

# The 2020 Transit Map

## Possibilities for the Future

*The 2020 Transit Map: Possibilities for the Future* conveys the potential for different types of transit services and lists potential new transit projects within New Jersey over the next twenty years. It is not a complete list of transit projects for implementation, nor is it a commitment to implement all the projects listed. Rather, it is an illustration of the potential projects and types of transit services appropriate to various areas of the state. The advancement of these projects is directly dependent upon their cost-effectiveness and a financial commitment above existing resources to both build and operate new services.

The 2020 TRANSIT Map:

- Lists committed and potential new fixed guideway transit projects within New Jersey; and
- Illustrates the calculated "Transit Scores" for different areas within the state that convey the various types of transit investment and services that may be appropriate for a particular area.

Details follow the map.

**CURRENTLY OPERATED RAIL LINES**

**COMMITTED PROJECTS**

- 1 HUDSON-BERGEN LIGHT RAIL
- 2 SECAUCUS TRANSFER
- 3 NEWARK CITY SUBWAY EXTENSION TO NEW VEHICLE BASE FACILITY
- 4 NEWARK-ELIZABETH RAIL LINK (FIRST OPERABLE SEGMENT)
- 5 SOUTHERN NEW JERSEY LIGHT RAIL
- 6 MONTCLAIR CONNECTION
- 7 NEWARK AIRPORT STATION
- 8 BELFORD FERRY TO NEW YORK
- 9 MORRISVILLE TRAIN STORAGE YARD

**CANDIDATE PROJECTS**

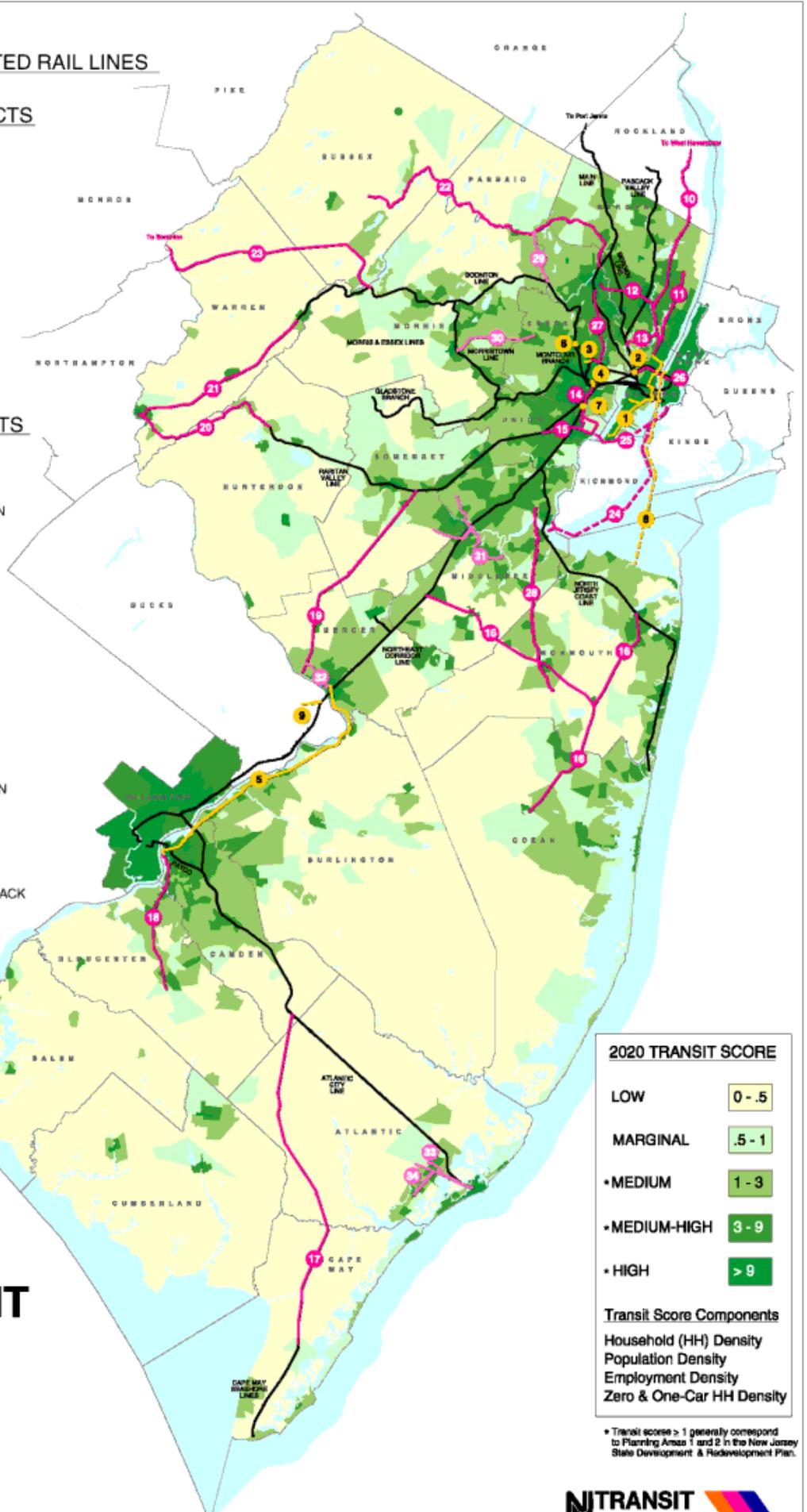
- 10 WEST SHORE LINE
- 11 NORTHERN BRANCH
- 12 BERGEN CROSS-COUNTY CONNECTION
- 13 SPORTS COMPLEX RAIL SPUR
- 14 NEWARK-ELIZABETH RAIL LINK (SECOND, THIRD OPERABLE SEGMENTS)
- 15 UNION CROSS-COUNTY CONNECTION
- 16 MONMOUTH-OCEAN-MIDDLESEX LINE
- 17 CAPE MAY SEASHORE LINES (HAMMONTON TO CAPE MAY COURTHOUSE)
- 18 CAMDEN-GLASSBORO LINE
- 19 WEST TRENTON LINE
- 20 PHILLIPSBURG EXTENSION (VIA RARITAN VALLEY LINE)
- 21 PHILLIPSBURG EXTENSION (VIA BOONTON LINE)
- 22 NEW YORK, SUSQUEHANNA & WESTERN
- 23 LACKAWANNA CUT-OFF
- 24 PERTH AMBOY/SOUTH AMBOY FERRY TO NEW YORK
- 25 ELIZABETH FERRY TO NEW YORK
- 26 ACCESS TO THE REGION'S CORE - 2 TRACK TUNNEL TO PENN STATION NEW YORK
- 27 NEWARK CITY SUBWAY EXTENSION TO PATERSON
- 28 BUS PRIORITY - ROUTE 9 CORRIDOR

**PROJECTS TO BE DEFINED / STUDIED**

- 29 POMPTON EXTENSION TO NYS&W
- 30 ROSELAND - MORRISTOWN RAIL
- 31 NEW BRUNSWICK AREA LRT/BRT
- 32 TRENTON - WEST TRENTON LRT
- 33 ATLANTIC CITY EXPRESSWAY BUS PRIORITY
- 34 ATLANTIC CITY - LINWOOD RAIL

# 2020 TRANSIT

*Possibilities for the Future*



**2020 TRANSIT SCORE**

LOW	0 - .5
MARGINAL	.5 - 1
MEDIUM	1 - 3
MEDIUM-HIGH	3 - 9
HIGH	> 9

**Transit Score Components**

- Household (HH) Density
- Population Density
- Employment Density
- Zero & One-Car HH Density

\* Transit score > 1 generally correspond to Planning Area 1 and 2 in the New Jersey State Development & Redevelopment Plan.

## Listing of Committed and Potential New Fixed Guideway Projects

The numbered projects on the map fall into three categories of fixed guideway projects. The three categories are:

1. Committed Projects - The yellow lines show projects that are either under construction or will begin construction within the next year. Funding has been committed to complete these projects.
2. Candidate Projects - The red lines show potential new fixed guideway transit facilities. These projects at a minimum have had some degree of study, and a number are undergoing environmental, design, or other planning work to advance the process towards funding as a committed project. These projects are candidates for future funding and implementation; a candidate project can not become a committed project, until additional work is completed, and associated capital and operating funds identified/committed.
3. Projects to be Defined/Studied - The purple lines show projects that have not had any significant study. Further study and definition of the project's scope, mode, and alignment is required to advance projects as candidates for implementation. These projects meet the Transit Score criteria for the appropriate fixed guideway type.

## The 2020 Transit Scores

The green areas on the map indicate the Transit Score of an area. The darker the green, the greater the potential need for more transit service and more types (modes) of transit. The Transit Score suggests where transit investments in fixed guideways, different types of bus service, and intermodal facilities (including access to transit) are appropriate.

### The 2020 Transit Score Factors:

The Transit Score examines four different factors that influence the potential for transit ridership. The Transit Scores are based on year 2020 forecasts for each factor. The four factors that are examined include the following:

1. Household Density
2. Population Density
3. Employment Density
4. Zero and One-Car Household Density

### The 2020 Transit Score Categories and Investment Types:

The Transit Score indicates the relative potential for different types of transit usage in a geographic area based on observed land use and transit service patterns.

The Transit Score is employed to identify where three different types of transit investments may be called for subject to available resources. These three transit investment types are:

1. Fixed Guideway Transit - New commuter rail or light rail lines, extensions of existing rail services, potential new ferry routes and new bus-only highway lanes.
2. Bus & Other Transit Service - New services or expanded frequency or span of service on existing express, local bus, minibus or vanpool operations.
3. Intermodal / Access to Transit - New park and ride, shuttles to transit and intended terminal investments

A more detailed description of the relationship between an area's Transit Score and the different types of transit investments, is available in the *Transit Score Report: Possibilities for the Future* from NJ TRANSIT. This technical report documents how transit scores were estimated and can be used as a guideline for potential transit investments.

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*This information was provided by NJ Transit. These files were created by Bob Scheurle.*