

**DRAFT- FOR CONSIDERATION AT THE MAY 15, 2008  
MEETING OF THE HIGHLANDS COUNCIL**

**Part 5. Transportation**

The Highlands Regional transportation system is a complex network of roads, highways, railways and bridges which support various modes of travel, including private automobile, buses, truck, passenger and freight rail, airport, bicycle and walking. There are four major commuter rail lines with 24 stations on these lines which are located within the Highlands Region as well as seven regional airport facilities. The Region is served by four interstate highways, eight state roads and many county and local roads. In general, most of the highways and roads within the Highlands Region operate at or above design capacity. There is limited intra-regional bus service except for extensive commuter service which is provided by NJ Transit and by private operators, particularly in Morris County and along the Route 78 and 80 corridors. The seven regional airport facilities within the Region vary in size and aircraft capacity.

The Highlands Act (Section 11) emphasizes the preservation and enhancement of the transportation system and the promotion of a balanced, efficient transportation system that is consistent with resource protection needs and smart growth strategies. The Act requires that the transportation component preserve the mobility of the transportation network, maintain the transportation infrastructure of the Region and recognize projects that promote a sound and balanced transportation system consistent with smart growth principles. The RMP policies support the requirements of the Act and recognize the need to evaluate transportation projects that may result in unintended growth due to increased motorized vehicle roadways.

<b>GOAL 5A</b>	<b>PROVISION OF SAFE AND EFFICIENT MOBILITY WITHIN THE HIGHLANDS, AND BETWEEN THE HIGHLANDS AND DESTINATIONS OUTSIDE OF THE REGION.</b>
<b>Policy 5A1</b>	To ensure that the Highlands transportation system provides safe and efficient intra-regional and inter-regional mobility and that critical safety road improvements use design and engineering controls to minimize induced demand and maximize resource protection.
<b>Policy 5A2</b>	To ensure that the Highlands transportation system affords the Highlands private economic sector, including agriculture, cost-effective transportation for raw materials, products and employees.
<b>Objective 5A2a</b>	Encourage the movement of goods from the roadway network to the freight rail network wherever possible.
<b>Objective 5A2b</b>	Evaluate opportunities to increase freight service through the reactivation of abandoned freight lines.
<b>Objective 5A2c</b>	Ensure sustainability of regional airport facilities and appropriately include the role of general aviation in meeting regional transportation planning needs.
<b>Policy 5A3</b>	To improve public safety through implementation of traffic calming measures in areas with high pedestrian activity.
<b>Policy 5A4</b>	To provide for safe and efficient pedestrian connections including features such as sidewalks, proper lighting, signage, shelters and green street initiatives consistent with NJDOT's Pedestrian Safety Initiative.

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**Policy 5A5** To promote safe routes for children to travel to and from school in support of the NJDOT’s Safe Routes to School Program.

**GOAL 5B MAINTENANCE OF A SAFE AND EFFECTIVE LEVEL OF SERVICE ON THE EXISTING HIGHLANDS ROAD SYSTEM WITHOUT THE USE OF CAPACITY IMPROVEMENTS THAT COULD TRIGGER ADDITIONAL DEVELOPMENT IN AREAS THAT ARE NOT APPROPRIATE FOR “GROWTH INDUCING” LAND USES.**

**Policy 5B1** To promote more efficient use of existing road capacity by appropriate means, including but not limited to increased bus, van, shuttles car pool ridership and non-motorized travelers.

**Policy 5B2** To require through Plan Conformance and Highlands Project Review an evaluation of potential growth inducing effects such as substantial new land use, new residents, or new employment that could occur as a result of road improvements for increased motorized vehicle traffic capacity.

**Policy 5B3** To prohibit through Plan Conformance and Highlands Project Review road improvements in the Highlands Region in areas for which a Growth Inducing Study demonstrates that proposed improvements do not support the RMP resource protection and smart growth policies and are likely to be growth-inducing for lands with limited or no capacity to support human development without a significant adverse impact on the Highlands ecosystem.

**GOAL 5C TRANSPORTATION IMPROVEMENTS WITHIN THE HIGHLANDS REGION THAT ARE CONSISTENT WITH THE HIGHLANDS REGIONAL MASTER PLAN.**

**Policy 5C1** To ensure, to the extent practicable, that proposed transportation improvements which are not consistent with the RMP be modified to be consistent or be re-evaluated in the context of state and regional planning goals.

**Policy 5C2** To coordinate with NJ DOT, NJ Transit, North Jersey Transportation Planning Authority (NJTPA), counties and municipalities with regard to transportation planning and strategies within both the Highlands Region and the larger 13-county metropolitan planning region.

**Objective 5C2a** Highlands Region transportation site development activities will reflect RMP resource protection, development and redevelopment goals.

**Policy 5C3** To limit road improvements through local development review and Highlands Project Review where roads are constrained by topography, forested lands or the community character of land uses fronting on the road.

**Policy 5C4** To support economic development by ensuring that transportation planning and improvements support regional development, redevelopment, and tourism opportunities.

**Objective 5C4a** Increase tourism opportunities through innovative multi-modal transportation

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	measures and accessible transit schedules.
<b>Objective 5C4b</b>	Support regional tourism economy through enhanced street furnishings, directional signage and Highlands Region tourism information.
<b>Objective 5C4c</b>	Support regional tourism through the recognition and protection of scenic resource view sheds along scenic byways and road corridors.
<b>Policy 5C5</b>	To recognize and support the unique needs of the agricultural industry to move farm vehicles and goods along transportation corridors, and establish safe travel routes for farmers and agri-tourism in order to ensure the safety and viability of farming as an occupation in the Highlands Region.
<b>Policy 5C6</b>	To require conforming municipalities to adopt a Circulation Plan Element that coordinates with the land use plan, ensures mobility and accessibility and demonstrates consistency with the RMP.
<b>Policy 5C7</b>	To require conforming counties to adopt a transportation plan that supports local and regional land use planning that promotes connectivity, shared service opportunities, long-term transportation network needs, ensures mobility and accessibility and demonstrates consistency with the RMP.
<b>Policy 5C8</b>	To evaluate the existing and proposed Residential Site Improvement Standards (RSIS) in the context of the RMP and develop recommendations for amendments to minimize environmental impacts and maximize utility efficiency from new residential developments in a context-specific manner.

<b>GOAL 5D</b>	<b>A MULTI-MODAL TRANSPORTATION SYSTEM WHICH FACILITATES THE MOVEMENT OF PEOPLE AND GOODS WITHIN AND THROUGH THE HIGHLANDS REGION WITHOUT ADVERSELY AFFECTING ECOSYSTEM INTEGRITY AND COMMUNITY CHARACTER.</b>
<b>Policy 5D1</b>	To promote the use of mass transit and other alternative modes of transportation within the Highlands Region.
<b>Objective 5D1a</b>	Increase the performance of the public and private bus carrier systems within the Highlands Region.
<b>Objective 5D1b</b>	Increase overall transit ridership and the use of multi-modal transportation systems, especially for peak hour travel.
<b>Objective 5D1c</b>	Increase employer initiated transit opportunities in the Highlands Region such as shuttle bus service, van, shuttle and car pool service, and innovative car sharing rental options.
<b>Policy 5D2</b>	To promote transit improvements within the Highlands Region which primarily support intra-regional mobility.
<b>Policy 5D3</b>	To promote priority for transportation improvements which primarily improve intra-regional mobility.
<b>Policy 5D4</b>	To promote transit improvements which will increase capacity for inter-regional mobility.

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<b>Policy 5D5</b>	To encourage and promote recreation and tourism through appropriate transportation measures, accessible transit schedules, and enhanced street furnishings and information and directional signage.
<b>GOAL 5E</b>	<b>MINIMIZATION OF TRAVEL DEMAND AND VEHICLE MILES OF TRAVEL</b>
<b>Policy 5E1</b>	To promote land use patterns that support a balance of jobs to housing as a means of reducing average trip lengths.
<b>Objective 5E1a</b>	Development and redevelopment which provides housing and jobs in close proximity.
<b>Objective 5E1b</b>	Development and redevelopment in close proximity to rail stations and along bus routes.
<b>Policy 5E2</b>	To promote municipal and county master plans and development regulations which facilitate the development of mixed land uses in locations that result in reduced average trip lengths, increase community and regional connectivity and support existing development patterns.
<b>Policy 5E3</b>	To promote land use patterns which facilitate use of alternative modes of transportation including walking and the use of bicycles.
<b>Policy 5E4</b>	To promote shared parking programs in support of mixed use development and redevelopment.
<b>Objective 5E4a</b>	Circulation plan elements that include, where appropriate, a municipal and county evaluation of shared parking opportunities to support transit, commuter, commercial and mixed-use neighborhoods through a comprehensive parking study.