cape May
< 6 > Cumberland
< 7 > Essex
< 8 > Gloucester
< 9 > Hudson
< 10 > Hunterdon
< 11 > Mercer
< 12 > Middlesex
< 13 > Monmouth
< 14 > Morris
< 15 > Ocean
< 16 > Passaic
< 17 > Salem
< 18 > Somerset
< 19 > Sussex
< 20 > Union
< 21 > Warren

< 22 > Don't know/REF

D9. What is your zip code? /____/____/____/____/____/
(Range 07001 to 08904; DK/RF=99999)

D10. So that we can group all answers, is your total annual family income before taxes: Under $25,000; from $25,000 to just under $50,000; from $50,000 to just under $75,000; from $75,000 to just under $100,000; or $100,000 or more?

1. UNDER $25,000
2. $25,000 -- $49,999
3. $50,000 -- 74,999
4. $75,000 -- 99,999
5. $100,000 OR MORE
8. DON'T KNOW
9. REF

NUMBER OF CALL ATTEMPTS /____/

SEX OF INTERVIEWER: 1. MALE 2. FEMALE

Demographic Characteristics (n=802)

	Registered Voter
77%	Yes
23	No
	Party Identification
30%	Democrat
37	Independent/Other
25	Republican
	Gender
49%	Male
51	Female
	Education
47%	High School or Less
24	Some College
27	College Grad
	Race
75%	White, non-Hispanic
25	Hispanic, Black, Asian, other
	Age
19%	18 to 29
43	30 to 49
22	50 to 64
15	65 and older

	Family Income
13%	Under $25,000
23	$25-49,999
35	$50-99,999
15	$100,000 or more
15	No answer
	Child in the home
38%	Yes
62	No
	Years in New Jersey
14%	10 or less
29	11 to 30
57	More than 30/entire life
	Region of the State
47%	North
26	Central
27	South
	Type of Municipality
10%	Major Urban Center
11	Other Urban Area
38	Older Town & Suburb
35	Growing Suburb & Town
6	Rural Area

2. Household Questionnaire

METUCHEN/SOUTH AMBOY/SOUTH ORANGE HOUSEHOLD TRANSIT VILLAGE SURVEY

As a resident of a New Jersey-designated "Transit Village," you have been selected to participate in a survey about Metuchen/South Amboy/South Orange. There are no right or wrong answers to the survey. We just want to know what you think about life in your town and some issues related to transportation. It will only take a few minutes to complete this short questionnaire.

The success of the study depends on your cooperation in completing this short questionnaire. If you have any questions or require any assistance while you are completing the questionnaire, please call Patrick Murray, Project Director at Rutgers university's Eagleton Poll, at (732) 932-9384, ext. 237 or via email at : *pkmurray@rci.rutgers.edu*

Confidentiality:
To make sure all of your responses are anonymous, the questionnaire itself does not have any way of identifying you. A separate postcard, which is mailed back to Eagleton at the same time as your questionnaire, will help us keep track of who participated.

Instructions:

1. WHO SHOULD FILL OUT THE QUESTIONNAIRE? Either the male or female head of the household should complete the survey.

2. HOW DO I FILL IT OUT? For most questions, just circle the number either in front of the answer that best fits your opinion. Unless otherwise noted, please circle only one response. For a few questions you will be asked to write in your own answer.

3. WHAT DO I DO WHEN I FINISH FILLING IT OUT? Please return your completed questionnaire in the enclosed postage paid envelope. Also, mail back the separate postage paid reply card so we will know that you have returned the questionnaire.

PLEASE TAKE A FEW MINUTES RIGHT NOW TO FILL IN YOUR RESPONSES AND MAIL BACK THE QUESTIONNAIRE

PLEASE RETURN THE QUESTIONNAIRE WITHIN 7 DAYS !

Return to:
Eagleton Center for Public Interest Polling
Rutgers University
185 Ryders Lane
New Brunswick, NJ 08901

Transit Village Survey

The survey begins with some general questions about housing and transportation priorities. Please circle the number next to your response.

Q1. How important is it that the state actively encourage growth and development in existing downtown areas and commercial centers in New Jersey?

1. Very important
2. Somewhat important
3. Not too important
4. Not at all important

Q2. Thinking of the funds available for transportation improvements in the state – how would you like to see these funds divided between ROADS AND HIGHWAYS on one hand and PUBLIC TRANSPORTATION on the other.

Out of 100%, what percentage of transportation funds should be spent on :

Public transportation _____%

Roads and highways _____%

TOTAL **100**%

Please write in your answers and make sure that the total equals 100%

QUESTIONS ABOUT YOUR TOWN

Q3. How would you rate Metuchen/South Amboy/South Orange as a place to live –

1. Excellent
2. Good
3. Only fair
4. Poor

Q4. How would you rate your neighborhood as a place to live –

1. Excellent
2. Good
3. Only fair
4. Poor

Q5. How would you rate your neighborhood as a place to live compared to the rest of your town.

1. My neighborhood is much better than rest of town
2. My neighborhood is somewhat better than rest of town
3. My neighborhood is about the same as the rest of town
4. My neighborhood is somewhat worse than the rest of town
5. My neighborhood is much worse than rest of town

Q6. Do you favor or oppose new housing construction in the downtown area or commercial center of your town?

1. I favor new housing construction downtown
2. I oppose new housing construction downtown

The next few questions ask you to compare different aspects of Metuchen/South Amboy/South Orange's downtown area now to 3 years ago. If you have lived in Metuchen/South Amboy/South Orange for less than 3 years, please compare these aspects of Metuchen/South Amboy/South Orange now to when you first moved here.

Q7. Do you feel the downtown is more or less attractive now compared to 3 years ago?

1. Much more attractive now
2. Somewhat more attractive now
3. About the same as 3 years ago
4. Somewhat less attractive now
5. Much less attractive now

Q8. Does the downtown offer better or worse shopping now compared to 3 years ago?

1. Much better shopping now
2. Somewhat better shopping now
3. About the same as 3 years ago
4. Somewhat worse shopping now
5. Much worse shopping now

Q9. Does the downtown offer better or worse restaurant options now compared to 3 years ago?

1. Much better restaurant options now
2. Somewhat better restaurant options now
3. About the same as 3 years ago
4. Somewhat worse restaurant options now
5. Much worse restaurant options now

Q10. Does the downtown offer better or worse entertainment options now compared to 3 years ago?

1. Much better entertainment options now
2. Somewhat better entertainment options now
3. About the same as 3 years ago
4. Somewhat worse entertainment options now
5. Much worse entertainment options now

Q11. Is it more or less pleasant to walk around the downtown now compared to 3 years ago?

1. Much more pleasant now
2. Somewhat more pleasant now
3. About the same as 3 years ago
4. Somewhat less pleasant now
5. Much less pleasant now

Q12. Does the downtown seem more or less safe now compared to 3 years ago?

1. Much more safe now
2. Somewhat more safe now
3. About the same as 3 years ago
4. Somewhat less safe now
5. Much less safe now

QUESTIONS ABOUT YOUR TRANSPORTATION

Q13. How many vehicles are owned, leased, or available for regular use by the people who currently live in your household? Please be sure to include motorcycles, mopeds and RVs. *(**Circle one**)*

None 1 2 3 5 6 or more

Q14. How many adult-sized bicycles does your household have that are in working order? *(**Circle one**)*

None 1 2 3 5 6 or more

Q15. Is there a train station within walking distance of your home or not?

1. Yes, I can walk to a train station
2. No, I cannot walk to a train station

Q16. If yes, how far of a walk is it?

1. 1 to 5 minutes
2. 6 to 10 minutes
3. 11 to 20 minutes
4. More than 20 minutes

Q17. By car, how far away is the nearest train station – less than a five minute drive, a 5 to 15 minute drive, a 15 to 30 minute drive, or farther away?

1. Less than a 5 minute drive
2. 5 to 15 minute drive
3. 15 to 30 minutes drive
4. More than a 30 minute drive

Q18. How often do you use public transportation in New Jersey, such as a bus, train, or ferry?

1. At least 20 times per month
2. 10 to 19 times per month
3. 5 to 9 times per month
4. 1 to 4 times per month
5. Less often
6. Never

QUESTIONS ABOUT COMMUTING

Q19. Are you currently employed?

1. Yes
2. No → ***Please go to Question 24 on the next page***

Q20. How did you usually get to work LAST WEEK?
Please circle ALL that apply

1. Car, truck, or van
2. Bus
3. Rail
4. Ferryboat
5. Taxicab
6. Motorcycle
7. Bicycle
8. Walked
9. Worked at home
10. Other, describe: _____

Q21. Which one method did you use during the majority of the trip?
Please select ONLY ONE

1. Car, truck, or van
2. Bus
3. Rail
4. Ferryboat
5. Taxicab
6. Motorcycle
7. Bicycle
8. Walked
9. Worked at home
10. Other, describe: _____

Q22. What time did you usually leave home to go to work LAST WEEK?

_____ : _____ AM or PM (fill in time and circle “am” or “pm”)

Q23. About how many miles is it one way between home and work? _____ miles

QUESTIONS ABOUT YOUR HOME

Q24. Which best describes the building where your home is located?

1. A one-family house detached from any other house
2. A one-family house attached to one or more houses
3. A building with 2 apartments
4. A building with 3 or 4 apartments
5. A building with 5 or more apartments
6. Other, please describe: _____

Q25. How many bedrooms are in this home or apartment? _____

Q26. Is this house or apartment --

1. Owned by you or someone in this household
2. Rented by you or someone in this household
3. Other, please describe: _____

Q27. How many years have you lived in your current home? _____ years

Q28. How many years have you lived in Metuchen/South Amboy/South Orange? _____ years

Q29. Thinking back to when you moved to your current home, was the availability of public transportation a major reason, minor reason, or not a reason why you chose this location?

1. Major reason
2. Minor reason
3. Not a reason

Q30. Including yourself, how many adults and how many children live in your household? Please DO NOT include anyone who is just visiting or usually lives somewhere else, such as a college student away at school.

Number of adults : _____

Number of children (by age group) :

Age 0 to 4 _____

Age 5 to 12 _____

Age 13 to 17 _____

Q31. How many of your children attend public school? _____

Q32. How many of your children attend private or parochial school? _____

Q33. How many licensed drivers live in your household? _____

QUESTIONS ABOUT YOU to help us classify the survey results

Q34. What is your age (in years)?

1. 17 – 24
2. 25 – 29
3. 30 – 39
4. 40 – 49
5. 50 – 64
6. 65 – 69
7. 70 – 74
8. 75 – 79
9. 80 – 84
10. 85 or older

Q35. What is your sex?

1. Female
2. Male

Q36. What is your race/ethnicity?
Please circle ALL that apply.

1. White
2. African American or Black
3. Asian
4. Hispanic/Latino
5. Other, please describe: _____

Q37. What is the total yearly income for all members of your household?

1. Less than $20,000
2. $20,000 - $39,999
3. $40,000 - $74,999
4. $75,000 - $99,999
5. $100,000 or more

Thank you very much for your participation.

2. Commercial/Merchant Questionnaire

METUCHEN/SOUTH AMBOY/SOUTH ORANGE
COMMERCIAL/MERCHANT
TRANSIT VILLAGE SURVEY

As a business owner or manager in a New Jersey-designated "Transit Village," you have been selected to participate in a survey about Metuchen/South Amboy/South Orange. There are no right or wrong answers to the survey. We just want to know what you think about certain issues in your town and some issues related to transportation. It will only take a few minutes to complete this short questionnaire.

The success of the study depends on your cooperation in completing this short questionnaire. If you have any questions or require any assistance while you are completing the questionnaire, please call John Renne, Project Manager at the Voorhees Transportation Policy Institute at Rutgers University, at (732) 932-6812, ext. 877 or via email at : *jrenne@eden.rutgers.edu*

Confidentiality:
To make sure all of your responses are anonymous, the questionnaire itself does not have any way of identifying you or your business. A separate postcard, which is mailed back to Rutgers at the same time as your questionnaire, will help us keep track of who participated.

Instructions:

1. WHO SHOULD FILL OUT THE QUESTIONNAIRE? The business owner, manager, or person in-charge.

2. HOW DO I FILL IT OUT? For most questions, just circle the number either in front of the answer that best fits your opinion. Unless otherwise noted, please circle only one response. For a few questions you will be asked to write in your own answer.

3. WHAT DO I DO WHEN I FINISH FILLING IT OUT? Please return your completed questionnaire in the enclosed postage paid envelope. Also, mail back the separate postage paid reply card so we will know that you have returned the questionnaire.

PLEASE TAKE A FEW MINUTES RIGHT NOW TO FILL IN YOUR RESPONSES AND MAIL BACK THE QUESTIONNAIRE

PLEASE RETURN THE QUESTIONNAIRE WITHIN 7 DAYS !

Return to:
Voorhees Transportation Policy Institute
Edward J. Bloustein School of Planning and Public Policy
Rutgers University
33 Livingston Ave, Suite 500
New Brunswick, NJ 08901

Transit Village Survey

Please circle the number next to your response.

Q1. How important is it that the state actively encourage growth and development in existing downtown areas and commercial centers in New Jersey?

1. Very important
2. Somewhat important
3. Not too important
4. Not at all important

QUESTIONS ABOUT YOUR TOWN

Q2. How would you rate Metuchen/South Amboy/South Orange as a place to do business?

1. Excellent
2. Good
3. Only fair
4. Poor

Q3. Do you favor or oppose new housing construction in the downtown area or commercial center of your town?

1. I favor new housing construction downtown
2. I oppose new housing construction downtown

Q4. In your opinion, have residents of recently constructed housing projects nearby increased business activity in downtown Metuchen/South Amboy/South Orange?

1. Yes
2. No

The next few questions ask you to compare different aspects of Metuchen/South Amboy/South Orange's downtown area now to 3 years ago. If you have been in Metuchen/South Amboy/South Orange for less than 3 years, please compare these aspects of Metuchen/South Amboy/South Orange now to when you first located here.

Q5. Do you feel the downtown is more or less attractive now compared to 3 years ago?

1. Much more attractive now
2. Somewhat more attractive now
3. About the same as 3 years ago
4. Somewhat less attractive now
5. Much less attractive now

Q6. Is it more or less pleasant to walk around the downtown now compared to 3 years ago?

1. Much more pleasant now
2. Somewhat more pleasant now
3. About the same as 3 years ago
4. Somewhat less pleasant now
5. Much less pleasant now

Q7. Does the downtown seem more or less safe now compared to 3 years ago?

1. Much more safe now
2. Somewhat more safe now
3. About the same as 3 years ago
4. Somewhat less safe now
5. Much less safe now

Q8. Before receiving this survey, were you familiar with the fact that Metuchen/South Amboy/South Orange has been designated as a Transit Village?

1. Yes
2. No

If yes, have you noticed any impact on the **downtown** as a result of this Transit Village designation? Please explain:

_____
_____
_____
_____
_____
_____
_____
_____

Have you noticed any impact on **your business** as a result of this Transit Village designation? Please explain:

_____
_____
_____
_____
_____
_____
_____
_____

QUESTIONS ABOUT TRANSPORTATION AND PARKING

Q9. How far of a walk is the train station from your business?

2. 1 to 5 minutes
2. 6 to 10 minutes
3. 11 to 20 minutes
4. More than 20 minutes

Q10. Approximately how many customers visit your business on their way to or from the train station per day?

1. Less than 10 people per day
2. 11 – 25 people per day
3. 26 – 50 people per day
4. 51 – 75 people per day
5. 75 – 100 people per day
6. More than 100 people per day
7. Don't know/not applicable to my business

Q11. What is the average purchase of customers who visit your business on their way to or from the train station?

1. Less than $2.50
2. $2.50 - $5.00
3. $5.00 - $7.50
4. $7.50 - $10.00
5. $10.00 - $15.00
6. More than $15.00, please specify an amount: $_____
7. Don't know/not applicable to my business

Q12. To what extent does transit service contribute to your business?

1. A great deal
2. Some
3. Not that much
4. Not at all

Q13. To what extent does transit service contribute to the **OVERALL AREA** as a place to do business?

1. A great deal
2. Some
3. Not that much
4. Not at all

Q14. Thinking back to when you opened your business, was the proximity of the train station a major reason, minor reason, or not a reason when you chose this location? *(Please circle one)*

1. Major reason
2. Minor reason
3. Not a reason

Q15. How do you and your employees typically get to work ***(Please indicate the number of employees for each method of travel in the spaces below)***

Typical Method of Travel to Work	**Number of Employees (please include yourself)**
Walk	
Train	
Bus	
Drive alone	
Carpool	
Motorcycle	
Bicycle	
Other	

Q16. Please rate the parking situation in Metuchen/South Amboy/South Orange for each group of people listed below. *(Please circle one for each group where 1 represents an inadequate supply of parking available and 5 represents plenty of available parking.)*

	Too little parking			**Enough parking**		**Don't Know**
Parking for customers	1	2	3	4	5	[ ]
Parking for employees	1	2	3	4	5	[ ]
Parking for residents	1	2	3	4	5	[ ]
Parking for commuters	1	2	3	4	5	[ ]

Q17. Does your business provide parking for customers?

1. Yes
2. No

Q18. Does your business provide parking for employees?

1. Yes
2. No

QUESTIONS ABOUT YOUR BUSINESS

Q19. Please specify the main activity of your business?

1. Retail store
2. Restaurant or food vendor
3. Professional service
4. Nonprofessional service
5. Community service, nonprofit agency, or religious affiliated
6. Industrial
7. Automobile related
8. Other, please describe:_____

Q20. How many years has your business been in operation in its present location? ***(Please circle one)***

1. Less than one year
2. 1 to 2 years
3. 2 to 3 years
4. 3 to 4 years
5. 4 to 5 years
6. 5 to 10 years
7. More than 10 years

Q21. How many people does your business employ, including yourself? ***(Please circle one)***

1. 1 person
2. 2 to 10 people
3. 11 to 20 people
4. 21 to 50 people
5. 51 to 200 people
6. More than 200 people

Q22. Do you lease or own your space?

1. Lease
2. Own

Q23. Throughout the year, what are your busiest days and times? **(Please check all that apply).**

	Morning	Lunchtime	Afternoon	Evening
(a) Weekdays	[ ]	[ ]	[ ]	[ ]
(b) Saturday	[ ]	[ ]	[ ]	[ ]
(c) Sunday	[ ]	[ ]	[ ]	[ ]

(d) What are your busiest months?

_____
_____
__

(e) What are your slowest months?

_____
_____
__

Q24. What are your general hours of operation?

	Hours	Closed
(a) Weekdays	_____to_____	[ ]
(b) Saturday	_____to_____	[ ]
(c) Sunday	_____to_____	[ ]

Do you offer extended general hours on any days of the week?

1. Yes
2. No

If yes, which day(s) and what are your extended hours of operation?

_____
_____
____

Q25. What is your role in the business?

1. Owner
2. Manager
3. Other, please specify:_____

Q26. Do you live in Metuchen/South Amboy/South Orange?

1. Yes
2. No

Thank you very much for your participation.

If you would be willing to discuss these issues further in a phone interview with researchers from Rutgers University, please fill out the enclosed postcard. This postcard should be mailed separately and will in no way reveal any of your answers on this questionnaire.

Implementation of the Assessment Tool: Measuring Economic Activity

Assessing the Impacts of the New Jersey Transit Village Initiative

By Jan Wells and John Renne

Alan M. Voorhees Transportation Center
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Rutgers University

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October 2004

Summary

During the process of assessing the New Jersey Transit Village Initiative, VTC has undertaken the measure of economic activity by using building permit data held by the New Jersey Department of Community Affairs for the period 1999–2003. The results show that over this five-year period there was an investment of *$186 million* in construction among the first seven Transit Villages (Morristown, Pleasantville, Rahway, Riverside, Rutherford, South Amboy, and South Orange) of which *$147 million was non-residential and $39 million was spent on housing*. This represents a dramatic growth from $1.7 million in 1999 to $40.4 million in 2003. *While housing lagged in development overall, it represented well over twice the activity of non-residential work within the quarter-mile circle around the station, $24.6 million compared to $11.2 million*. Of the 478 new housing units built, 61.2 percent were in this closest proximity to transit.

Public investment, based on reports from the municipalities, is estimated to have been $150–$175 million over the same period. The comparison of this level to the $186 million of construction activity, suggests that *the Transit Village Initiative for the first five years has been a successful effort in support of transit oriented development economic goals.*

Background

The New Jersey Transit Village Initiative, coordinated by the New Jersey Department of Transportation (NJDOT), is a state program that seeks to revitalize and grow selected communities with transit as an anchor. The anticipated benefits of this endeavor include increased transit ridership, economic revitalization, and growth of the housing stock. The program, which was formulated in 1998, named its first five Transit Villages (TVs) in 1999: Morristown, Pleasantville, Rutherford, South Amboy, and South Orange. Subsequently, Rahway, Riverside, Metuchen, Belmar, Bloomfield, Bound Brook, Collingswood, Cranford, and Matawan were designated.[1]

The Alan M. Voorhees Transportation Center (VTC)[2] engaged in a year-long study of the Transit Village program at the behest of NJDOT. This effort[3] includes a literature review of transit-oriented development, a demographic analysis of the first seven municipalities designated as Transit Villages, and an appraisal of the program's administration by a Task Force steering committee.[4] Public opinion has also been solicited through questions placed

[1] Metuchen was named a Transit Village in December 2002, three months after the beginning of this study. On October 10, 2003, seven additional Transit Villages were named by Governor McGreevey: Belmar, Bloomfield, Bound Brook, Collingswood, Cranford, and Matawan.

[2] Originally, transportation policy studies were carried out under the name Transportation Policy Institute (TPI) as part of the Alan M. Voorhees Center (VTC). As of September 2003, TPI is no longer an active entity, and all research activity is encompassed by the VTC designation.

[3] Find all of the Transit Village Initiative reports at http://policy.rutgers.edu/vtc/tod/tod_projects.html

[4] Representatives from 11 state agencies/offices make up the Task Force: New Jersey Department of Transportation; New Jersey Department of Environmental Protection; New Jersey Redevelopment Authority; New Jersey Transit; New Jersey Department of Community Affairs, including the Office of Smart Growth and

on the April 2003 statewide Star-Ledger/Eagleton-Rutgers Poll,[5] and a detailed mail survey of households and commercial establishments in three Transit Villages—Metuchen, South Amboy, and South Orange—was conducted in the summer of 2003.

Taken together, these activities served as the basis for the final objective of the study: to evaluate the effectiveness of the Transit Village Initiative and develop a monitoring "tool" that can be implemented by NJDOT and the Task Force. In the report, *Transit Villages in New Jersey: Recommendations for Assessment and Accountability*, VTC suggested a formalized annual accounting process to be undertaken by the municipalities and the state agencies. Specifically, such a program would produce information on economic activity (public and private investment), environmental and transportation indicators, community perception, and institutional and legal actions taken to promote TOD. Over time this data could be used to track trends across the Villages, and outcomes could be compared to initial goals stated by the towns in their applications.

Implementation

While these proposals appear to be relatively straightforward on paper, the reality of collecting the data for monitoring progress became a challenge. Municipal employees have little time to devote to responding to additional requests for information, particularly if it involves prior years. Furthermore, some towns are completely computerized while others struggle to join the electronic age. As a result, the tool was simplified (see Figure 1) and a new strategy for measuring economic activity was created. That implementation process is described in the following pages.

MainStreet New Jersey; New Jersey Economic Development Authority; New Jersey Housing and Mortgage Finance Agency; New Jersey Commerce & Economic Growth Commission; and New Jersey Council on the Arts.

[5] This was a telephone poll of 802 New Jersey households conducted by the Eagleton Institute of Politics, Rutgers, The State University of New Jersey. Seven questions related to development and transit usage were included in the poll.

Figure 1

INSTRUCTIONS FOR THE TRANSIT VILLAGE MEASURES OF SUCCESS TOOL

	WHERE THE INFO WILL COME FROM	***HOW OFTEN IT WILL BE COLLECTED***	***WHO WILL COLLECT THE DATA***	***COMMENTS & INSTRUCTIONS***
Net Increase in Dwelling Units	Building Permit Data	Yearly	DCA	A
Total Construction Activity	Building Permit Data	Yearly	DCA	B
Residential Construction Activity	Building Permit Data	Yearly	DCA	C
Affordable Housing Units Created	Building Permit Data	Yearly	DCA	D
Non-residential Construction Activity	Building Permit Data	Yearly	DCA	E
Total Businesses in TV	Town/TV Application	Yearly	Municipality Annual Report	F
Number of Auto Dependent Establishments	Town/TV Application	Yearly	Municipality Annual Report	G
Number of Transit-Supportive Shops	Town/TV Application	Yearly	Municipality Annual Report	H
Parking Spaces	Town/TV application	Yearly	Municipality Annual Report	I
Acres of Brownfields Reclaimed	Town	Yearly	Municipality Annual Report	J
Transit Ridership Counts	NJ Transit	Yearly or As Available	NJ Transit	K
Pedestrian Activity Counts	Town/DOT	Every 1-2 years	Town/DOT	L
Public Perception	Survey Results	Every 2-4 years	DOT	M
Public Investment	Town	Yearly	Municipality Annual Report	N
Other Infrastructure or Transportation Improvements	Town	Yearly	Municipality Annual Report	O

Figure 1 (Cont.)

COMMENTS & INSTRUCTIONS

A, B, C and E. Annual building permit data by block is available from the Department of Community Affairs, Mr. John Lago, (609) 292-7898.

D. This information is soon to be included in building permit data.

F, G, H, I, J. The town should report business strength in the Transit Village in its annual report and data from its TV application should be used as a baseline.

K. NJ Transit should report ticket sales yearly for train departures from designated stations. DOT should request a special accounting of bus boardings at the Pleasantville terminal.

L. Pedestrian activity counts can be done by the municipality or DOT at specific locations, preferably once a year but at least every two years.

M. Perception surveys using questions from the 2003 VTC survey instrument should be done for all Transit Villages every two to four years.

N. This information should be reported in dollar value by the town in its annual report.

O. Other major improvements such as façade upgrades, improved crosswalks, traffic calming, bike lanes, bike storage, sidewalks, shuttles, etc. should be described by the town in its annual report.

Building Permits

Building permits are a particularly rich source of information, available by lot and block, and in electronic form[6] from the New Jersey Department of Community Affairs (DCA). Individual permit data can easily be obtained for selected municipalities for designated years and even the specific information needed can be isolated. VTC reviewed the tax maps for each of the Transit Villages and compiled a list of the blocks that comprised the half-mile circle around the transit station (Appendix A). The files received from DCA were then searched for permits that occurred in TV blocks. The following information was collected:

[6] Every permit is supposed to be sent to DCA electronically when issued. However, some municipalities either do not have that capability or have temporary disruptions in electronic service (technical problems or replacement of machines, etc.). In those cases DCA allows the building department to send them monthly totals on hard copy. Unfortunately, that means that the individual identification by lot and block is lost. In the situations where this occurred, VTC manually compiled the data using files in the local building department.

- Value of construction
- Type of construction: residential or commercial
- Type of construction: new or rehab
- Number of new housing units created
- Location of the construction: within one-quarter mile of the station, within one-quarter to one-half mile of the station, or at the fringe of the TV (the block straddles the border of the TV)
- For each year 1999–2003

See Table A for a summary of the building permit data for the seven TVs. See Tables B-1 through B-7 for this information by municipality. The dollar value of the construction was then compared to the dollar value of public investment reported by the municipalities.[7] There are some very distinctive results from this five-year review of investment.

Trends

- Since 1999 there has been a dramatic increase in construction activity in all of the Transit Villages. While some of this is due to the economic cycle, this level of growth clearly is also the result of pursuing Transit Village objectives. *In total there was an estimated $186 million in construction realized over the period, growing from $1.7 million in 1999 to $40.4 million in 2003.*[8]

- Except in South Orange the value of non-residential construction activity, at $147 million, has overshadowed housing investment, $39 million. Total new units created are a modest 478. The probable reasons for this are:

1) Major changes in non-residential uses had to be made in order to attract housing developers, i.e., as in Rahway;
2) There is still reluctance about accepting more housing development, as indicated by the residential survey results.[9]

- Most of the construction activity is within the half-mile circle. The numbers for the fringe blocks are very small compared to those closer to the transit station. *It should be noted that within the quarter-mile circle, housing investment, at $24.6 million, is over twice the non-residential dollars of $11.2 million.*

[7] See grant maps at http://policy.rutgers.edu/vtc/tod/tod_projects.html
[8] These dollar amounts were not adjusted for inflation. The dates of the public investment were not given and, as a practical matter, municipalities simply did not have that information or were unwilling to search for it. For comparability purposes all amounts were left in current dollars.
[9] See Transit Villages in New Jersey: Public Opinions and Attitudes at http://policy.rutgers.edu/vtc/documents/TOD.Transit_Villages-Public_opinon.pdf

- From the permit data it is not possible to separate private from public investment.

Certainly the public investment, identified at $153 million, is understated, as values for many actions were not given on the grant maps. Even assuming that the number may really be closer to $175 million, the overall construction value, at $186 million (even with some of South Orange missing for 2001) points to a strong return on public investment.

Conclusion

There is clearly notable economic growth occurring in the Transit Villages. While housing investment lagged non-residential improvements, new units produced were located close to the station. The Transit Village Initiative now has a solid baseline to use for monitoring future activities.

In addition, the process of using building permit data as a measure of economic activity has proven to be workable. Adding other indicators should be a goal for the future:

- Property values and tax ratables
- Better accounting of public investments
- Up-to-date inventory of businesses located in the TV

Table A-1

New Jersey Transit Village Initiative
Residential and Non-residential Construction Activity
Summary 1999 - 2003

Municipality	Total Construction Activity	Non-residential	Residential	# New Housing Units
Total				
Morristown	$ 33,003,198	$ 19,051,551	$ 13,951,647	242
Pleasantville	$ 6,629,206	$ 4,895,701	$ 1,733,505	6
Rahway	$ 105,450,164	$ 104,651,528	$ 798,636	3
Riverside	$ 14,229,843	$ 11,819,942	$ 2,409,901	21
Rutherford	$ 7,104,319	$ 4,437,132	$ 2,667,187	3
South Amboy	$ 4,038,376	$ 1,360,176	$ 2,678,200	2
South Orange	$ 15,600,022	$ 869,401	$ 14,730,621	201
Grand Total	**$ 186,055,128**	**$ 147,085,431**	**$ 38,969,697**	**478**
1999	$ 1,712,410	$ 996,354	$ 716,056	1
2000	$ 6,077,247	$ 4,986,439	$ 1,090,808	151
2001	$ 104,993,078	$ 90,427,610	$ 14,565,468	210
2002	$ 32,853,008	$ 27,126,269	$ 5,726,739	27
2003	$ 40,419,385	$ 23,548,759	$ 16,870,626	89
Grand Total	**$ 186,055,128**	**$ 147,085,431**	**$ 38,969,697**	**478**
Total Public Investment*	**$ 152,985,189**			

*As of mid-year 2003 per Grant Maps reviewed and approved by each municipality.

Table A-2

New Jersey Transit Village Initiative
Residential and Non-residential Construction Activity
Summary 1999 - 2003 By Location

Municipality	Total Construction Activity	Non-residential	Residential	# New Housing Units
0-1/4 mile				
Morristown	$ 12,305,677	$ 3,243,696	$ 9,061,981	87
Pleasantville	$ 3,584,170	$ 3,350,215	$ 233,955	0
Rahway	$ 195,813	$ 108,508	$ 87,305	0
Riverside	$ 1,485,667	$ 678,211	$ 807,456	7
Rutherford	$ 3,147,567	$ 2,413,027	$ 734,540	0
South Amboy	$ 1,600,803	$ 765,112	$ 835,691	0
South Orange	$ 13,504,514	$ 681,601	$ 12,822,913	199
Grand Total	**$ 35,824,211**	**$ 11,240,370**	**$ 24,583,841**	**293**
1/4-1/2 mile				
Morristown	$ 14,797,227	$ 12,801,373	$ 1,995,854	149
Pleasantville	$ 2,534,168	$ 1,537,586	$ 996,582	2
Rahway	$ 104,925,053	$ 104,412,765	$ 512,288	2
Riverside	$ 12,128,639	$ 11,125,336	$ 1,003,303	9
Rutherford	$ 3,599,418	$ 1,940,770	$ 1,658,648	3
South Amboy	$ 2,080,567	$ 564,918	$ 1,515,649	2
South Orange	$ 1,607,442	$ 170,042	$ 1,437,400	2
Grand Total	**$ 141,672,514**	**$ 132,552,790**	**$ 9,119,724**	**169**
fringe				
Morristown	$ 5,900,294	$ 3,006,482	$ 2,893,812	6
Pleasantville	$ 510,868	$ 7,900	$ 502,968	4
Rahway	$ 329,298	$ 130,255	$ 199,043	1
Riverside	$ 615,537	$ 16,395	$ 599,142	5
Rutherford	$ 357,334	$ 83,335	$ 273,999	0
South Amboy	$ 357,006	$ 30,146	$ 326,860	0
South Orange	$ 488,066	$ 17,758	$ 470,308	0
Grand Total	**$ 8,558,403**	**$ 3,292,271**	**$ 5,266,132**	**16**

Table B-1

New Jersey Transit Village Initiative
Construction Activity 1999-2003
Morristown

	Residential Activity	# New Units	Rehab Activity	Non-residential Activity	Total Activity
1999					
0-1/4 mile				$ 313,763	$ 313,763
1/4-1/2 mile				$ 84,750	$ 84,750
fringe					
Total				**$ 398,513**	**$ 398,513**
2000					
0-1/4 mile				$ 20,700	$ 20,700
1/4-1/2 mile	$ 436,975	149	$ 136,975	$ 233,875	$ 670,850
fringe	$ 6,000		$ 6,000		$ 6,000
Total	**$ 442,975**	**149**	$ 142,975	**$ 254,575**	**$ 697,550**
2001					
0-1/4 mile	$ 19,919			$ 345,433	$ 365,352
1/4-1/2 mile	$ 92,650			$ 5,865,352	$ 5,958,002
fringe	$ 765,074	6	$ 557,574	$ 294,898	$ 1,059,972
Total	**$ 877,643**	**6**	$ 557,574	**$ 6,505,683**	**$ 7,383,326**
2002					
0-1/4 mile	$ 925,747	16	$ 101,275	$ 2,154,543	$ 3,080,290
1/4-1/2 mile	$ 407,773		$ 407,773	$ 2,168,611	$ 2,576,384
fringe	$ 914,112		$ 914,112	$ 1,285,711	$ 2,199,823
Total	**$ 2,247,632**	**16**	$ 1,423,160	**$ 5,608,865**	**$ 7,856,497**
2003					
0-1/4 mile	$ 8,116,315	71		$ 409,257	$ 8,525,572
1/4-1/2 mile	$ 1,058,456		$ 1,058,456	$ 4,448,785	$ 5,507,241
fringe	$ 1,208,626		$ 1,208,626	$ 1,425,873	$ 2,634,499
Total	**$ 10,383,397**	**71**	$ 2,267,082	**$ 6,283,915**	**$ 16,667,312**
1999-2003					
0-1/4 mile	$ 9,061,981	$ 87	$ 101,275	$ 3,243,696	$ 12,305,677
1/4-1/2 mile	$ 1,995,854	$ 149	$ 1,603,204	$ 12,801,373	$ 14,797,227
fringe	$ 2,893,812	$ 6	$ 2,686,312	$ 3,006,482	$ 5,900,294
Grand Total	**$ 13,951,647**	**242**	$ 4,390,791	**$ 19,051,551**	**$ 33,003,198**
				Public Investment[1]	**$ 1,073,000**

[1]As of mid-2003 per grant maps reviewed by towns

Note: Permit information for 2003 was submitted by paper summaries to DCA.
VTC accumulated this information manually in the municipal building department.

Table B-2

New Jersey Transit Village Initiative
Construction Activity 1999-2003
Pleasantville

	Residential Activity	# New Units	Rehab Activity	Non-residential Activity	Total Activity
1999					
0-1/4 mile					
1/4-1/2 mile	$ 10,450		$ 10,450		$ 10,450
fringe					
Total	**$ 10,450**		$ 10,450		**$ 10,450**
2000					
0-1/4 mile					
1/4-1/2 mile				$ 100,000	$ 100,000
fringe	$ 132,000	1	$ 79,200		$ 132,000
Total	**$ 132,000**	**1**	$ 79,200	**$ 100,000**	**$ 232,000**
2001					
0-1/4 mile	$ 75,610		$ 75,610	$ 1,048,000	$ 1,123,610
1/4-1/2 mile	$ 106,180		$ 106,180	$ 345,000	$ 451,180
fringe	$ 113,505	1	$ 40,305	$ 1,000	$ 114,505
Total	**$ 295,295**	**1**	$ 222,095	**$ 1,394,000**	**$ 1,689,295**
2002					
0-1/4 mile	$ 76,750		$ 76,750	$ 197,040	$ 273,790
1/4-1/2 mile	$ 456,969	2	$ 330,269	$ 110,326	$ 567,295
fringe	$ 119,395	1	$ 67,495	$ 900	$ 120,295
Total	**$ 653,114**	**3**	$ 474,514	**$ 308,266**	**$ 961,380**
2003					
0-1/4 mile	$ 81,595		$ 81,595	$ 2,105,175	$ 2,186,770
1/4-1/2 mile	$ 422,983		$ 422,983	$ 982,260	$ 1,405,243
fringe	$ 138,068	1	$ 85,768	$ 6,000	$ 144,068
Total	**$ 642,646**	**1**	$ 590,346	**$ 3,093,435**	**$ 3,736,081**
1999-2003					
0-1/4 mile	**$ 233,955**	**0**	$ 233,955	**$ 3,350,215**	**$ 3,584,170**
1/4-1/2 mile	**$ 996,582**	**2**	$ 869,882	**$ 1,537,586**	**$ 2,534,168**
fringe	**$ 502,968**	**4**	$ 272,768	**$ 7,900**	**$ 510,868**
Grand Total	**$ 1,733,505**	**6**	$ 1,376,605	**$ 4,895,701**	**$ 6,629,206**
				Public Investment[1]	**$ 34,274,835**

[1]As of mid-2003 per grant maps reviewed by towns

Table B-3

New Jersey Transit Village Initiative
Construction Activity 1999-2003
Rahway

	Residential Activity	# New Units	Rehab Activity	Non-residential Activity	Total Activity
1999					
0-1/4 mile				$ 460	$ 460
1/4-1/2 mile	$ 15,300		$ 15,300	$ 159,695	$ 174,995
fringe	$ 96,800	1		$ 2,000	$ 98,800
Total	**$ 112,100**	**1**	$ 15,300	**$ 162,155**	**$ 274,255**
2000					
0-1/4 mile					
1/4-1/2 mile	$ 36,070		$ 36,070	$ 4,226,950	$ 4,263,020
fringe	$ 4,000		$ 4,000	$ 4,000	$ 8,000
Total	**$ 40,070**		$ 40,070	**$ 4,230,950**	**$ 4,271,020**
					$ -
2001					
0-1/4 mile	$ 17,780		$ 17,780		$ 17,780
1/4-1/2 mile	$ 207,746	1	$ 94,446	$ 78,006,690	$ 78,214,436
fringe	$ 31,445		$ 31,445	$ 200	$ 31,645
Total	**$ 256,971**	**1**	$ 143,671	**$ 78,006,890**	**$ 78,263,861**
2002					
0-1/4 mile	$ 37,900		$ 37,900	$ 81,262	$ 119,162
1/4-1/2 mile	$ 57,477		$ 57,477	$ 20,220,171	$ 20,277,648
fringe	$ 12,000		$ 12,000	$ 81,600	$ 93,600
Total	**$ 107,377**		$ 107,377	**$ 20,301,433**	**$ 20,490,410**
2003					
0-1/4 mile	$ 31,625		$ 31,625	$ 26,786	$ 58,411
1/4-1/2 mile	$ 195,695	1	$ 94,395	$ 1,799,259	$ 1,994,954
fringe	$ 54,798		$ 54,798	$ 42,455	$ 97,253
Total	**$ 282,118**	**1**	$ 180,818	**$ 1,868,500**	**$ 2,150,618**
1999-2003					
0-1/4 mile	$ 87,305	0	$ 87,305	$ 108,508	$ 195,813
1/4-1/2 mile	$ 512,288	2	$ 297,688	$ 104,412,765	$ 104,925,053
fringe	$ 199,043	1	$ 102,243	$ 130,255	$ 329,298
Grand Total	**$ 798,636**	**3**	$ 487,236	**$ 104,569,928**	**$ 105,450,164**
				Public Investment[1]	**$ 45,410,000**

[1]As of mid-2003 per grant maps reviewed by towns

Table B-4

New Jersey Transit Village Initiative
Construction Activity 1999-2003
Riverside

	Residential Activity	# New Units	Rehab Activity	Non-residential Activity	Total Activity
1999					
0-1/4 mile				$ 6,946	$ 6,946
1/4-1/2 mile	$ 450		$ 450	$ 9,700	$ 10,150
fringe					$ -
Total	**$ 450**		$ 450	**$ 16,646**	**$ 17,096**
2000					
0-1/4 mile	$ 32,000	1			$ 32,000
1/4-1/2 mile					$ -
fringe					$ -
Total	**$ 32,000**	**1**			**$ 32,000**
2001					
0-1/4 mile	$ 28,164		$ 28,164	$ 34,880	$ 63,044
1/4-1/2 mile	168830	1	$ 80,838	$ 2,721,835	$ 2,890,665
fringe	$ 64,539		$ 64,539	1600	$ 66,139
Total	**$ 261,533**	**1**	$ 173,541	**$ 2,758,315**	**$ 3,019,848**
2002					
0-1/4 mile	$ 228,547	1	$ 117,447	$ 115,838	$ 344,385
1/4-1/2 mile	$ 347,387	1	$ 258,487	$ 119,791	$ 467,178
fringe	$ 403,313	5	$ 174,063	$ 2,545	$ 405,858
Total	**$ 979,247**	**7**	$ 549,997	**$ 238,174**	**$ 1,217,421**
2003					
0-1/4 mile	$ 518,745	5	$ 132,245	$ 520,547	$ 1,039,292
1/4-1/2 mile	$ 486,636	7	$ 306,770	$ 8,274,010	$ 8,760,646
fringe	$ 131,290		$ 131,290	$ 12,250	$ 143,540
Total	**$ 1,136,671**	**12**	$ 570,305	**$ 8,806,807**	**$ 9,943,478**
1999-2003					
0-1/4 mile	$ 807,456	7	$ 277,856	$ 678,211	$ 1,485,667
1/4-1/2 mile	$ 1,003,303	9	$ 646,545	$ 11,125,336	$ 12,128,639
fringe	$ 599,142	5	$ 369,892	$ 16,395	$ 615,537
Grand Total	**$ 2,409,901**	**21**	$ 1,294,293	**$ 11,819,942**	**$ 14,229,843**
				Public Investment[1]	**$ 830,000**

[1]As of mid-2003 per grant maps reviewed by towns

Table B-5

New Jersey Transit Village Initiative
Construction Activity 1999-2003
Rutherford

	Residential Activity	# New Units	Rehab Activity	Non-residential Activity	Total Activity
1999					
0-1/4 mile					$ -
1/4-1/2 mile	$ 17,500		$ 17,500		$ 17,500
fringe					$ -
Total	**$ 17,500**		$ 17,500		**$ 17,500**
2000					
0-1/4 mile					$ -
1/4-1/2 mile	$ 10,600		$ 10,600	$ 7,750	$ 18,350
fringe				$ 9,000	$ 9,000
Total	**$ 10,600**		$ 10,600	**$ 16,750**	**$ 27,350**
2001					
0-1/4 mile	$ 28,922		$ 28,922	$ 115,130	$ 144,052
1/4-1/2 mile	296332	2	$ 111,832	$ 1,146,540	$ 1,442,872
fringe	$ 49,500		$ 49,500	$ 9,000	$ 58,500
Total	**$ 374,754**	**2**	$ 190,254	**$ 1,270,670**	**$ 1,645,424**
2002					
0-1/4 mile	$ 362,748		$ 362,748	$ 395,337	$ 758,085
1/4-1/2 mile	$ 663,206	1	$ 531,206	$ 52,244	$ 715,450
fringe	$ 72,403		$ 72,403	$ 45,160	$ 117,563
Total	**$ 1,098,357**	**1**	$ 966,357	**$ 492,741**	**$ 1,591,098**
2003					
0-1/4 mile	$ 342,870		$ 342,870	$ 1,902,560	$ 2,245,430
1/4-1/2 mile	$ 671,010		$ 671,010	$ 734,236	$ 1,405,246
fringe	$ 152,096		$ 152,096	$ 20,175	$ 172,271
Total	**$ 1,165,976**		$ 1,165,976	**$ 2,656,971**	**$ 3,822,947**
1999-2003					
0-1/4 mile	$ 734,540	0	$ 734,540	$ 2,413,027	$ 3,147,567
1/4-1/2 mile	$ 1,658,648	3	$ 1,342,148	$ 1,940,770	$ 3,599,418
fringe	$ 273,999	0	$ 273,999	$ 83,335	$ 357,334
Grand Total	**$ 2,667,187**	**3**	$ 2,350,687	**$ 4,437,132**	**$ 7,104,319**
				Public Investment[1]	**$ 7,756,354**

[1]As of mid-2003 per grant maps reviewed by towns

Table B-6

New Jersey Transit Village Initiative
Construction Activity 1999-2003
South Amboy

	Residential Activity	# New Units	Rehab Activity	Non-residential Activity	Total Activity
1999					
0-1/4 mile	$ 112,069			$ 105,140	$ 217,209
1/4-1/2 mile	$ 362,247			$ 271,325	$ 633,572
fringe	$ 58,240			$ 17,300	$ 75,540
Total	**$ 532,556**			**$ 393,765**	**$ 926,321**
2000					
0-1/4 mile	$ 103,158			$ 119,817	$ 222,975
1/4-1/2 mile	$ 134,175			$ 178,703	$ 312,878
fringe	$ 102,374			$ 571	$ 102,945
Total	**$ 339,707**			**$ 299,091**	**$ 638,798**
2001					
0-1/4 mile	$ 145,132			$ 415,152	$ 560,284
1/4-1/2 mile	307027			$ 74,200	$ 381,227
fringe	$ 47,113			$ 2,700	$ 49,813
Total	**$ 499,272**			**$ 492,052**	**$ 991,324**
2002					
0-1/4 mile	$ 310,321			$ 65,750	$ 376,071
1/4-1/2 mile	$ 261,161			$ 19,190	$ 280,351
fringe	$ 63,530			$ 7,900	$ 71,430
Total	**$ 635,012**			**$ 92,840**	**$ 727,852**
2003					
0-1/4 mile	$ 165,011			$ 59,253	$ 224,264
1/4-1/2 mile	$ 451,039			$ 21,500	$ 472,539
fringe	$ 55,603			$ 1,675	$ 57,278
Total	**$ 671,653**			**$ 82,428**	**$ 754,081**
1999-2003					
0-1/4 mile	$ 835,691			$ 765,112	$ 1,600,803
1/4-1/2 mile	$ 1,515,649	2		$ 564,918	$ 2,080,567
fringe	$ 326,860			$ 30,146	$ 357,006
Grand Total	**$ 2,678,200**	**2**		**$ 1,360,176**	**$ 4,038,376**

Public Investment[1] $ 45,141,000

[1]As of mid-2003 per grant maps reviewed by towns
Note: All permit information was submitted by paper summaries to DCA.
VTC collected this data manually in the municipal building department.

Table B-7

New Jersey Transit Village Initiative
Construction Activity 1999-2003
South Orange

	Residential Activity	# New Units	Rehab Activity	Non-residential Activity	Total Activity
1999					
0-1/4 mile	$ 2,400		$ 2,400	$ 25,275	$ 27,675
1/4-1/2 mile	$ 40,600		$ 40,600		$ 40,600
fringe					$ -
Total	**$ 43,000**		$ 43,000	**$ 25,275**	**$ 68,275**
2000					
0-1/4 mile	$ 48,940		$ 48,940	$ 85,073	$ 134,013
1/4-1/2 mile	$ 26,067		$ 26,067		$ 26,067
fringe	$ 18,449		$ 18,449		$ 18,449
Total	**$ 93,456**		$ 93,456	**$ 85,073**	**$ 178,529**
2001					
0-1/4 mile	$ 12,000,000 *	199 *	$ 12,000,000 *		* $ 12,000,000
1/4-1/2 mile					$ -
fringe					$ -
Total	**$ 12,000,000**	**199**	$ 12,000,000		**$ 12,000,000**
2002					
0-1/4 mile				$ 2,350	$ 2,350
1/4-1/2 mile	$ 6,000		$ 6,000		$ 6,000
fringe					$ -
Total	**$ 6,000**		$ 6,000	**$ 2,350**	**$ 8,350**
2003					
0-1/4 mile	$ 771,573		$ 771,573	$ 568,903	$ 1,340,476
1/4-1/2 mile	$ 1,364,733	2	$ 1,050,533	$ 170,042	$ 1,534,775
fringe	$ 451,859		$ 451,859	$ 17,758	$ 469,617
Total	**$ 2,588,165**	**2**	$ 2,273,965	**$ 756,703**	**$ 3,344,868**
1999-2003					
0-1/4 mile	$ 12,822,913	199	$ 12,822,913	$ 681,601	$ 13,504,514
1/4-1/2 mile	$ 1,437,400	2	$ 1,123,200	$ 170,042	$ 1,607,442
fringe	$ 470,308	0	$ 470,308	$ 17,758	$ 488,066
Grand Total	**$ 14,730,621**	**201**	$ 14,416,421	**$ 869,401**	**$ 15,600,022**
				Public Investment[1]	**$ 18,500,000**

[1]As of mid-2003 per grant maps reviewed by towns

*Note: Permit information for 2001 was submitted by paper summaries to DCA.
There are a known 199 units with an estimated construction value of $12,000,000, per the South Orange Building Dept. Other construction activity was not available for that year.

Appendix A

NJ Transit Villages Study - 1/4 and 1/2 mile block table

Municipality	*Block Number*	
	*Within 1/4 Mile**	*Within 1/2 Mile**
Pleasantville	63,64,74,75,76,77,78,79,85,86,87,88,89, 101,103,104,105,106,123,128,131,261,434,435, 259	57,58,59,61,62,67,69,70,72,73,82,83,84,98,99, 100,107,115,117,118,119,120,121,122,124,125, 126,130,132,133,134,135,159,160,162,244,245, 246,247,248,249,250,251,254,255,257,258,260,265,267, 268,269,366,372,426,430,444,445
Riverside	601,602,701,702,703,704,705,801,802,803,804,805,901,902,903,904,905,1301,1303,1306,1307,1401,1402,3109,3110,3201,3202,3203,3204,3205,3206,3207,3208	101,202,204,302,304,402,404,501,502,1101,1103,1104,1105,1201,1202,1203,1204,1205,1302,1304,1305,1403,1404,1405,1406,1501,1502,1503,1504,1701,1801,1802,1803,1804,1901,1902,2001,2002,2101,2102,3001,3002,3003,3004,3005,3101,3102,3103,3104,3105,3106,3107,3108
South Amboy	33,35,36,37,38,39,40,41,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,63	19,20,21,25,26,27,29,30,34,42,43,64,65,66,67,68,69,70,71,74,75,76,81,114,115,116,117,121,122,123,124,125,158a,159,161,161.01,162,165
Morristown	1802,1901,1902,1903,1904,2001,2202,3503,3504,3505,3601,3602,3603,3607,3701,3702,4701,4702,4801	501,601,701,702,802,1703,1801,2101,2201,2301,2302,2401,3501,3502,3402,3803,4401,4402,4501,4601,4901,4802,5001,5801,5802,5901,5902,5905,5906,6001,6002,6004,6005,6102,6103,6104,6201,6203,6205,6206
Rutherford	74,75,76,77,78,127,128,145,146,147,148,155,169	49,50,62,64,66,67,69,70,71,71.01,71.02,72,73,88,118,119,125,126,137,138,144,154,161,165,221,222

Appendix A (Cont.)

NJ Transit Villages Study - 1/4 and 1/2 mile block table

South Orange	1001,1004,1005,1006,1007,1804,1901,1902,1903,1904,1905,1906,1907,1909,1910,2000,2002,2003,2004,2005,2006,2007,2008,2009,2010,2011,2015,2016,2018,2019,2021,2201,2202,2203,2300,2301,2303,2304,2402,2403,2405,2407,	1002,1003,1008,1101,1104,1105,1301,1302,1203,1802,1803,1201,1202,1203,1205,1206,1802,1803,2100,2101,2102,2103,2104,2105,2106,2107,2110,2201,2204,2205,2206,2207,2208,2210,2211,2215,2216,2302,2303,2401,2404,2406,2501,2502,2503,2504,2507,2508,2510	507,1009,1010,1103,1304,1406,1407,1801,1805,2203,2213,2218,2509,2511,
Rahway	78,83,84,96,399,448,449,462,463,464,465,466,467,468,484,485,486,487,489,660,665,669	60,79,80,81,82,84,85,87,88,89,90,91,97,99,101,103,128,134,135,136,139,142,157,158,160,383,387,390,393,395,396,397,398,444,445,446,447,450,451,460,461,481,482,483,488,492,493,494,524,652,654,656,659,682,684,685,686,689,704,705,706,760,767,856,938,939,940,941	62,93,107,144,377,381,443,459,516,522650,701,761,854,937,938

**** Within 1/4 Mile: Circle covers 1/2 of block or more***

**** Within 1/2 Mile: Circle covers more than 1/2 of block***

**** Fringe Blocks: Circle covers one half or less of block (based on 1/2 mile circle)***

Transit Villages in New Jersey: Recommendations for Assessment and Accountability

Assessing the Impacts of the New Jersey Transit Village Initiative

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December 2003

Purpose

The New Jersey Transit Village Initiative, coordinated by the New Jersey Department of Transportation (NJDOT), is a state program that seeks to revitalize and grow selected communities with transit as an anchor. The anticipated benefits of this endeavor include increased transit ridership, economic revitalization, and growth of the housing stock. The program, which was formulated in 1998, named its first five Transit Villages in 1999: Morristown, Pleasantville, Rutherford, South Amboy, and South Orange. Subsequently, Rahway, Riverside, and Metuchen were designated.

The Alan M. Voorhees Transportation Center (VTC)[1] has been engaged in a year-long study of the Transit Village program at the behest of NJDOT. This effort has included a literature review of transit-oriented development, a demographic analysis of the first seven municipalities[2] designated as Transit Villages, and an appraisal of the program's administration by a Task Force steering committee.[3] Public opinion has also been solicited through questions placed on the April 2003 statewide Star-Ledger/Eagleton-Rutgers Poll,[4] and a detailed mail survey of households and commercial establishments in three Transit Villages—Metuchen, South Amboy, and South Orange—was conducted in the summer of 2003.

Taken together, these activities have served as the basis for the final objective of the study: to evaluate the effectiveness of the Transit Village Initiative and develop a monitoring "tool" that can be implemented by NJDOT. The present report is a proposal for a formalized annual accounting process to be undertaken by the municipalities and the state agencies. Suggestions for evaluation formats are also discussed.

Recommendations: Annual Accounting and Record Keeping

In the course of gathering information about the Transit Villages, it became apparent that important data about what was happening in the half-mile radius around the transit station was not being kept and/or reported to NJDOT in a consistent manner. Indeed, this is a major shortfall of the program: the lack of formal accountability on the part of either the

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[1] Originally, transportation policy studies were carried out under the name Transportation Policy Institute (TPI) as part of the Alan M. Voorhees Center (VTC). As of September, 2003, TPI is no longer an active entity, and all research activity is encompassed by the VTC designation.

[2] Metuchen was named a Transit Village in December 2002, three months after the beginning of this study. On October 10, 2003, seven additional Transit Villages were named by Governor McGreevey: Belmar, Bloomfield, Bound Brook, Collingswood, Cranford, and Matawan.

[3] Representatives from 11 state agencies/offices make up the Task Force: New Jersey Department of Transportation; New Jersey Department of Environmental Protection; New Jersey Redevelopment Authority; New Jersey Transit; New Jersey Department of Community Affairs, including the Office of Smart Growth and MainStreet New Jersey; New Jersey Economic Development Authority; New Jersey Housing and Mortgage Finance Agency; New Jersey Commerce & Economic Growth Commission; and New Jersey Council on the Arts.

[4] This was a telephone poll of 802 New Jersey households conducted by the Eagleton Institute of Politics, Rutgers, The State University of New Jersey. Seven questions related to development and transit usage were included in the poll.

municipalities or the state agencies. Because no reporting requirements were ever articulated, monitoring the progress of the communities has been, for the most part, anecdotal and unstructured. We recommend the implementation of two measures that will enable the program to be more effectively evaluated in the future:

1) Annual reporting by the designated Transit Village municipalities and the state agencies represented on the Task Force. This annual data-gathering effort should cover economic, environmental, and transportation activity; any community perception results from household and business surveys; and institutional or legal actions taken by municipality.

2) The creation of a database that maintains the information submitted by the municipalities and the state agencies.

Economic Activity

On an annual basis, each designated municipality should compile information that reflects the economic activity in the Transit Village:

Public Investment (funds spent). Each municipality should report on the amount of funds spent on projects in the Transit Village area, broken down as follows:

- Municipal funds
- State grant and loan funds by source
- Federal grant and loan funds by source
- Tax abatements given within the half-mile circle around the transit station should also be included.

See Exhibit A-1 for a sample reporting sheet. The municipality is encouraged to offer recommendations for improving the process of public investment or to cite successful (or unsuccessful) experiences from which others might learn.

Private Investment. To simplify the reporting process, only construction data from the building department and tax information are utilized to get a sense of the magnitude of private-sector activity:

- Using Certificate of Occupancy (CO) records,[5] the amount of new or substantially rehabilitated retail/office space and the number of new or substantially rehabilitated housing units completed will be the benchmark for measuring private investment.
- The value of this investment can be gathered from the building permit application.

[5] Lot and block number on the COs can be used to identify those properties in the Transit Village area. A master list of properties by lot and block number within the half-mile circle around the transit station can be generated manually or with a geographic information system application.

- The increase in tax ratables on these new or rehabilitated properties can be tabulated from the change in assessed values.

Information on the project locations and a description of each project should accompany the data. See Exhibits A-2 and A-3 for sample reporting sheets.

It is recommended that the tenure, configuration, and any subsidy of new housing units also be monitored (see suggestions made in the companion report, *Transit Villages in New Jersey: Success Factors, Obstacles, and Recommendations*, about diversity of units and income levels). Exhibit A-3 illustrates these features.

Environmental and Transportation

Environmental and transportation information is divided into four categories: pedestrian, parking, traffic flow, and land use. Exhibits B-1 and B-2 are examples of how this information on environment and transportation betterments might be gathered.

Pedestrian. Reporting measures for improvement in pedestrian-scale activity include improved streetscape (sidewalks, lighting, etc.), improved intersections and street crossings, façade improvements, and pedestrian activity counts.

Parking. Any new capacity in parking for shoppers and commuters or shared parking should be reported. Also, the analysis should include any new bicycle racks or lockers put in place.

Local Travel. The number of new shuttle or jitney services instituted to or from the transit station should be reported. And any other traffic control or flow improvements are also of interest.

Land use. Reporting measures for improved land use should include the acreage of brownfield properties remediated, the number of vacant buildings rehabilitated or replaced, the amount of underutilized vacant land reclaimed for construction or green/recreational space, and the number of park areas that were created or improved.

Community Perception

Community perception is a further indicator of Transit Village progress. Household and commercial surveys can be reviewed for changes in residents' and business owners' attitudes about the transit area. Improvements in shopping, restaurants, entertainment, walkability, and access should garner positive responses from the community. See the accompanying report, *Transit Villages in New Jersey: Public Opinions and Attitudes*, for examples of questions that were used to assess satisfaction levels in three Transit Villages—Metuchen, South Amboy, and South Orange (see Exhibit C-1).

Institutional and Legal Actions

Although they are not easily quantifiable, the governmental actions taken to facilitate the goals of transit-oriented development are nevertheless important in the progress of a Transit Village. Such events could include a new zoning ordinance that includes an overlay zone, a designated redevelopment area, a cultural district, or a reduction in parking requirements for new residential construction; a change to the master plan that features a station area management strategy; the creation of a special improvement district; achieving a MainStreet New Jersey designation; actions that preserve historic districts or landmarks; and being named a "Center" by the State Planning Commission. Some municipalities undertook these activities before they became a Transit Village, but the process is dynamic. When a community makes changes in ordinances that affect the progress of the Transit Village, they should be reported (see Exhibit C-1).

Agencies' Reports

The state agencies that are represented on the Task Force also need to provide NJDOT with a record of their activities that are related to the designated Transit Villages. Descriptions of grants or loans should be accompanied by any comments or follow-up process that the agency has with the municipality. This list can be checked with the municipality's list so as to account for all public investments. Currently, this is a major problem: verifying the amount of funds received and the projects involved. Any recommendations or other relevant information that can be given about the agency's interaction with the Transit Villages are encouraged.

NJ Transit. Because one of the main goals of the Transit Village Initiative is to increase transit ridership, it is particularly important that NJ Transit report:

- Funding amounts with project descriptions
- Ridership data
- Any change in service
- Any change in parking facilities
- Utilization of parking facilities.

Comparative Measures

We recommend that a comparative picture rather than a ranking calculation be used to evaluate the results of Transit Village activity. Similar to the tables used in the demographic analysis, a spreadsheet can illustrate what all the Transit Villages have accomplished in a particular area. High and low values can be highlighted for informational purposes. Exhibit C-2 illustrates how this could be done.

Although a ranking system may be the correct way to select new Transit Villages, it seems unfair to rate a community on housing production if, in fact, the community's priority is

better pedestrian access to the train station; or to count brownfield clean-ups when contaminated properties do not exist in the Transit Village area. In fact, the process of assessing the performance of Transit Villages should not pit them against each other as if in a contest. Rather, each Village should be judged against its initial goals as set forth in its application to become a Transit Village. As was pointed out in the *Success Factors, Obstacles, and Recommendations* report, achieving redevelopment in not going to be easy and will certainly take time. Hence, we feel that the fairest approach is simply to present the data about all Villages as informational and for reference. As future years' data are gathered, evaluators should look for trends across all Villages.

Database

For this annual reporting to be meaningful and usable, there must be record keeping. To that end, we recommend creating a master database that will keep track of the specific information about Transit Villages. This "tool" will open up a variety of opportunities for analysis that simply cannot be done presently.

To set up this database, information on earlier years is needed. This means that Transit Villages must be advised about the need for the types of information from their building departments and tax offices that has previously been described—and that this information will be needed in the future on an annual basis. Representatives from the state agencies on the Task Force also need to be reminded of the importance of an annual accounting.

Conclusion

Successful evaluation and monitoring of the New Jersey Transit Village initiative is going to require a more formal reporting structure by both municipalities and the state agencies. We have recommended what we believe is a straightforward approach to assessing the progress of Transit Villages using basic indicators that can be compiled relatively easily.

Exhibit A-1 - Municipality:

Year:

Economic Report (1/2 mile radius of station)

Category	Economic Activity During Period	Measure	Source
Public Investment (Funds Spent)	Municipal Funds	Dollars	
	State Funds (detail by source):		
	-- Grants	Dollars	
	-- Loans	Dollars	
	Federal Funds (detail by source):		
	-- Grants	Dollars	
	-- Loans	Dollars	
	Tax abatements given	Dollars	
	Total Public Investment	Dollars	

Exhibit A-2 - Municipality:
Year:

Economic Report (1/2 mile radius of station) Cont.

Category	Economic Activity During Period	Measure	Location/Description
Private Investment	Commercial: New or substantially rehabilitated retail/office space[1]	Square Footage	
	Estimated private investment[2]	Dollars	
	Estimated new property taxes generated[3]	Dollars	
	Housing New or substantially rehabilitated housing units[1]	Number of units	
	Estimated private investment[2]	Dollars	
	Estimated new property taxes generated[3]	Dollars	

[1]Based on Certificate of Occupancy issued by the municipal building department
[2]Based on building permit information
[3]Based on assessed value times tax rate less previous ratable

Exhibit A-3 - Municipality:
Year:

Economic Report (1/2 mile radius of station) Cont.

Category	Economic Activity During Period	Measure	Location/Description
Private Investment	Configuration:		
	Studio/one bedroom	Number of units	
	Two bedrooms	Number of units	
	Three or more bedrooms	Number of units	
	Tenure:		
	For sale	Number of units	
	For rent	Number of units	
	Subsidized units (with income limits):	Number of units	
	For sale	Number of units	
	For rent	Number of units	

Exhibit B-1 - Municipality:

Year:

Environmental/Transportation Report (1/2 mile radius of station)			
Category	**Environmental/Transportation Activity During Period**	**Measure**	**Location/description**
Pedestrian	Length of Improved Streetscape	feet	
	Number of improved intersections/street crossings for pedestrian safety	number	
	Length of façade improvement	feet	
	Pedestrian Activity Counts (if done)		
Parking	Number of new parking spaces for shoppers only	number	
	Number of new parking spaces for commuters only	number	
	Number of new parking spaces that are shared	number	
	Number of new bicycle racks or lockers provided	number	

Exhibit B-2 - Municipality:

Year:

Environmental/Transportation Report (1/2 mile radius of station) Cont.			
Category	**Environmental/Transportation Activity During Period**	**Measure**	**Location/description**
Traffic Flow	Number of new shuttle or jitney services provided to and from the transit station	number	
	Number of traffic control or flow improvements	number	
Land Use	Amount of brownfield properties remediated under a DEP approved plan	acreage	
	Number/size of vacant buildings rehabilitated or replaced	number/sq. ft.	
	Number/amount of underutilized vacant lots reclaimed for construction or green/recreation space	number/acreage	
	Number of new or improved park areas	number	

Exhibit C-1 - New Jersey Transit Villages
Sample of Indicators - Comparative Activities Y/E ------

	Morristown	Pleasantville	Rahway	Riverside	Rutherford	South Amboy	South Orange
Institutional Changes							
New TOD Ordinances							
New TOD or Smart Growth designations							
Community Perception							
How would you rate your town as a place to live? [1]							
Do you feel the downtown is more or less attractive now compared to (--) years ago?[2]							
Is it more or less pleasant to walk around the downtown now compared to (--) years ago?[2]							
Does the downtown seem more or less safe now compared to (--) years ago?[2]							
Does the downtown offer better or worse shopping now compared to (--) years ago?[2]							

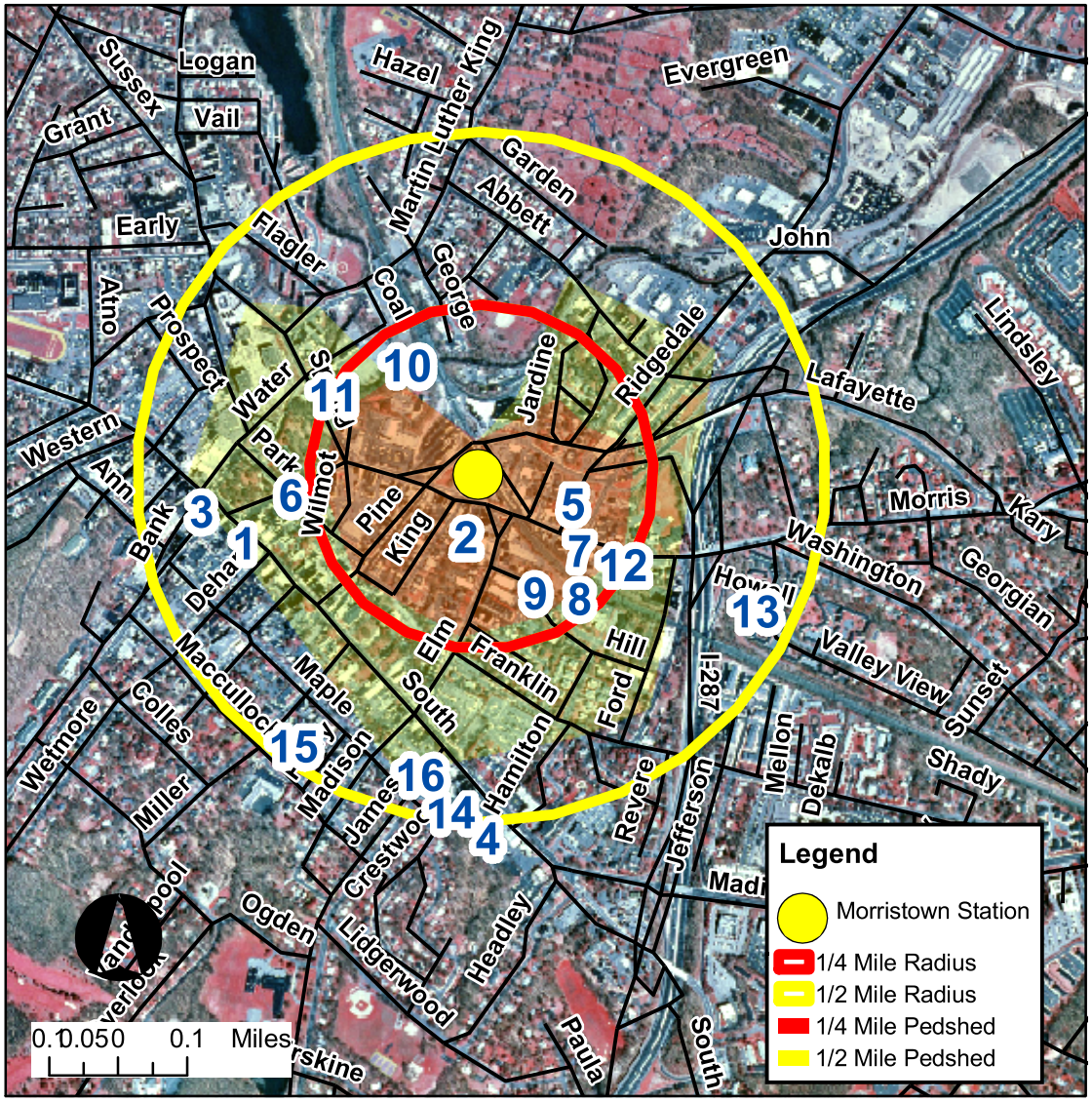
1 Percentage that feel it is excellent or good.

2 Percentage that feel it is better or much better.

Exhibit C-2 - New Jersey Transit Villages
Sample of Indicators - Comparative Activities Y/E ------

	Morristown	Pleasantville	Rahway	Riverside	Rutherford	South Amboy	South Orange
Economic							
Public Investment							
Private Investment							
Private /Public Investment Ratio							
New or rehabilitated commercial space							
New or rehabilitated residential units							
New net property tax revenues							
Housing							
New income restricted units							
New 3 or more bedroom units							
New rental units							
New for-sale units							
Land Use							
Brownfield property remediated							
Underutilized vacant lots reclaimed							
Number of vacant buildings rehabilitated or replaced							
Transportation							
New transit ridership							
bus							
rail							
Parking							
Pedestrian							

Morristown Grants and/or Projects Location



Grants and/or Projects (Site Specific)

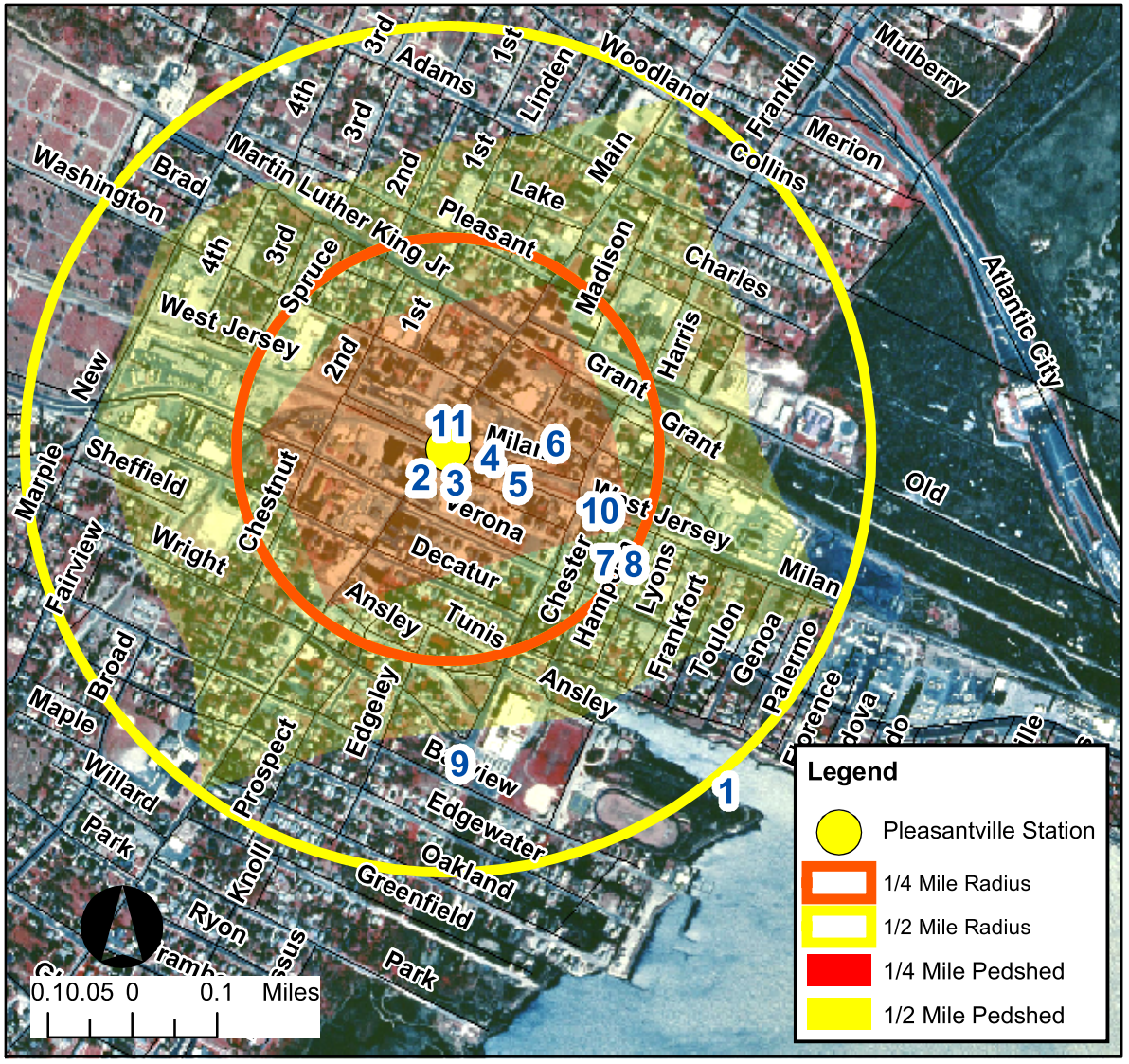
1. Lease-Up and Renovation of the Long Vacant Macy's Building; New Centrury21 Clothing Store
   - Lead source: Private ($14 million)
   - Renovation done April 2002 and store open
   - Completed
2. Pine St. Development :100 Residential Units on an Existing Parking Authority lot by Morristown Parking Authority
   - Lead source: Municipality (amount not known)
3. Washington St. Mixed-Use Project: 149 Apartments and Retail in a 9-Story Building
   - Lead source: Private (amount not known)
4. Arts Grant for the South St. Theater, 100 South St.
   - Lead source: NJ Arts (amount not known)
   - Completed
   - Money granted 2002
5. Smart Growth Grant for a 3D Model of Downtown and Redevelopment Areas
   - Lead source: NJ DCA (amount not known)
   - In progress
   - Scope of work being determined as of Nov. 2002
6. Speedwell Ave. Sidewalk Improvements
   - Lead source: NJ DOT ($75,000)
   - Status not known
7. Highlands at Morristown Station Mixed-Use Project with 300-Car Parking Deck (NJ Transit with Woodmont and Roseland Developers)
   - Lead source: Private; 2nd Source: NJ Transit
   - Pending
8. Transit Village Zoning on 11 Acres next to Train Station
   - Lead source: Municipality (amount not known)
   - Completed
9. New CBD Zoning: Permits 5 Story Structures, Residential Over Commercial, Considering Bed & Breakfast Zoning Ordinance to Promote Tourism
   - Lead source: Municipality (amount not known)
10. Center St. Project: 55 Townhomes, Retail, Multicultural Center, and Commercial Space Proposed by Local Citizens' Group
    - Lead source: Private ($35–45 million)
    - Proposal
11. Spring St. Residential Development: 40 Units in a 5-Story Building
    - Pending
12. RR Plaza Streetscape Improvements (Phase III)
    - Lead Source: NJ DOT ($450,000, TEA-21)
    - Completed
13. Morris St. Townhouses; 76 Units to Be Built at the Old George Washington School Site by Matzel & Mumford
    - Lead Source: Private ($32 million)
    - In progress
14. Luxury 100-Room Hotel in the Existing Vail Mansion on South Street, by Applied Companies of Hoboken
    - Lead source: Private ($20 million)
    - Pending
15. Maple Ave. Luxury Townhouses, Known as Georgetown; 10 units (each selling for $1 million)
    - Lead source: Private (amount not known)
    - Completed
16. NJ DOT Local Aid for Centers Grant for Streetscape Improvements / Light Fixtures on South St. (Rte. 124)
    -Lead source: NJ DOT ($350,000)
    -In progress

Grants and/or Projects (Non-Site-Specific)

NJ DOT Municipal Aid Discretionary Funds for Wayfinding Signage
- NJ DOT ($100,000)

Traffic Circulation study Funded by NJ DOT for Morristown Master Plan
- Lead dource: NJ DOT ($98,000) Mobility Strategies
- Completed

Pleasantville Grants and/or Projects Location



Grants and/or Projects (Site Specific)

1. Marina Development Project
   - Lead source: Commerce ($884,100, UEZ); 2nd source: NJ DEP ($566,000)
2. Railroad Crossing Improvements
   - Lead source: Commerce ($82,415, UEZ)
   - Completed Oct. 1999
3. Purchase and Renovation of Bus Station
   - Total cost $446,377, completed Oct. 1999
   - Lead source: Commerce ($221,377, UEZ); 2nd source: NJ Transit ($25,000)
4. Construct Commuter Park at Bus Station and Streetscape Improvement (Phase I)
   - Lead source: Commerce ($263,440, UEZ)
   - Completed May 2000
5. Main Street Facade Improvement Program (Phase I)
   - Lead source: Commerce ($625,388, UEZ)
   - Completed Feb. 2001
6. Main Street Streetscape Improvements (Phase II)
   - Lead source: Commerce ($2,761,138, UEZ)
   - In progress
7. West Jersey Ave. Streetscape Improvements
   - Transportation Enhancement
   - Lead source: NJ DOT ($306,000, TEA-21); 2nd source: Commerce ($117,725, UEZ)
   - In progress
8. E. West Jersey Avenue Streetscape (Phase IV)
   - Lead source: NJ DOT ($310,000); 2nd source: Commerce ($89,225, UEZ)
9. Bayview Ave. Reconstruction Project
   - Lead source: Commerce (UEZ); 2nd source: NJ Transit ($149,000)
   - - Pending
10. Milan Ave. Improvements: Add 80 on-street Parking Spaces near the Bus Station.
    - Lead source: NJ DOT ($250,000)
11. Washington Ave. Sewer Replacement
    - Lead source: Commerce ($551,530, UEZ) 2nd source: City + NJ DOT ($610,970)

Grants and/or Projects (Non-Site-Specific)

Smart Growth Grant
- $79,000
- Lead source: NJ DCA

Neighborhood Preservation Program
- Ongoing
- Lead source: NJ DCA

Construct Commuter Bike Path (Phase I)
- Lead source: NJ DOT ($230,000), 2nd source: Commerce (UEZ)
- Completed June 2001

Public Safety Police Patrols
- Total cost: $1,363,596
- Lead source: Commerce (UEZ) 2nd source: Municipality
- In progress

Brownfields Investigation; Locate and Seek Funding for Remediation or Reuse of Brownfield Sites
- Lead source: Commerce ($237,600, UEZ)
- Completed May 1999

Gateway Transportation Study; Circulation Study and Impact of Gateway Project
- Lead source: Commerce ($21,650, UEZ)
- Completed Jan. 2001

Purchase of Fire Trucks and Rescue Vehicles For UEZ but also Serving Transit Accidents
- Lead source: Commerce ($1,235,491, UEZ) 2nd source: Municipality
- Completed Sept. 2001

Transit Village Development Study by NJIT Students
- Lead source: NJ DOT ($63,712) 2nd source: Commerce ($60,000, UEZ)
- Completed Dec. 2001

Business Development Loan Program
- Total cost: $19,300,000
- Sources: Commerce (UEZ), NJDA, NJ EDA, private
- In progress

Foreclosure and Demolition Program
- In progress
- Lead source: Commerce ($228,770, UEZ)

Downtown Cyberdistrict Feasibility Study
- Lead source: NJRA ($20,000)

Litter Collection & Maintenance Program in the UEZ and Transit Village
- Total cost: $785, 499
- Lead source: Commerce (UEZ); 2nd source: Municipality

Commuter Bike Path (Phase II) East–West Link
- Lead source: NJ DOT ($128,000) 2nd source: Commerce ($123,600, UEZ)
- In progress

Brownfields Development Fund
- Total cost: $151,000
- Lead source: Commerce; 2nd source: Private
- In progress

Economic Feasibility Study (Study Performance of Transit Village and UEZ)
- Lead source: Commerce ($10,270, UEZ)
- Completed Jan. 2002

Railroad Infrastructure Master Plan (Freight Line to Serve Passengers to Atlantic City)
- Lead source: NJ DOT($840,479); 2nd source: Commerce ($425,583, UEZ)

Railroad Property Acquisition Program for Commercial, Bike Path, and Open Space
- Lead source: Commerce ($200,500, UEZ)
- In progress

Construction of new Credit Union Bank Building (5,200 sq. ft.) Downtown
- Total cost: $2,000,000; UEZ and private source
- Completed March 2002

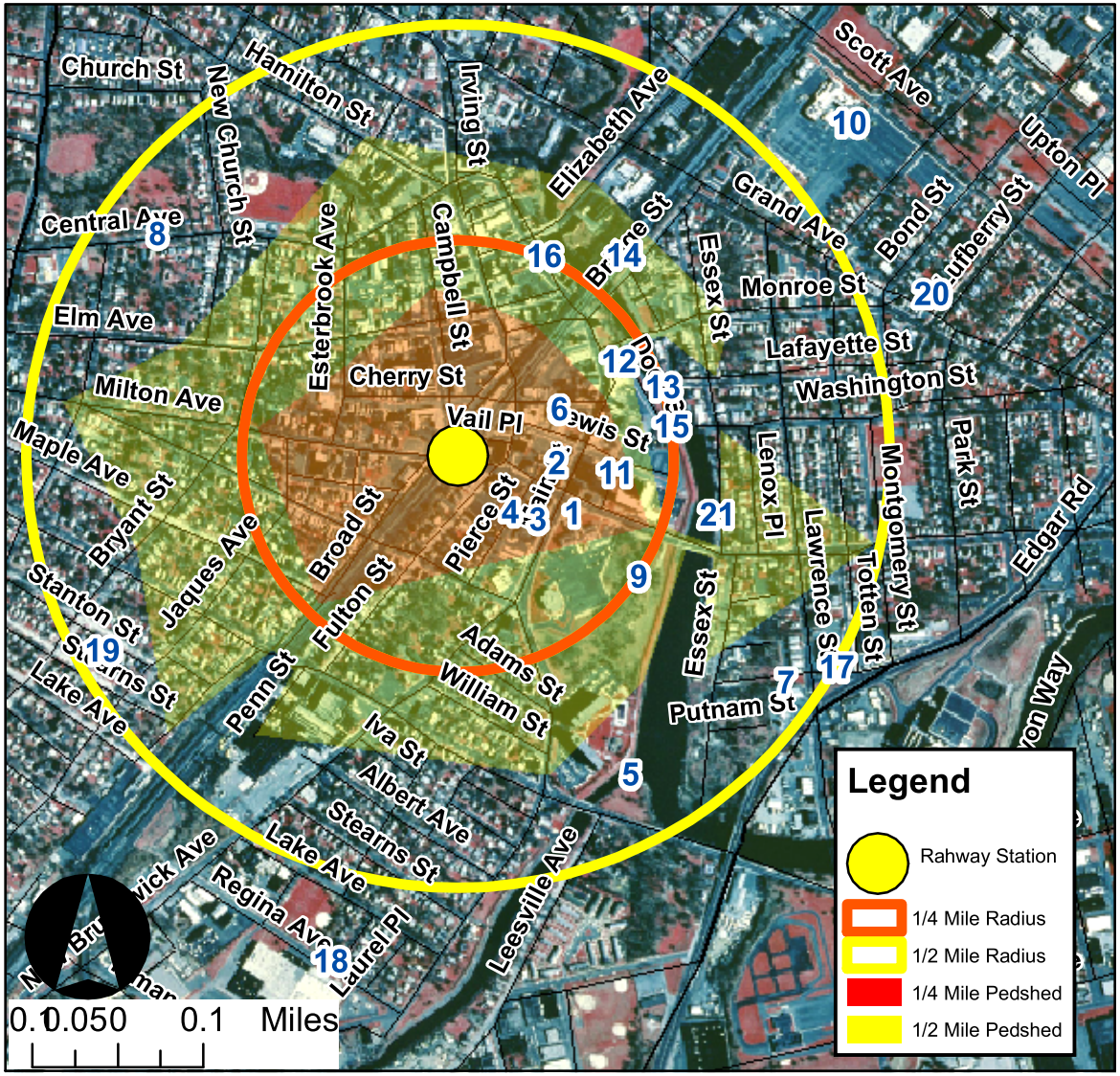
Site Demolition & Preparation for New State Office Building
- Lead source: Commerce ($504,000, UEZ)
- In progress

NJ Employment Service Center
- $7 million to Be Funded by Commerce (UEZ), NJ EDA, and private
- Under construction

Parking Study in the Transit Village
- Livable Communities Grant by NJ DOT ($50,000)
- In progress

Parking Study in the City's Downtown ($108,000)
- NJ DOT providing consultant service (McCormick Tylor Consultant)

Rahway Grants and/or Projects Location



Grants and/or Projects (Site Specific)

1. Hired a Historical Architect to Study 250 Buildings in the CBD
   - Lead source: Municipality ($10,000 for architect)
2. Renovation of Train Station and Pedestrian Plaza ($13 million)
   - Lead source: City of Rahway and Rahway Center Partnership
   - Completed
3. Parking Deck adjacent to Train Station and Hotel
   - Lead source: Rahway Parking Authority ($8 million); 2nd source: NJ Transit ($3 million)
   - Hotel being negotiated with redeveloper; expected to be an $8 Million project
   - Breaking ground Oct. 2003
4. Am Industrial Site (Expect 150-200 Residential Rental Units)
   - Lead source: Private redeveloper (expected to be named August 2003)
5. East Hazelwood Ave. Restricted Residential Units
   - Lead source: Community Investment Strategies ($18 million)
   - Balanced Housing funding ($3.4 million approved)
   - Construction to start fall 2003
6. East Cherry St. and Main St. Proposed 94 Units + 7,000 sq. ft. of Retail
   - Ground floor commercial with residential above
   - Lead source: Redeveloper Michael Seiduer
   - Status: Being acquired
7. Acquisition of 16 Properties for Use in Development of a Riverfront Park
   - Developer: City of Rahway
   - All 16 Properties have been acquired
   - Properties for riverfront park to be conveyed to city
8. St. Georges Ave., 140 Age-Restricted Market-Rate Rental Housing Units
   - Lead source: Atlantic Realty
   - Under way
9. New City Library behind the Municipal Building with 40,000 sq. ft. of Office Space to Be Leased
   - Developer: City, Redevelopment Agency, SDI
   - Completion Oct. 2003
10. Hamilton Laundry Redevelopment into 5-Screen Movie Theater or "Black Box" Theater, Restaurants and Artist Live/Work Space
    - Lead source: Private (amount not known)
    - Appraisal completed, draft contract negotiated with property owner
    - Acquisition pending
11. Holiday Inn Express Hotel (100 Rooms and Restaurant)
    - Lead source: Private (amount not known)
    - Status not known
12. Vacant Former Hobby Shop Rehabilitation into Commercial Units and 2–3 Residential Units
    - Proposed developer: Arturo Palombo Architecture
    - Council Adopted to Convey Property to agency in 12/01
    - Under construction
13. Development of Mixed-Use Building with 6,600 sq. ft. of Ground Floor Retail and 7 Residential Units on 2nd and 7 on 3rd Floors
    - Developer: T&S Developer
    - Remediation completed Aug. 2002; closed March 2003
14. Acquisition of Vacant 1-Story Commercial Building: Demolition /Improvement as a Parking Lot
    - Developer: City / Parking Authority
    - Demolition completed; property improved for interim Parking lot use
15. Acquisition of 17 Properties, Relocation, Demolition, and Development of Mixed-Use Project with 120 Residential Units and 8,000–10,000 sq. ft. of Commercial Space
    - Developer: Landmark Homes
    - Developer has received preliminary funding commitment from NJ HMFA for project
16. Acquisition of Bell Drugs; and Multifamily House Demolition and Improvement as Parking Lot for Benefit of Area and YMCA
    - Developer: City / Parking Authority / YMCA
    - Bell Drug Building to be demolished, asbestos removed; awaiting final approval from YMCA board
17. Development of Townhouses with 87 Residential Units
    - Lead source: Private
    - Developer: Ken Schwartz
    - All properties have been purchased and are owned by the city or redevelopment agency
    - Construction started Sept. 2003
18. Brownfields Remediation of Contaminated Property (Warwick Lab)
    - Lead source: NJ DEP (amount not known)
    - Property foreclosure by city; process completed April 2003.
    - Grant application for remediation has been submitted to NJ Redevelopment Authority
19. Property Recently Required for Warehouse and Office Use Associated with a Garment Company
20. Triangle Area: Redevelopment plan must be adopted
21. Residential Development with 136 Units.
    - Lead source: Private ($12 million)
    - Developer: Heartstone Developers
    - Redevelopment agreement approved March 2003; construction started April 2003

Grants and/or Projects (Non-Site-Specific)

Adoption of "Historical Details" for Facade and Streetscape Improvements
- Lead source: Municipality (amount not known)
- Completed

Designation of Arts District and Arts Center
- Lead source: Municipality (amount not known)
- Completed

Creation of a Special Improvement District
- Lead source: Municipality (amount not known)
- Status not known

Adoption of Redevelopment Plan within the Transit Village
- Lead source: Municipality (amount not known)
- Adopted 1998

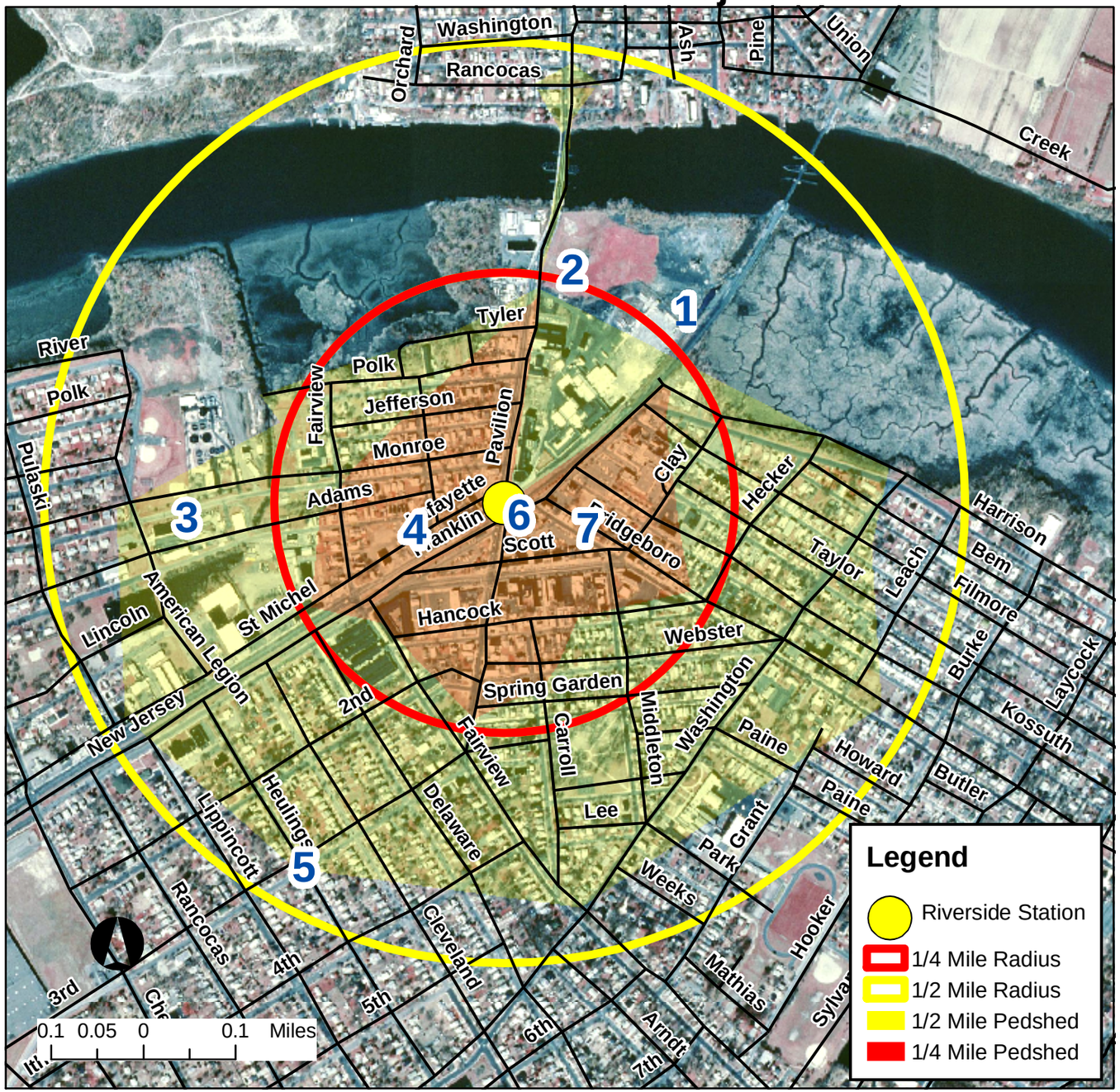
Facade Improvement Program
- Lead source: Not known
- Status not known

Transit Shuttle
- Lead source: NJ Transit (amount not known), granted spring 2002
- Completed

Merck Employer-Based Shuttle
- Lead source: Not known
- Status not known

Adoption of Transit-Supportive Zoning
- Lead source: Municipality (amount not known)
- Adopted 1997

Riverside Grants and/or Project Locations



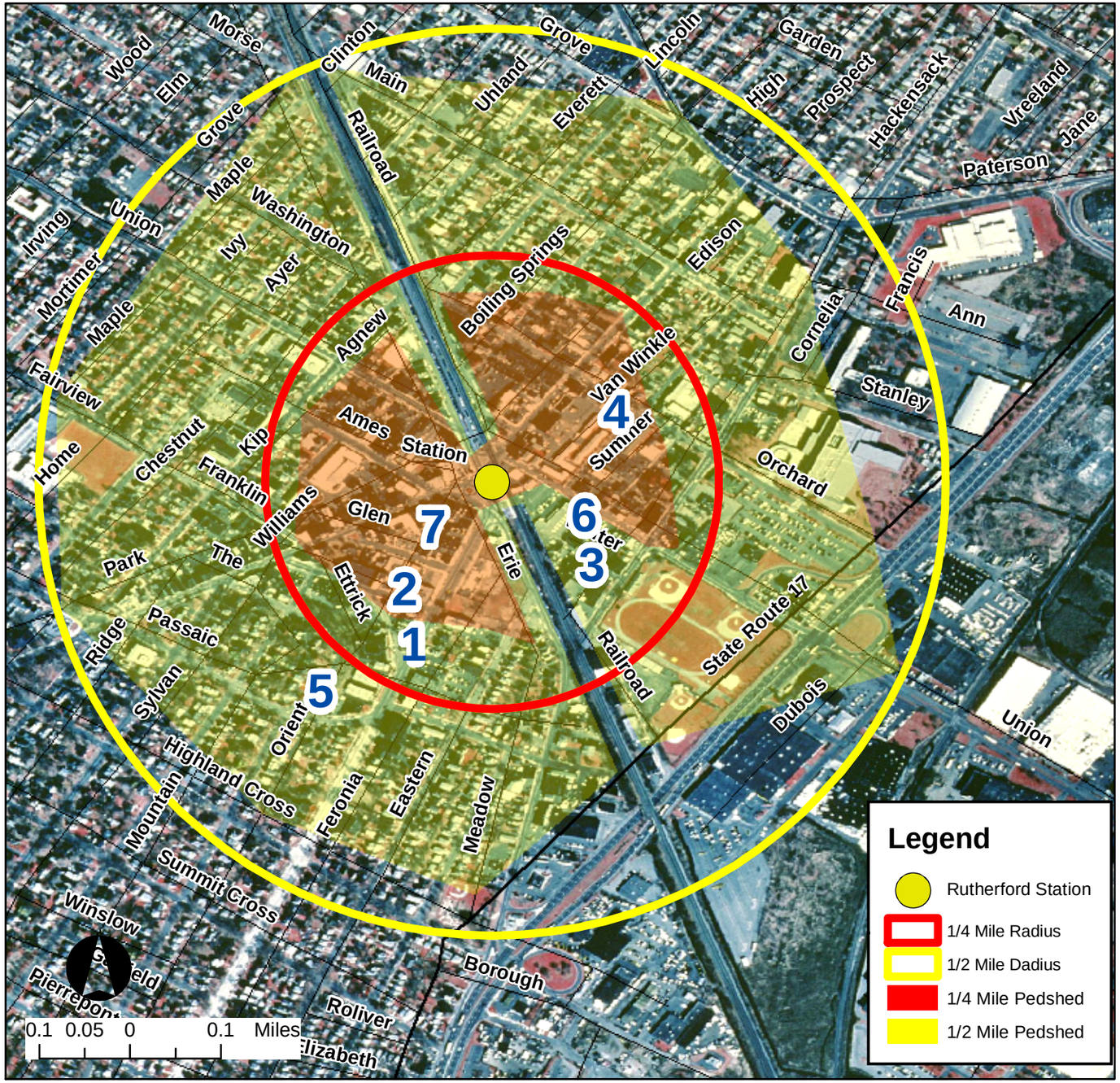
Grants and/or Projects (Site Specific)

1. Marketing Study for Golden Triangle
   - Draft Report Completed Nov. 2002
   - Lead source: NJ Transit (amount not known)
   - In progress
2. Purchase of 14 acres of Waterfront Property for Passive Recreation
   - Lead source: County; 2nd source: NJ DEP (Green Acres Fund)
   - Pending
3. Reconstruction of American Legion Drive
   - Lead Source: NJ DOT ($150,000)
   - FY 2001 funds
   - In progress
4. Lafayette Street Lighting/Streetscape Improvements (from Pavilion Ave. to Madison St.)
   - In design and waiting for bids (FY 2001 funds)
   - Lead source: NJ DOT ($125,000)
   - In progress
5. Reconstruction of Lippincott Ave. from 2nd St. to Washington St.
   - Currently under construction
   - Lead source: NJ DOT ($140,000)
   - In progress
6. Purchase and Improvement of Three Parking Lots for Commuters
   - Lead source: NJ Transit (amount not known)
   - In progress
7. Light Rail Line Station
   - Lead source: NJ Transit (amount not known)
   - Service to begin in 2003

Grants and/or Projects (Non-Site Specific)

PHASE I Preliminary Site Investigation of 6 Lots, Being Conducted by Remington and Vernick
- Lead sources: NJ DEP and NJ EDA ($41,000)
- Completed

Rutherford Grants and/or Projects Location



Grants and/or Projects (Site Specific)

1. Streetscape improvements on Spring Dell Ave.
   - Lead source: CDBG ($100,000)
   - In progress
2. Boiling Springs Bank Mixed-use Project with Retail, 48 Apartments, Parking Deck, Day Care
   - Lead source: Private (amount not known); 2nd source: NJ Transit
   - In progress
   - Under construction
3. Station Square Roundabout Realignment
   - Lead source: NJ DOT ($310,000); 2nd source: Municipality ($390,000); 3rd source: County ($100,000)
   - Continued design Aug. 2003
4. Streetscape Improvement for Park Ave.
   - Lead source: NJ DOT ($350,000, TEA-21)
   - To be done by spring 2003
   - Transportation enhancement
   - Completed
5. Improvements for West Passaic Ave.
   - Lead source: NJ DOT ($95,000)
   - Construction to start Aug. 2003
6. Bike/Pedestrian Planning Assistance (Develop Traffic Circulation & Pedestrian Safety Plan for Park Ave, Station Square Vicinity)
   - Lead source: NJ DOT (amount not known)
   - Completed
7. Streetscape Improvements on Glen Rd. and Ames Ave.
   - Lead source: NJ DOT ($140,000), 2nd source- CDBG
   - Completed

Grants and/or Projects (Non-Site-Specific)

Meadowlink: A Free Employee-Based Shuttle from Route 17 Employers to Rutherford Station
- Lead source: NJ DOT ($94,800)
- Service to start after May 30, 2000
- Ongoing

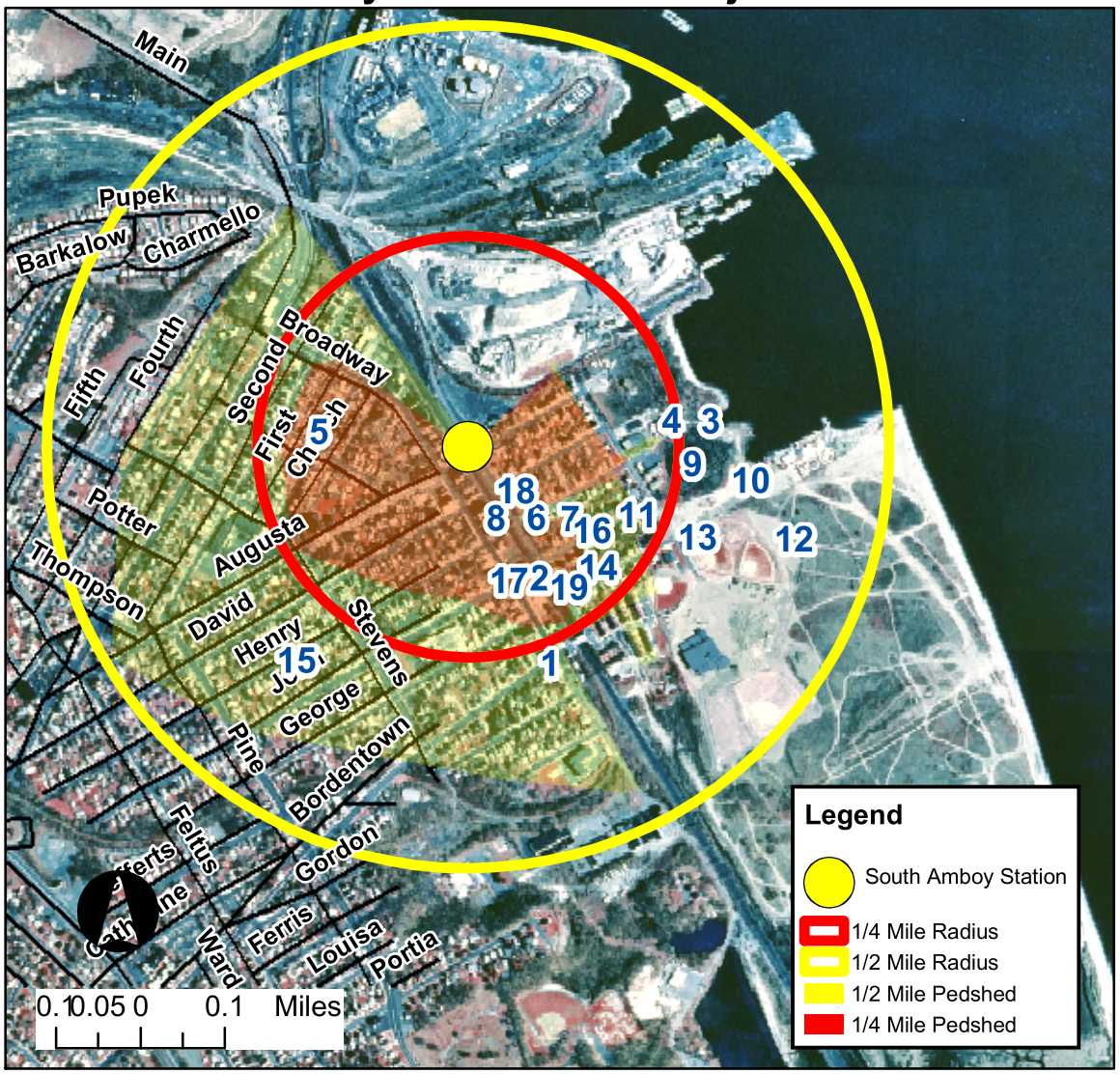
Community Shuttle Bringing Residents of Rutherford to Train Station
- Lead source: NJ Transit (amount not known)
- Completed

Government Loan Pool Program / NJ Conference of Mayors (to Renovate Borough Hall, Infrastructure, Public Buildings, Parks and Playgrounds), October 2002
- Lead source: NJ EDA ($2,025,000)
- Completed

Funding to Remove 3 Underground storage Tanks
- Lead source: NJ EDA ($257,052); 2nd source: private ($16,325)
- Completed

Rutherford Awarded Planning and Design Assistance through the Transit-Friendly Communities Grant
- Lead source: NJ Transit (undisclosed amount)
- In progress

South Amboy Grants and/or Projects Location



Grants and/or Projects (Site Specific)

1. John St. Grade Crossing Rehabilitation
   - Lead source: NJ DOT ($200,000)
   - Completed
2. Downtown Facade Grant Program
   - Lead source: CDBG (amount not known)
   - Five additional grants recently awarded averaging $16,500.
3. Begin Ferry Service from South Amboy to Lower Manhattan (Seastreak—Significant Ridership Increase)
   - Service began early 2002; 5 trips daily
   - Lead source: Private (amount not known)
   - Completed
4. Ferry Terminal Construction
   - Lead source: Not known ($16.5 million)
   - Bid advertisement scheduled for late fall 2003
5. Replace CONRAIL bridge over Main St. to Provide Permanent Access Road to Intermodal Center
   - 1999 Local Bridge Bond Act for design/build
   - Lead source: NJ DOT ($11.13 million); 2nd source: Municipality
   - Design phase completed; contract awarded. demolition of existing structure and construction of new bridges, fall 2003
6. High-Level Train Station Platform and Relocated Station
   - Lead Source: NJ Transit ($18 million)
   - Design phase in progress; construction to start late 2003
7. Intermodal Transit Plaza
   - Lead Source: NJ Transit ($7.7 million)
   - Contract awarded; construction began May 2003. Projected to be completed May 2004
8. Broadway Streetscape Improvements
   - Ongoing city–NPP community groups
9. Temporary Access Road to Ferry
   - Completed
10. Lighthouse Bay: 70 Single-Family Homes and 115 Townhouses
    - 80% complete; sales brisk; estimated current occupancy: 130
    - Lead source: Private
11. Mixed-Use Development between Train Station and Ferry Terminal (Marina, Restaurant, Market, Offices, Retail, Post Office, Commercial, and 340 Homes)
    - Lead source: Private ($200 million)
    - Property acquisition in progress
12. Waterfront Promenade from County Park to Existing Boat Club
    - Lead source: County ($1 million); 2nd source: Private
    - 1,800 linear feet of walkway under construction; boat club redevelopment started Oct. 2003 Phase II walkway construction started Oct. 2003
13. Rehabilitation of Existing Homes, 100–300 Block of the Second Ward, through the NPP Program
    - Lead source: NJ DCA (amount not known)
    - Ongoing
14. Commuter Parking Lot Expansion
    - Lead source: NJ Transit (amount not known)
    - Completed
15. Reconstruction of Augusta St.
    - Phase I: $150,000; Phase II: $195,000; Phase III: $195,00; in FY 2000–02
    - Lead source: NJ DOT ($485,000)
    - In progress; completion Nov. 2003

New Projects-Broadway

16. New 3-Story Retail/Office Buildings adjacent to Plaza, completed
    - Tenant occupancy early fall 2003
17. Two New Buildings One Block from Plaza and Train Station
    - Building I: Retail (3 units), street level; residential, upper level
    - Building II: Retail (2 units), street level; residential, upper level
    - Completion 2004
18. Former Site of a Closed Lumberyard
    - 36 residential units, 5 retail units
    - Construction started Sept. 2003
19. City Hall across from Plaza Facade, Landscape Streetscape
    - Completed

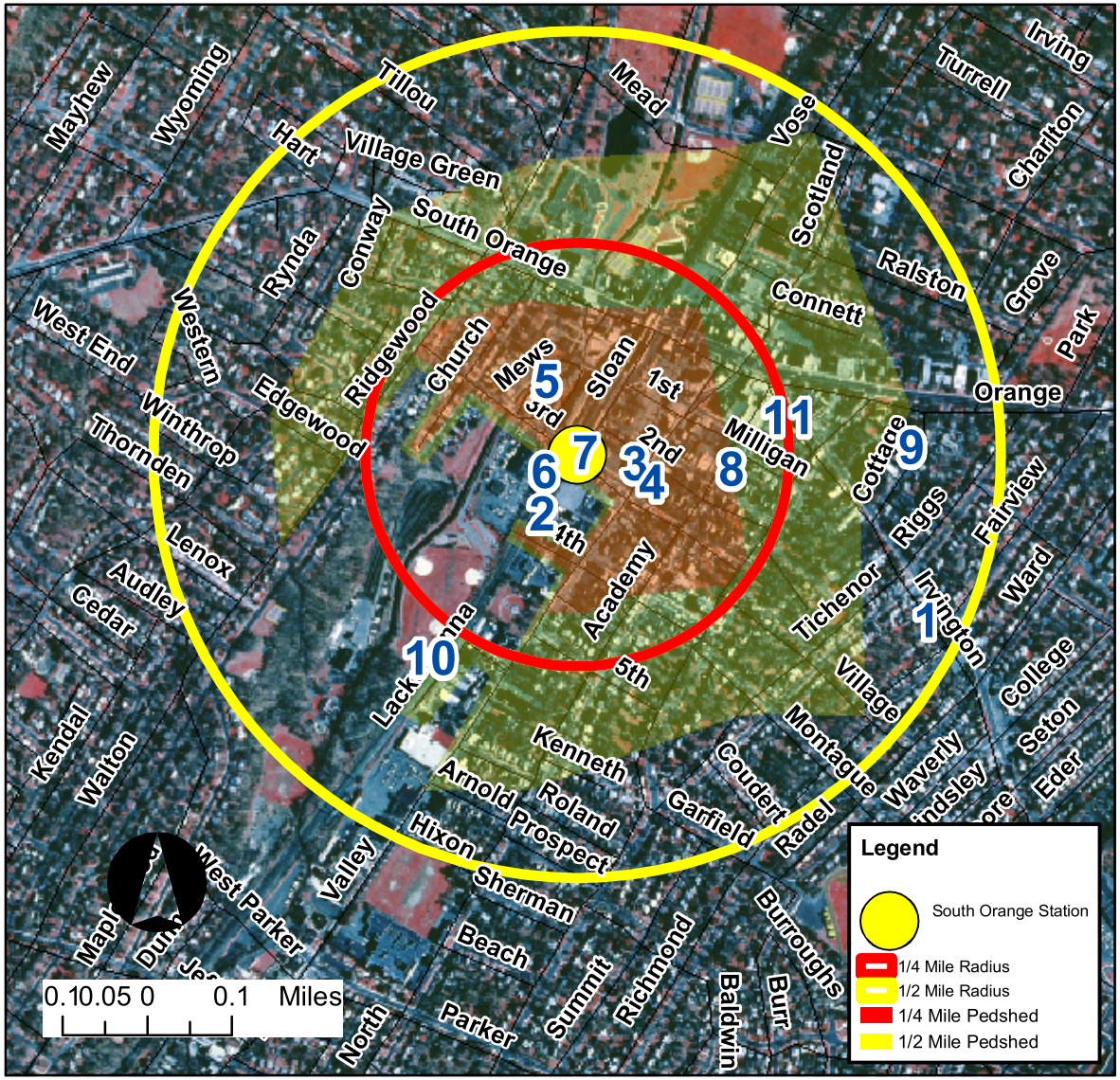
Grants and/or Projects (Non-Site-Specific)

Pedestrian Overpass
- Lead source: NJ Transit; 2nd source: NJ DOT($1 million Transit Village CMAQ funds)
- In progress
- Construction began 2002; completion in 2003

Rail Yard Environmental Cleanup
- Lead Source: NJ Transit ($6 million)

Smart Growth Planning Grant to Create a Comprehensive Revitalization and Redevelopment Plan
- Lead source: NJ DCA ($69,600)

South Orange Village Grant and/or Projects Location



Grants and/or Projects (Site Specific)

1. Irvington Ave. Streetscape Infrastructure and Landscaping Project
   - Lead source: NJ DOT ($300,000)
   - FY 2002 TE + Livable Com. bidding March 2003
   - In progress
2. River Project: Restore River Corridor, Tie into Recreation and Bike Path
3. Repair of Decaying Viaduct to Occur in 3 Phases over a 5-year Period
   - Lead source: NJ Transit ($18 million)
   - In progress
4. Construction of Elevated Platform and Service Elevator to Conform with ADA Regulations
   - Lead source: NJ Transit (amount not known)
   - In progress
   - Design work completed; under construction in 2003
5. Church St. Townhouses
   - Lead source: Private (amount not known)
   - Completed
6. Gaslight Commons: 200 Apartments
   - Lead source: Private (amount not known)
   - Completed
7. New Village Art Center (5 Movie Theaters plus Performing Arts Center with 300–400 Seats)
   - In progress
8. Village Park Plaza (Vest Pocket Park)
   - Completed
9. South Orange Ave. Streetscape Improvements
   - Lead source: Municipality (amount not known)
10. Bike-Pedestrian Planning Assistance to Develop Paths along the Rahway River
    - In progress
11. Brownfields Cleanup Help for the Shop-Rite Site

Grants and/or Projects (Non-Site-Specific)

Arts Grant to the South Orange Department of Recreations and Cultural Affairs
- Lead source: NJ ARTS (amount not known)
- Status not known

Community Shuttle Service (to Feed Transit)
- Lead Source: NJ Transit (amount not known)
- Completed

Wayfinding System: Signage to Direct Motorists, Shoppers, and Visitors to CBD and Major Roads
- Lead source: NJ DOT ($200,000 in TTF)
- Completed

Community Health Law Project (not-for-profit that provides legal aid) Money to Refinance Office Building
- Completed
- Approved Oct. 1999