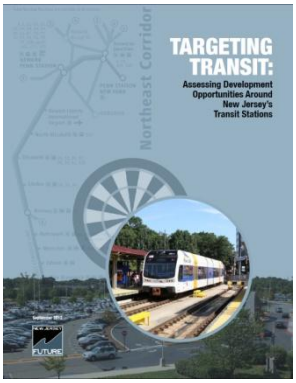
Targeting Transit:

Assessing Development Opportunities Around New Jersey's Transit Stations



New Jersey Future has compiled from various sources a comprehensive database of development-related statistics for all of the state's transit stations and their surrounding neighborhoods. Searchable by data element, by station or municipality, or by ranking, the database is intended to offer a straightforward way to identify the highest-potential opportunities for various kinds of development around transit stations.

This dataset offers the first opportunity for a 360-degree profile of each station, including lines and frequency of service, station-area parking availability, and travel times to New York Penn Station. Available demographic characteristics for the surrounding neighborhoods include population and housing density, median income and home value, and details of vehicle ownership. At the municipal level, employment data is available.

Multi-Variable Profile

The inventory can be used to answer many questions regarding infrastructure and economic development opportunities around New Jersey's transit facilities. For example: Suppose you want to know how to identify priority transit station areas for employer location incentives. That is, which stations best lend themselves to being fostered as job destinations accessible by transit?

How it works

- From the accompanying data dictionary, we will work with you to identify variables that represent optimal criteria for success as a transit-accessible employment node, such as:
  - Good accessibility, as measured by being served by multiple transit lines/modes
  - Convenient location, as measured by current ridership (assuming that ridership is a good empirical indicator of a station's desirability in the eyes of riders)
  - An existing concentration of jobs, measured by 2010 municipal-level employment figures
- We will then sort the database using these variables, zeroing in on the subset of stations that meet a minimum threshold on all three criteria. The resulting set of stations can be interpreted as a list of priority locations for development as transit-focused job nodes, and their host municipalities would then be eligible for the incentive.

To answer our hypothetical question: Among the full list of 243 stations, there are 29 that are served by more than one mode or by more than one rail transit line. Among those 29, there are 23 having in excess of 1,000 average daily boardings. Of those 23 stations, 19 are currently located in host municipalities having more than 10,000 jobs.

This leaves 19 stations that satisfy all three of the proposed criteria for identifying potential transit-focused employment nodes:

Hoboken Terminal
Newark Penn Station
Trenton Transit Center
Walter Rand Transportation Center
Newark - Broad St.
Newport / Pavonia
Exchange Place (PATH)
Journal Square
Metropark
New Brunswick
Secaucus Jct.
Rahway
Newark Airport
Elizabeth
Linden
Millburn
Short Hills
Brick Church
Summit

The full table, sorted by the number of transportation modes serving the station, appears on p. 2.

New Jersey Future Transit Inventory Report

Stations with good accessibility, high usage and more than 10,000 jobs

					rail lines served by:				
station name	host municipality	county	modes served by:	total # of modes	# of routes / lines:	primary line / route name	other lines/routes	avg weekday boardings 2012*	total employment in host municipality, 2009
Hoboken Terminal	Hoboken city	Hudson	commuter rail, light rail, rapid transit, bus, ferry	5	11	terminal	multiple - incl. RVL and NEC *(see notes)*	21,319	17,595
Newark Penn Station	Newark city	Essex	commuter rail, light rail, rapid transit, bus	4	5	terminal	multiple	33,419	142,823
Trenton Transit Center	Trenton city	Mercer	commuter rail, light rail, bus	3	3	Northeast Corridor	SEPTA R7 Trenton, River Line	6,172	70,239
Walter Rand Transportation Center	Camden city	Camden	light rail, rapid transit, bus	3	2	River Line	PATCO	4,392	33,752
Newark - Broad St.	Newark city	Essex	commuter rail, light rail	2	4	M & E Morristown	M & E Gladstone, Montclair-Boonton, Newark Light Rail	2,904	142,823
Newport / Pavonia	Jersey City city	Hudson	light rail, rapid transit	2	2	Hudson-Bergen Light Rail	PATH	5,885	104,022
Exchange Place (PATH)	Jersey City city	Hudson	rapid transit, ferry	2	1	PATH	.	-	104,022
Journal Square	Jersey City city	Hudson	rapid transit, bus	2	1	PATH	.	-	104,022
Metropark	Woodbridge township	Middlesex	commuter rail, bus	2	1	Northeast Corridor	.	7,447	49,112
New Brunswick	New Brunswick city	Middlesex	commuter rail, bus	2	1	Northeast Corridor	.	4,976	41,995
Secaucus Jct.	Secaucus town	Hudson	commuter rail	1	9	terminal	multiple - incl. RVL *(see notes)*	5,570	33,315
Rahway	Rahway city	Union	commuter rail	1	2	Northeast Corridor	North Jersey Coast	3,236	12,754
Newark Airport	Newark city	Essex	commuter rail	1	2	Northeast Corridor	North Jersey Coast	3,314	142,823
Elizabeth	Elizabeth city	Union	commuter rail	1	2	Northeast Corridor	North Jersey Coast	3,807	44,508
Linden	Linden city	Union	commuter rail	1	2	Northeast Corridor	North Jersey Coast	2,108	16,872
Millburn	Millburn township	Essex	commuter rail	1	2	M & E Morristown	M & E Gladstone	1,748	16,349
Short Hills	Millburn township	Essex	commuter rail	1	2	M & E Morristown	M & E Gladstone	1,478	16,349
Brick Church	East Orange city	Essex	commuter rail	1	2	M & E Morristown	M & E Gladstone	1,610	14,985
Summit	Summit city	Union	commuter rail	1	2	M & E Morristown	M & E Gladstone	3,638	14,636

*Average weekday boardings are for 2012 for all NJT rail service and 2007 for PATCO. Ridership statistics for other systems (including NJ Transit bus) are not readily available and are not contained in the inventory.

Average weekday boardings statistics for Newport/Pavonia, Newark Penn Station, and Hoboken do not include PATH. Statistics for Trenton do not include SEPTA commuter rail.

Employment figure for Rahway is from 2005, the last year for which the NJ Dept. of Labor published a figure for Rahway.

The count of the number of rail transit lines serving a station includes not only the lines whose trains presently stop at the station, but also any additional lines whose tracks physically connect to the station, even if trains do not stop there. (For example, Secaucus Junction is counted as being served by the Raritan Valley Line, since the Raritan Valley's tracks tie into the Northeast Corridor, which passes through Secaucus, even though Raritan Valley trains currently terminate at Newark Penn Station.)