Improve the coordination and integration of land use and transportation planning among the relevant public, quasi-public and private transportation interests in New Jersey, including the metropolitan planning organizations, bi-state authorities, toll road authorities and commissions, to strengthen the linkages between land use and transportation planning for all modes of transportation.

State Planning Commission Policy

Traffic and Road Planning

Municipalities are limited in what kind of "off-site" improvements they can require of developers, including improvements to roads or other infrastructure. That is why it is best to study traffic-intensive uses like distribution warehousing as part of a regional transportation plan, targeted corridor study, or update the land use and circulation plan in coordination with NJDOT, county, and regional agency partners, as part of an inclusive public planning process. Ideally, this effort should be done as part of a comprehensive review of the municipality's Master Plan and land use ordinance update process. If this effort is completed upon receipt of an application for a new project, it may be too late to mitigate many offsite impacts that could have been avoided through proactive planning.

In all cases, municipal reviewing boards should emphasize the importance for applicants to perform due diligence before submission of a subdivision and/or site plan application. This includes involving county planning, engineering, and the NJDOT early on (before local permits are issued) if there is a desire to access a road within their jurisdiction. Local approvals do not guarantee that county and state permits will be granted. Many developers make significant investments only to find out that a county and/or Minor or Major NJDOT Access Permit either cannot be granted quickly or accommodated at all.

Requiring traffic and road impact studies both before building and after the warehouse is operational (perhaps requiring a follow-up study as an agreed condition of approval) is a realistic and critical tool to ensure any increased traffic anticipated, and then realized, by a new warehouse can be properly accommodated. The studies should be required by ordinance and identify all on-and-offsite transportation impacts, including vehicular (including autonomous), truck, pedestrian, multimodal, air (e.g., drone), and transit access.

Traffic studies should extend beyond the site and analyze the anticipated truck routes between the project location and the closest highway access points, including the types of roadway infrastructure to be used and impacted, such as the capacity of bridges, intersections, interchanges, and highways and proposed truck routes. Because different classes of streets and roads are designed for different types and lengths of trip-making, not every road segment will necessarily be appropriate for every mode of travel. Truck traffic can present substantial safety issues. Collisions with heavy-duty trucks are especially dangerous for passenger cars, motorcycles, bicycles, and pedestrians. These concerns can be even greater if truck traffic passes through residential areas, school zones, or other places where pedestrians are common and extra caution is warranted. Whatever the level of review, analysis of all such traffic safety aspects should be a

requirement of the developer. All such analyses, along with information as to upgrades needed to address impacts should be presented for review/approval.

Given the public health and safety concerns, reviewing boards should ensure that proposed truck routes can be identified that are away from downtown centers, residential areas, historic districts, school zones, recreational parks, daycare centers, places of worship, and overburdened communities (especially those that are already subjected to chronically unhealthy air, noise, and other environmental stressors). Costs and necessary improvements to identified conflict points, diminished levels of service, and other related transportation capacity concerns along these routes should be identified and quantified. Where road widening and/or expansion is proposed, environmental impacts (e.g., flooding, runoff, degradation of water, and other natural resources) and mitigation measures should likewise be identified.

Studies should involve the developer, municipality, and all other relevant authorities, including counties, bridge/tunnel commissions, NJDEP, and NJDOT as appropriate. It is also important to note that many warehouses are approved and built on speculation, meaning the end-user is not known. In addition, the user of the warehouse may be a tenant with a lease subject to change at each lease term. The end-user can greatly affect the traffic generation and impacts felt across municipal boundaries, which further reinforces the need for more robust planning, zoning, site design standards, and impact analysis. It is also important to recognize the relationship between transportation project justifications that often precede speculative development proposals, local zoning modifications, etc., to identify any assumptions for inducing/incentivizing industrial development and redevelopment.

For larger warehouse proposals that are anticipated or likely to have negative impacts on adjacent or nearby communities, the hosting municipality should consider funding its impact analysis (unless agreed by the applicant and/or funded as part of a redeveloper's agreement). At a minimum, the study should determine whether truck routes outside of municipal boundaries will negatively affect their neighborhoods, downtowns, historic areas, etc., and send a copy of this evaluation to the potentially affected municipalities and counties at least thirty days before the project is heard. If there is a concern that anticipated or planned truck routes will not be followed, the reviewing board and applicant, with assistance and input from the county, and NJDOT, where appropriate, should identify the likely reasons why alternatives routes might be chosen, and develop enforceable strategies for trucks that go off route.

Ensure that distribution warehouses are sufficiently linked with and served by appropriately scaled port facilities, regional highway networks, and/or freight rail access, and other strategic intermodal transportation facilities throughout the region and state with special efforts to improve linkages between employees and job opportunities, and last mile fulfillment centers and consumers.

State Planning Commission Policy

Specific Traffic Considerations

- Traffic Impact Studies should include a truck and automobile trip analysis to project and break out different vehicle trips throughout the entire day (i.e., not just peak hours) to capture the full (potential) magnitude generated from a proposed warehouse.
- Do the configuration of the roads and the geometry of the existing turnarounds, ramps, circles, or exits allow for unimpeded movement of the additional traffic?
- Do the standards and road design of the secondary road network provide the proper turning radii and overpass clearances for the proposed traffic increase?
- Is the road design of the secondary route constructed to handle the proposed increase in traffic loads?
- Will traffic be diverted either regularly or on an alternate route basis into neighboring municipalities, e.g., where will truck traffic be routed in instances of nuisance flooding or major storm events where site accessibility issues arise?
- What strategies will be in place to prevent unsuited alternative routes from becoming the "go-to" route?
- What strategies will be in place to prevent highway toll road avoidance resulting in undesirable desirable routes being favored?
- Do the standards and road design allow for compatibility with freight movements and a complete street-friendly design, where appropriate?
- How do proposed changes to weight limits on local, county, and State roads provide for designated truck routes?
- Does the condition and design of the road prevent structural damage to adjacent structures?
- Is there an entrance (i.e., gate) management plan (e.g., staggered shifts as a condition of approval) in place to prevent queuing on affected roads?
- Is there adequate truck parking to ensure that trucks delivering or awaiting loads do not end up waiting outside of the facility until their appointed time?
- Will patronage to local businesses or commercial areas be impacted if destination access becomes impaired by levels of truck traffic not conducive to visitation?

Best practices to mitigate possible negative impacts on traffic and roads:

- Designing, clearly marking and enforcing truck routes that keep trucks out of residential neighborhoods and away from other sensitive receptors.
- Imposing delivery schedule time restrictions on specific local road networks where necessary to protect public safety and avoid negative impacts and major disruption to other users such as same-route school drop-off/pick-up hours.
- Installing signs in residential areas noting that truck and employee parking is prohibited.
- Requiring warehouse facilities to establish specific truck routes and post signage between the warehouse/distribution center and the freeway and/or primary access arterial that achieves the objective. The jurisdiction may not have an established truck route but may take the opportunity to develop one.

- Requiring warehouse facilities to specify on the facility site plan primary entrance and exit points.
- Constructing new or improved transit stops, sidewalks, bicycle lanes, and crosswalks, with special attention to ensuring safe routes to schools.
- Consulting with the local public transit agency and advocating for increased public transit service to the project area.
- Designating areas for employee pickup and drop-off.
- Implementing traffic control and safety measures, such as speed bumps, speed limits, or new traffic signs or signals.
- Placing facility entry and exit points on major streets that do not have adjacent sensitive receptors.
- Restricting the turns trucks can make entering and exiting the facility to route trucks away from sensitive receptors (e.g., neighborhoods, overburdened communities, schools, daycare centers, etc.)
- Constructing roadway improvements to improve traffic flow.
- Preparing a construction traffic control plan before starting site work, detailing the locations of equipment staging areas, material stockpiles, proposed road closures, and hours of construction operations, and designing the plan to minimize impacts on roads frequented by passenger cars, pedestrians, bicyclists, and other non-truck traffic.