



# Passaic Transit Hub Plan

A vision for downtown Passaic centered around a forthcoming new bus terminal aims to add multimodal connectivity and a new shuttle line.

**Brian Davis & The Passaic Transit Hub Project Team**  
November 8, 2024

## Introduction

Passaic's Main Avenue grew up around Transit.

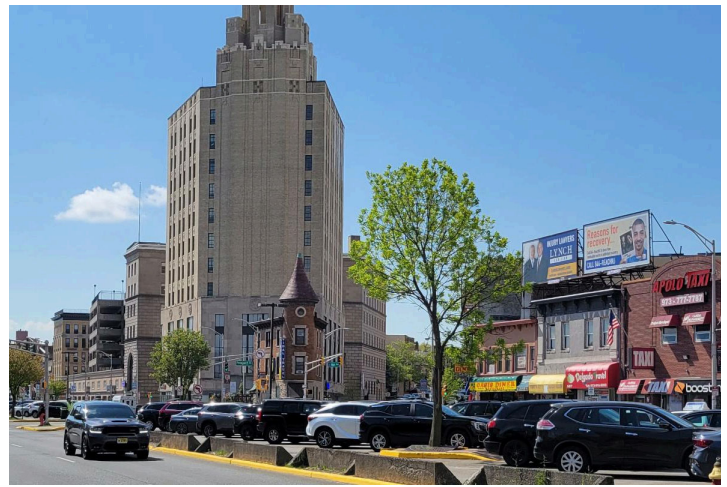
For more than 100 years, the Erie Railroad ran along the Street's center, with a train station centrally located at the intersection of Main Avenue and Jefferson Street. According to the City, "Downtown Passaic, was the place to be, with five movie theatres with first run movies, numerous restaurants and



Passaic Station, at the intersection of Main Avenue and Jefferson Street, in 1909

smaller eateries that served it all, shopping that equaled New York City and a railroad that brought all the customers, shoppers and tourists right to your front doors!"

But by the 1960's, the Erie had merged with the Lackawanna Railroad, providing redundant service to Passaic. Combined with the safety issues and the inconvenience of an at-grade downtown train line, by the mid-1960's the tracks were removed and replaced with parking.



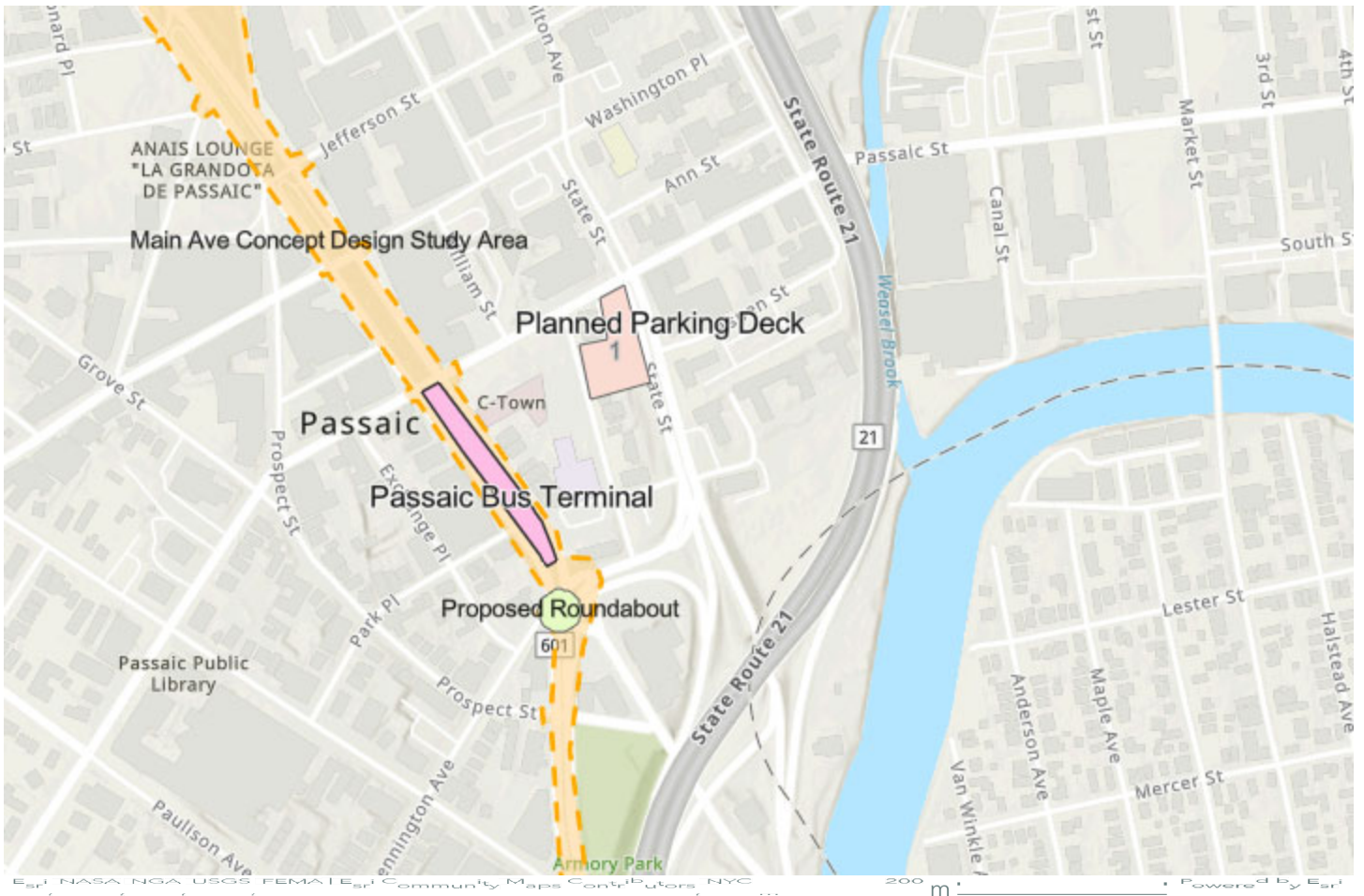
Main Street in Passaic in 1960 vs. today. (1960 image courtesy of Mark S. Auerback, northjersey.com)

Today, big changes are in store for downtown Passaic. Main Avenue is getting another makeover, with the sea of parking in the median set to be replaced by a green space with a promenade. A new parking garage at Passaic Avenue and State Street will replace the lost parking, and a new roundabout at Main Ave and Pennington Street will provide a new gateway into the city along with added safety and mobility. Perhaps most significantly, a new bus terminal is planned to be developed within the median of Main Avenue just south of Passaic Street, two blocks to the south of the site of the former train station.

To tie all of the efforts together, a group of volunteer planners from New Jersey's Community Planning Assistance Program worked with the city to develop a comprehensive Transit Hub

Plan. Key elements of the plan identified by the city include strategies for multimodal connectivity for the new bus terminal, a concept for a shuttle bus connecting the bus terminal to nearby destinations and rail transit, and advancing an application to New Jersey's Transit Village Initiative.

The work herein is the result of the combined efforts of professional Planners working on a volunteer basis. The members of the project team were Danielle Baer, Robert Brewer, Brian Davis, Paul Drake, Jasmine Grossmann, Daniel Hauben, Daniel Hutton, Riley Riegel, Tom Schulze, and Jeffrey Vernick.



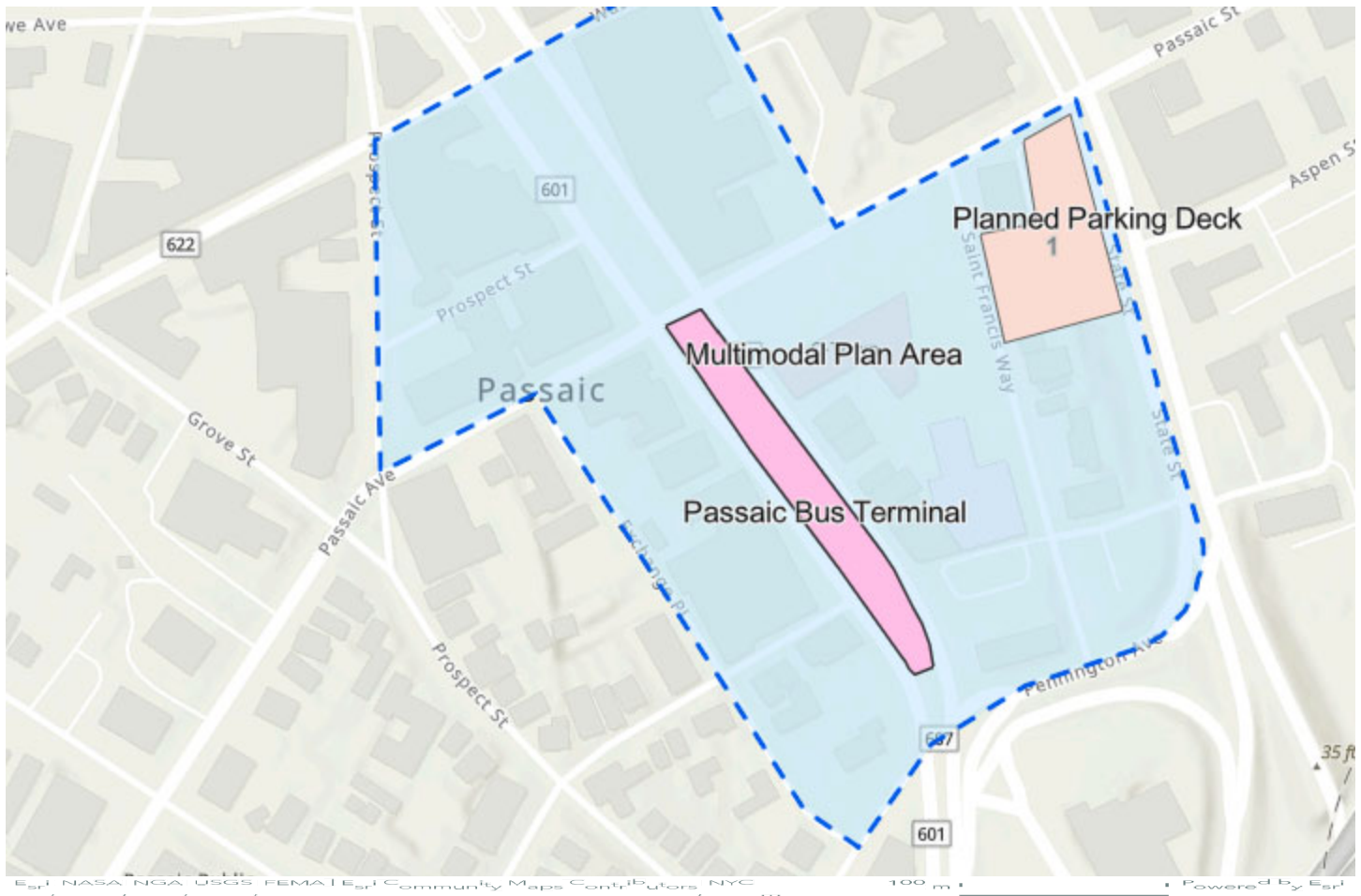
## Project Goals & Study Areas

The goal of the Transit Hub Plan is to address the following three factors:



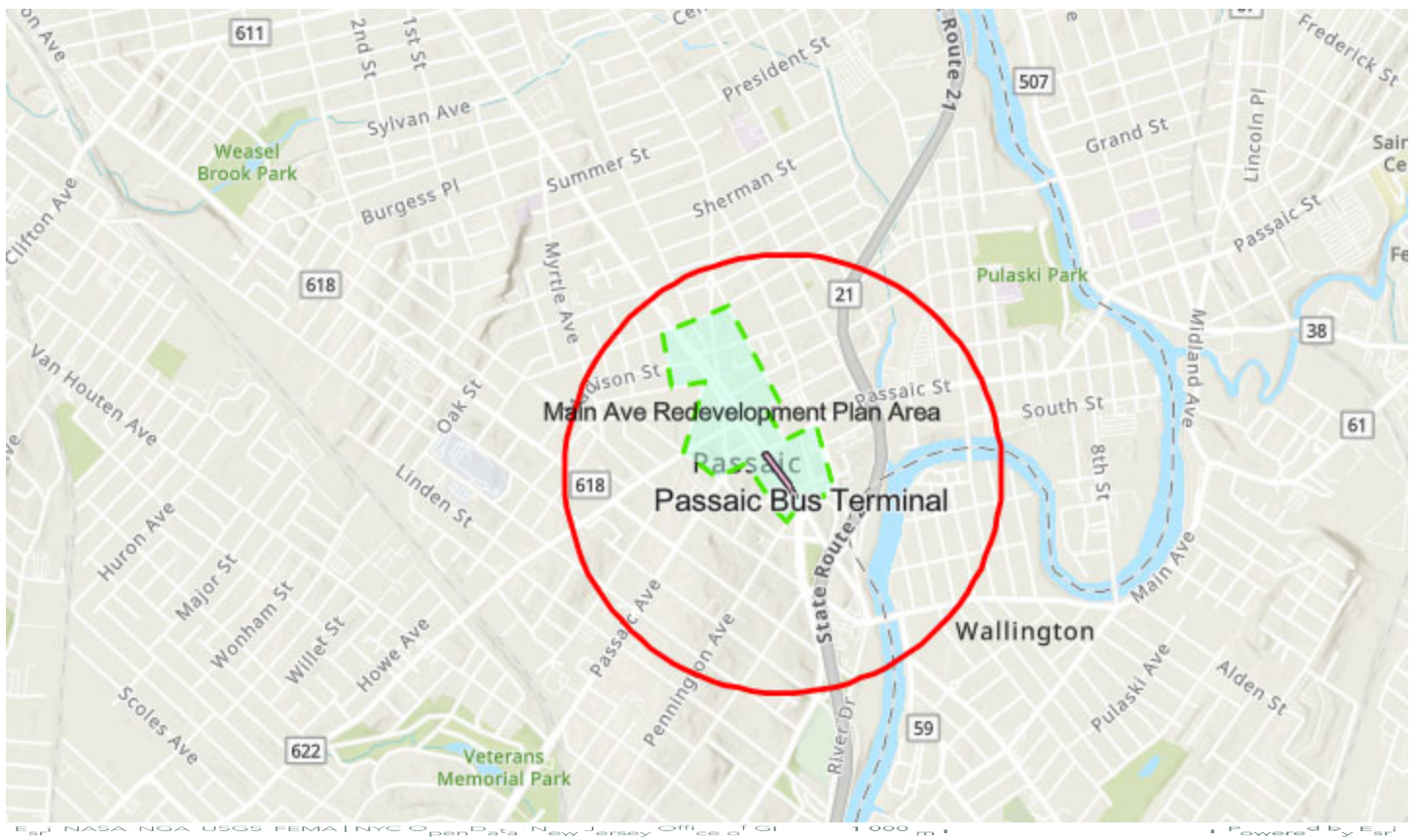
1. Provide strategies to improve multimodal access to the bus terminal;
2. Formulate a plan and direction for the City to pursue designation as a Transit Village; and
3. Develop a high-level plan to connect the bus terminal to nearby rail stations via shuttle service.

Each of the three factors entails a different study area.



## Bus Terminal Site

The strategies for multimodal connectivity focus on the physical location of the bus terminal. The study area here, shown at right in blue, extends for one block in each direction from the bus terminal, and includes the planned new parking garage. A key focus will be on safe walking conditions between the new garage and Main Avenue.



## Transit Village Study Area

The Transit Village program requires a study area of a 1/2 mile circle centered around the bus terminal. This is shown at right.

Two redevelopment plans have been adopted within this circle which are key to advancing the application. The Main Avenue Redevelopment Plan Area is shown at right.

Additionally, the City is also working on a Redevelopment Plan for the area of Broadway south and west of Main Avenue (check with City for status).



## Shuttle Service Study Area

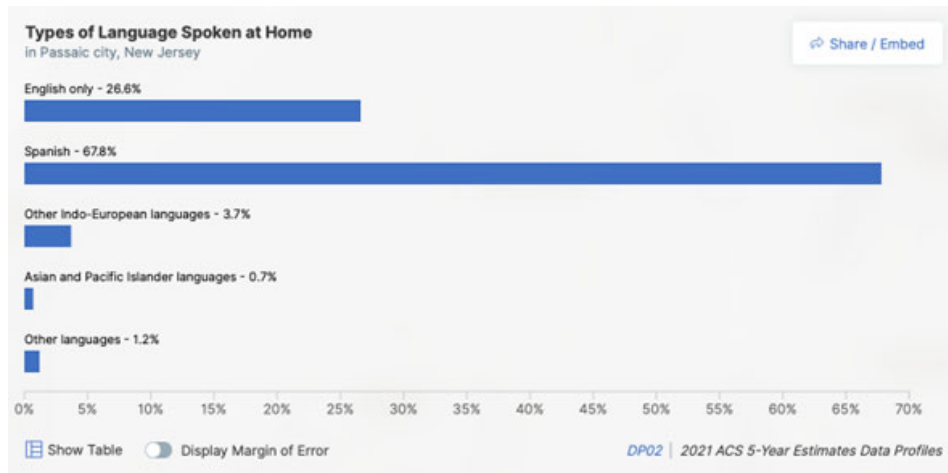
The shuttle service considered herein contemplates connecting the bus terminal to Passaic Station (on the NJT Main Line) and Garfield Station (on the NJT Bergen Line).

There are three key districts featuring restaurant, retail, and entertainment uses along the potential route: The Main Avenue District, Broadway District, and Bistro District. Additionally, there are four senior housing sites within Passaic. The shuttle service considers these locations to the extent possible.

## Passaic Demographics and Equity Considerations

By most measures, Passaic is one of the most diverse communities in America. The tables below, sourced from the US Census Bureau's *American Community Survey*, show the demographic makeup of the city's 70,500 residents and the languages spoken in Passaic homes. This underscores the importance of a multimodal transit hub, that is accessible and just for all Passaic residents regardless of race, language, or income.

Race and Hispanic Origin	
① White alone, percent	49.0%
② Black or African American alone, percent (a)	7.6%
③ American Indian and Alaska Native alone, percent (a)	0.7%
④ Asian alone, percent (a)	3.6%
⑤ Native Hawaiian and Other Pacific Islander alone, percent (a)	0.0%
⑥ Two or More Races, percent	25.3%
⑦ Hispanic or Latino, percent (b)	73.4%
⑧ White alone, not Hispanic or Latino, percent	15.7%



## Accessibility

The goal of making a transit project “accessible to all” involves a comprehensive analysis and engagement of the communities affected by the project, and adequate accommodation for the needs of potentially disadvantaged groups that are identified by said analysis. Components necessary to reach this end include:

- The project should seek to maximize **access to community amenities** such as employment, education, civic centers, and medical offices.
- The project should ensure **accessibility to environmental justice populations**, defined by the FTA to include minority or low-income populations.
- The project should ensure **accessibility to other specified groups**, including those with limited English proficiency or those with disabilities.

## Environmental Justice & Impacts



When viewing projects such as the Passaic Transit Hub through an equity lens, accessibility is not the sole equity concern. Another important component to be considered is environmental justice, which entails an analysis of the project's impacts such to identify any disproportionately adverse impacts toward individuals of specific demographics.

- Historically, environmental justice populations have borne a disproportionately high share of the adverse impacts from infrastructure projects, such as pollution and displacement. A key equity consideration in designing the project is ensuring that adverse impacts are minimized generally and not disproportionately felt by environmental justice communities. Questions to ask in assessing disproportionate adverse impacts include:
  - Do the adverse effects on EJ populations exceed those borne by non-EJ populations?
  - Will the cumulative or indirect effects adversely affect an EJ population?
  - Are there benefits offset for EJ populations as compared to non-EJ populations?

### **Defining Success**

With all the above information considered, a summarized, complete definition of success on equity goals could be:

*The institution of a comprehensively accessible program that accounts for the mobility needs of a diverse community, both within and beyond the geographical scope of project elements, as well as the careful consideration of beneficial/adverse impacts and how they would affect individual demographics. Success follows careful analysis of*

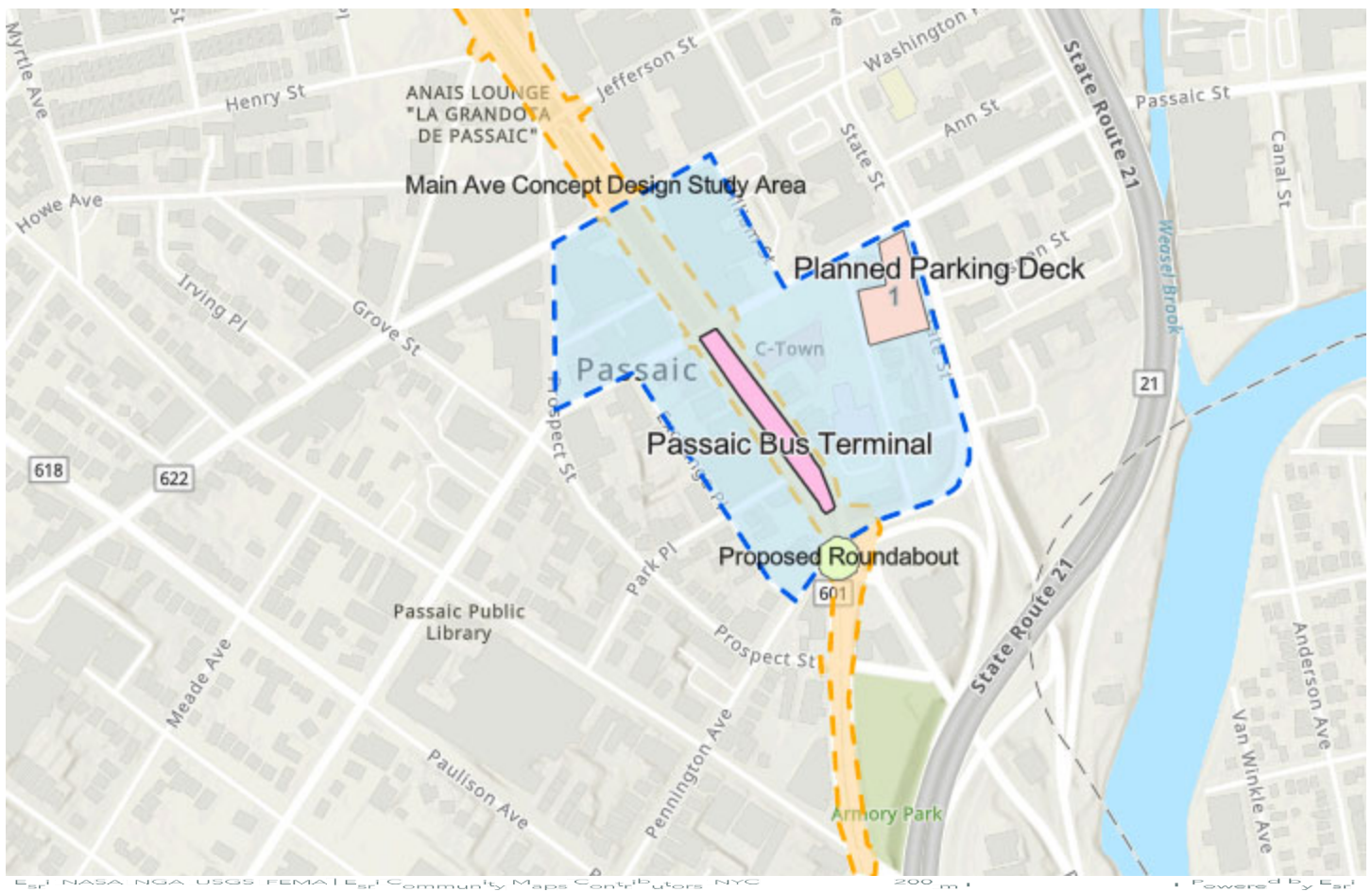


*the community's needs, robust community engagement, exceptional accommodations for accessibility, and mitigation/elimination of adverse impacts, especially if disproportionately detrimental to EJ populations.*

Success would include most or all of the following elements:

- Robust community engagement over the project, both in terms of general outreach and targeted outreach for EJ populations and other groups that require special consideration.
- Direct incorporation of accessibility features for individuals with physical and/or mental disabilities.
- Direct incorporation of accessibility features for individuals with limited English proficiency.
- Consideration for mobility needs to key community amenities and services
- Consideration for mobility needs to community amenities and services that primarily serve disabled individuals, LEP individuals, EJ populations, etc.
- Consideration for accessibility needs in the travel distance between homes, amenities, and project elements.
- Analysis of both beneficial and detrimental impacts of the project to the community as a whole.
- Analysis of both beneficial and detrimental impacts of the project to EJ populations.
- Identification of any disproportionately adverse impacts toward EJ populations and subsequent mitigation or elimination of such impacts.

## **Multimodal Connectivity Strategies for Passaic Bus Terminal**



## Background

Several existing plans contemplate multimodal travel in the study area, including:

- The Main Avenue Concept Design will remake the highlighted segment into a more multimodal facility with a parklet and promenade in the medium.
- The County is working on a bike/ped plan that will bring bike facilities and bike share to the area.
- A new roundabout is planned just to the south of the forthcoming bus terminal.
- The Main Avenue redevelopment plan also contemplates improved walkability and pedestrian access within the area.
- The Main Avenue redevelopment plan will reduce the supply of street parking in the area. To offset this, a parking

deck is planned for construction about one block from the bus terminal.



## **Pedestrian connections and access**

Passaic Street will be a key walking route between the planned new garage and Main Street.

The street currently features sidewalks that can feel cramped, and there are no marked crosswalks across Passaic at the intersection of William Street.

The City should consider adding crosswalks here and ensure the sidewalks are continually kept clear of trash and obstructions. To the extent possible, the City should expand the walking areas, either with paint, bollards etc. on a temporary basis and/or by permanently expanding the sidewalk as budget allows.





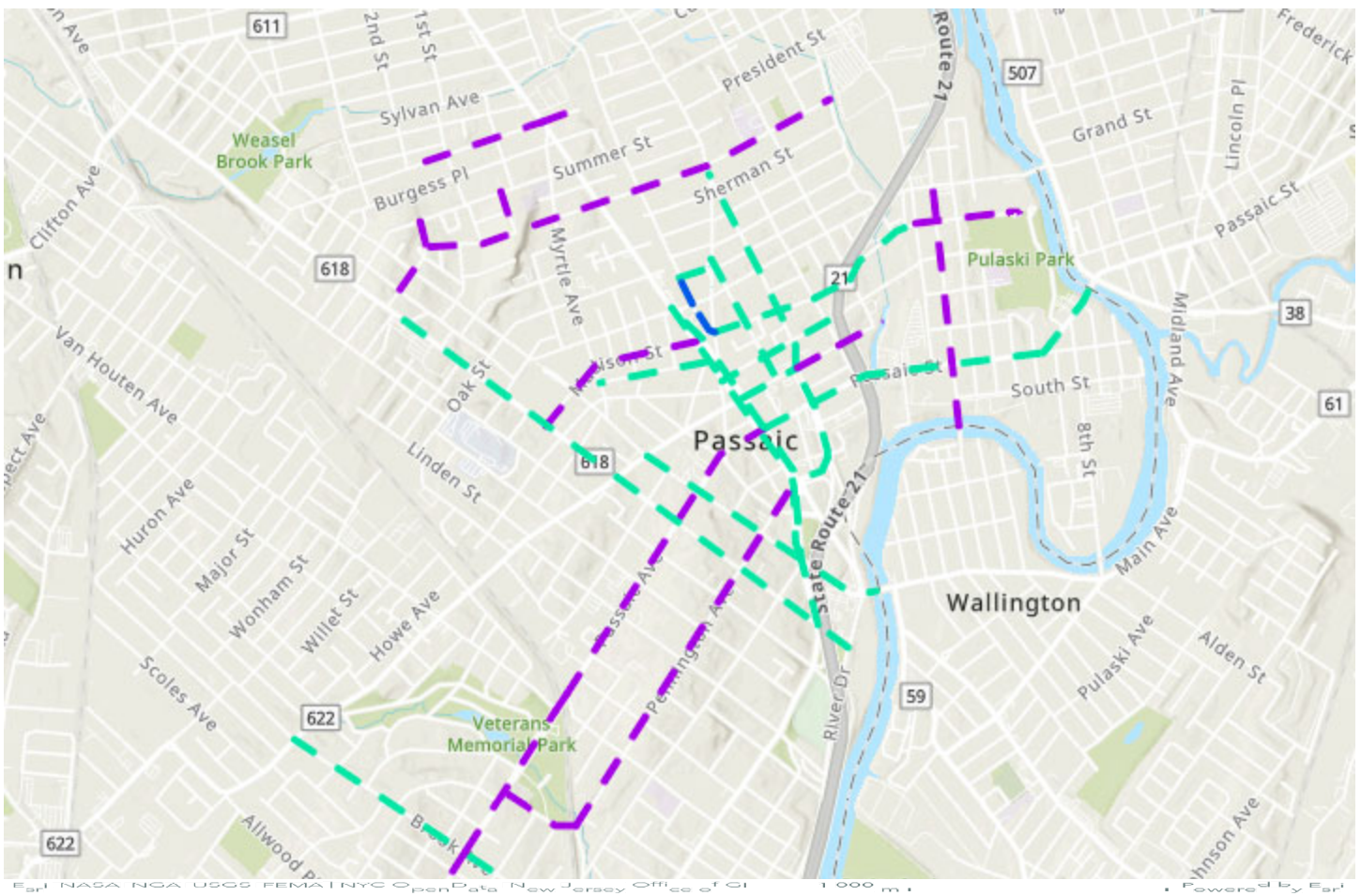
## **Main/Passaic Improvements**

The intersection of Main Avenue at Passaic Street will be a crucial facility for pedestrians, connecting the bus terminal, the parking deck, and destinations along Main Avenue. However, with fading crosswalk striping and regular conflicts with turning vehicles, it can be intimidating to cross under existing conditions.

We recommend that the City refresh the crosswalk striping here, and consider more aggressive treatments like raised crosswalks.

The signal timing can also be revisited to maximize safety and comfort for pedestrians. The intersection may be suitable for a "pedestrian scramble," where motorized traffic gets a red signal in all directions, allowing pedestrians to have a walk signal in all directions.





## Bicycling and Alternative Mobility

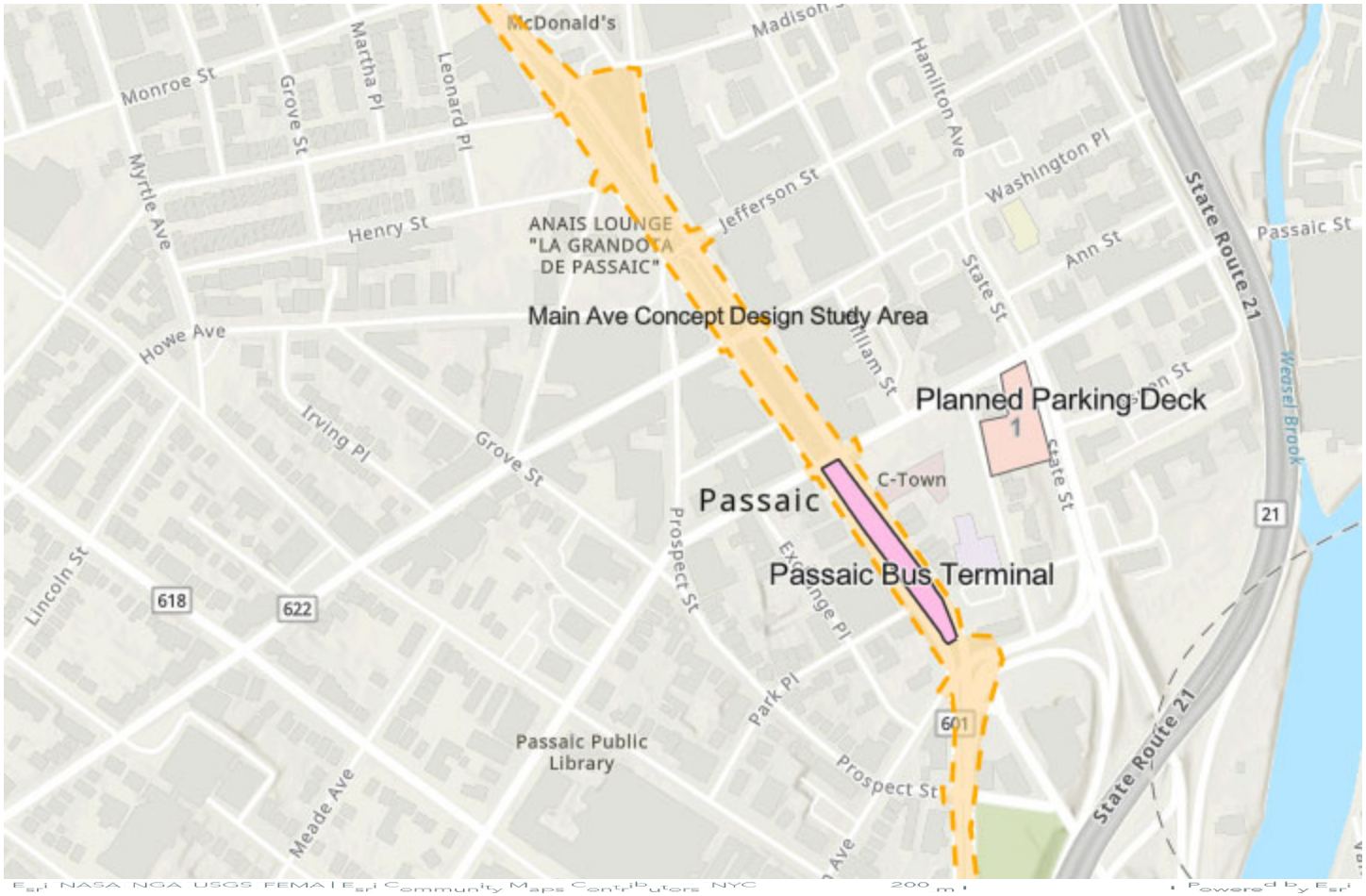
The City is currently pursuing a number of initiatives to improve access for bikes, scooters, and other active modes. To integrate these initiatives into a multimodal transit hub, we recommend the following.

Provide ample bike parking on Main Avenue, including staples on the sidewalk, and/or corrals on-street.

The City could implement wayfinding for bikes and/or pedestrians, to help them find their way to parking, facilities, destinations, etc.

The City should site one or more bike share stations as near as feasible to the bus terminal.

Broadly, the City should continue adding bike facilities where feasible, focusing on the network as a whole and addressing connectivity gaps between Main Avenue and nearby residential neighborhoods.



## Parking Management

With the addition of the planned parking deck and the reduction of street parking along Main Avenue, parking demand patterns in the area will change and street parking will likely be harder to find without intervention.

The City should conduct a study of parking demand patterns, and update its pricing and overall management as needed to ensure that parking in the area is functioning optimally.

## Parking Benefit District

Ideally, the City should consider implementing a **Parking Benefit District (PBD)**, which is the current best practice for



managing parking in busy downtowns. In a PBD, parking is priced such that one to two spaces per block are typically available, with a set portion of revenues spent on locally identified improvements and amenities in the district.

Particularly when the suite of planned improvements is completed, central Passaic represents an ideal candidate for a PBD. The City should consider becoming the first in New Jersey to implement one.



## **Parking Adjacent to Terminal**

A crucial element of building a multimodal hub is the management of the curb zone on Main Street adjacent to the bus station.

At present, all curb zone space is devoted to parking. Following development of the terminal, the City should consider converting most or all of the curb zone space along

Main between Passaic and Pennington to other uses. Potential other uses include:

- Bike corrals or bike share stations
- Jitney Stops and/or rideshare loading/unloading
- Street seating
- Loading Zones



## **Midblock crossing on Main**

During our site visits, we observed a significant number of people crossing midblock along Main Street near the new terminal location. When the terminal arrives, there may be even more demand for these crossings, particularly since the adjacent C-Town Supermarket provides an indoor route between Main and the parking garage.

We recommend that the City accommodate this demand by considering a safe, marked midblock crossing. To this end, the



City should work with NJ Transit to ensure the final design of the bus terminal is conducive to this crossing.

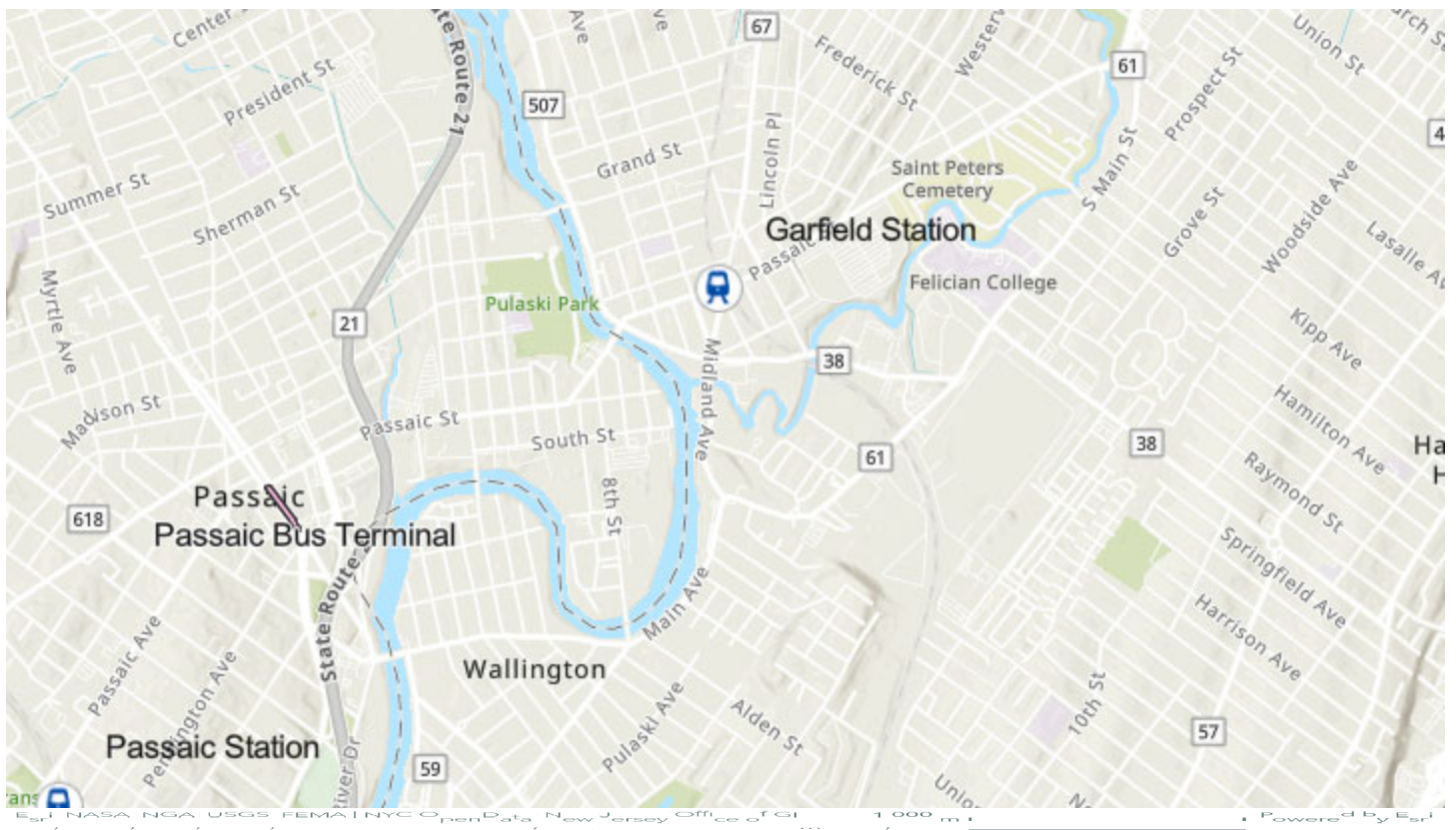


### **Streetscape/ Placemaking**

Currently, Main Avenue features dense, varied storefronts with few vacancies. This is great, and the City should take advantage of this thriving commercial activity

Our group recommends that, to the extent possible, the City permit and encourage outdoor uses and gathering spaces, such as outdoor shopping and dining, or the creation of outdoor seating areas like the pictured Joe Buga Parque.

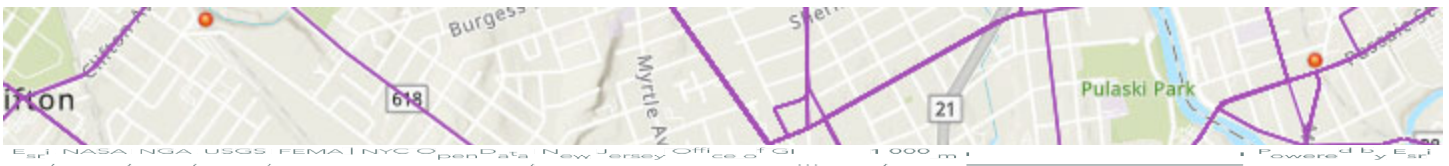
### **Shuttle Bus Concept: Passaic Minibus**



## Overview

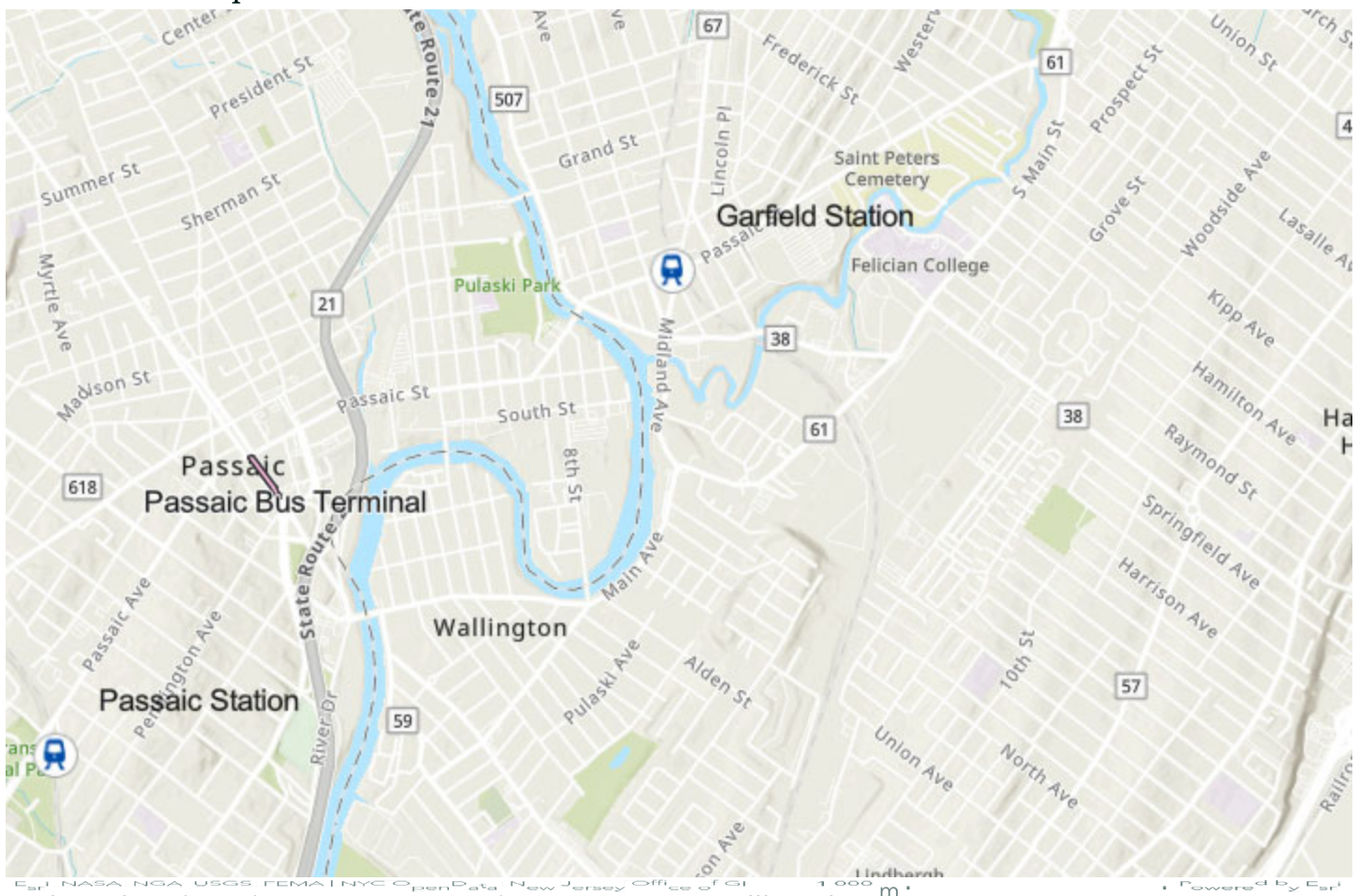
While the bus terminal will be located in the geographic and economic center of Passaic, the two nearest rail stations, Passaic Station and Garfield Station, are each located about a mile away.





It is expected that, when the bus terminal comes online, there will be significant demand for travel between the three transit stations and local destinations in between. While there is some existing transit service in the area, this is more oriented on regional trips rather than local circulation within Passaic.

The project team conducted a detailed, planning-level study to determine the quantity and characteristics of demand for such a service, and to identify potential route and service parameters.



## Planning Evaluation

The planning evaluation consisted of the following:

### Market Demand Identification:

- Community Stakeholder-Identified Location Needs and Opportunities Map • Travel Market Summary (Community Stakeholders and NJ TRANSIT Transit-Friendly Data Application)

#### **Route and Service Needs Analysis:**

- Expected Shuttle Uses
- Travel Days and Time Periods
- Route Proximity Analysis and Refinement

#### **Recommended Route and Service Framework:**

- Service Objectives and Route Service Patterns by Operating Time Period
- Recommended Headway and Service Hours
- Key Transfer Locations

#### **Support Opportunities:**

- Fares or Free
- Stakeholder / Community Resources
- Branding Concept

#### **Next Steps for City Action:**

- Identify Resources Needed vs. Available
- Develop Service Schedule
- Secure Operator
- Implement and Monitor Service

### **Community Comments Summary**

To determine the potential utility of a shuttle bus circulating between Passaic Bus Terminal, Passaic Station, and Garfield station, and to identify key destinations and planning considerations, the team conducted interviews with representatives from nine city agencies and community support organizations. Key takeaways are summarized below.

#### **Expected Shuttle Bus Benefits**



- Intra-City Mobility Service Focus provides direct one-seat ride.
- Strengthens connections with NJ TRANSIT and jitney services.
- Provides access to critical social support and assistance service locations for challenged populations.
- Reduces isolation and expands community participation opportunities for seniors.
- Increases access to city and outside employment, education and training opportunities.
- Increases tourism opportunities to support local economy and businesses.
- Can reduce city congestion by making local travel easier than by auto.
- Reduces security concerns in accessing certain city areas during evening travel time periods.

### Access Needs

Access To:	5:00 AM – 9:00 AM	9:00 AM – 4:00 PM	4:00 PM – 7:00 PM	7:00 PM – 12:00 AM	12:00 AM – 5:00 AM	Weekdays	Weekends	Holidays	City Residents	Students	Seniors	Visitors	Social Service Clients	Youth	Commuters
NJ TRANSIT / Jitney Stops	X	X	X	X		X	X	X	X			X			X
Local Employment	X	X	X	X		X	X	X	X						X
City Hall		X				X			X		X		X		
Community Services		X				X			X		X		X	X	
Hospital		X				X			X		X				
Medical Offices		X				X			X		X				
Food Pantries		X				X	X		X		X		X		
Libraries		X	X			X			X	X	X			X	
Parks and Recreation		X	X			X	X	X	X		X	X		X	
Special Services / Training			X	X		X	X		X				X		
City Education	X	X				X				X				X	
Higher Education		X	X	X		X			X	X					
Grocery Stores		X				X	X	X	X		X		X		
Restaurants		X	X	X		X	X	X	X		X	X		X	
Retail and Services		X	X	X		X	X	X	X		X	X	X	X	
Mayor's / City Special Events			X	X		X	X	X	X		X	X		X	

Community identified access needs, times, and populations

### Challenges and Other Considerations

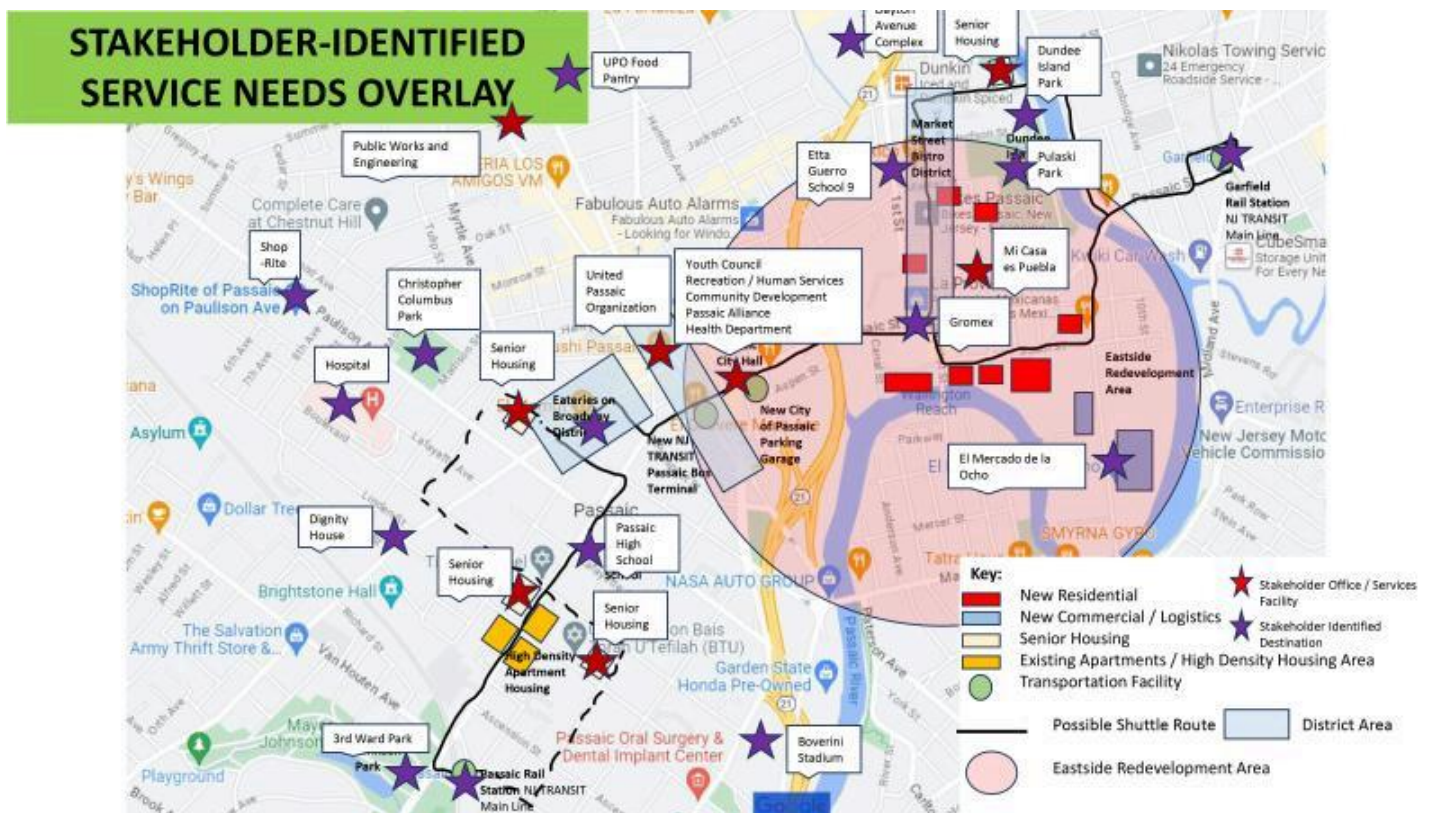
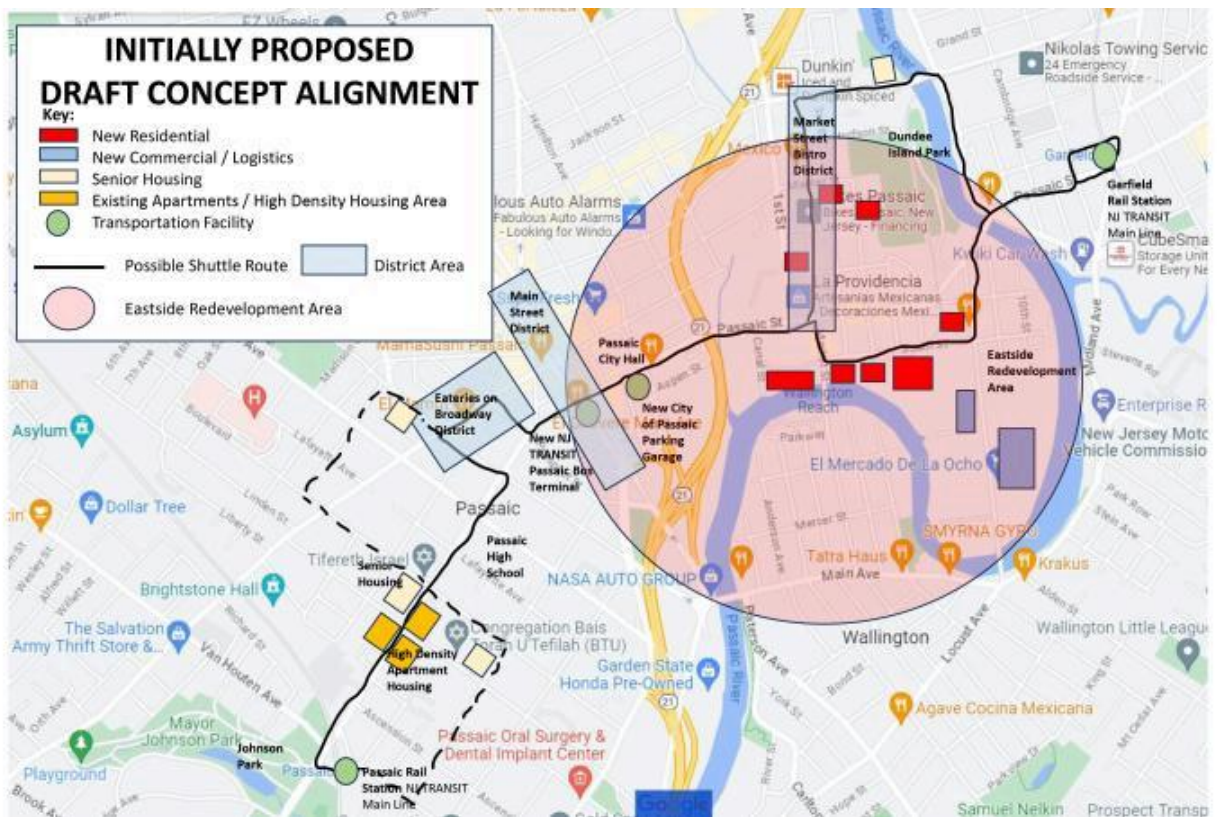
- There could be cultural and language barriers with much of the potential customer base.
- Major languages – English, Spanish, Polish.

- Some sections of the service area can be dangerous, especially after dark.
- Provide narration onboard to inform riders about city amenities and historical sites.
- The City already provides senior transportation services (which does not run on weekends) for senior citizens. Senior access and coordination with the new shuttle service will be needed.
- Travelers currently use Uber, NJT, jitneys, auto.
- Access between Passaic High School on Passaic Street neighborhoods north of Monroe Street is a major challenge for students. Most walk given no school bus transportation. The pending demolition of the old high school and construction of the new will create added access challenges.

#### **Security / Safety Needs**

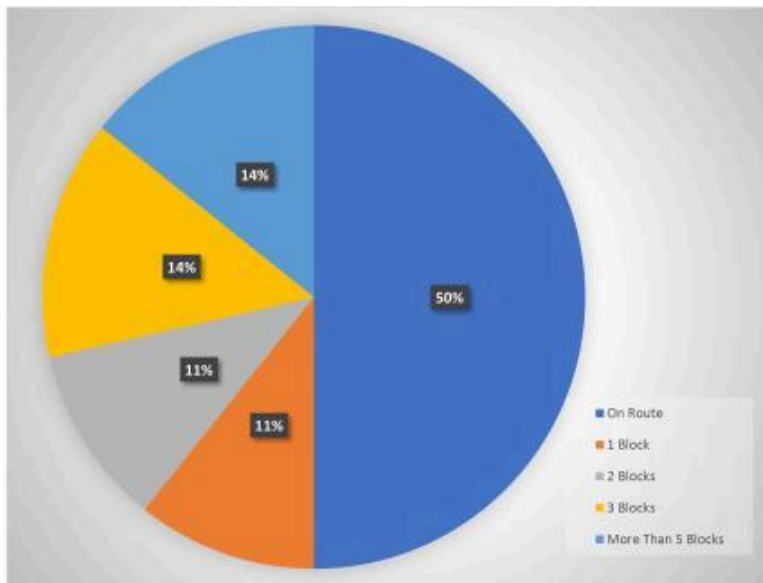
- Well-lit stops
- Shelters
- Avoid dangerous blocks if possible

**Shuttle Bus Concept Slides (Click the arrow to advance)**

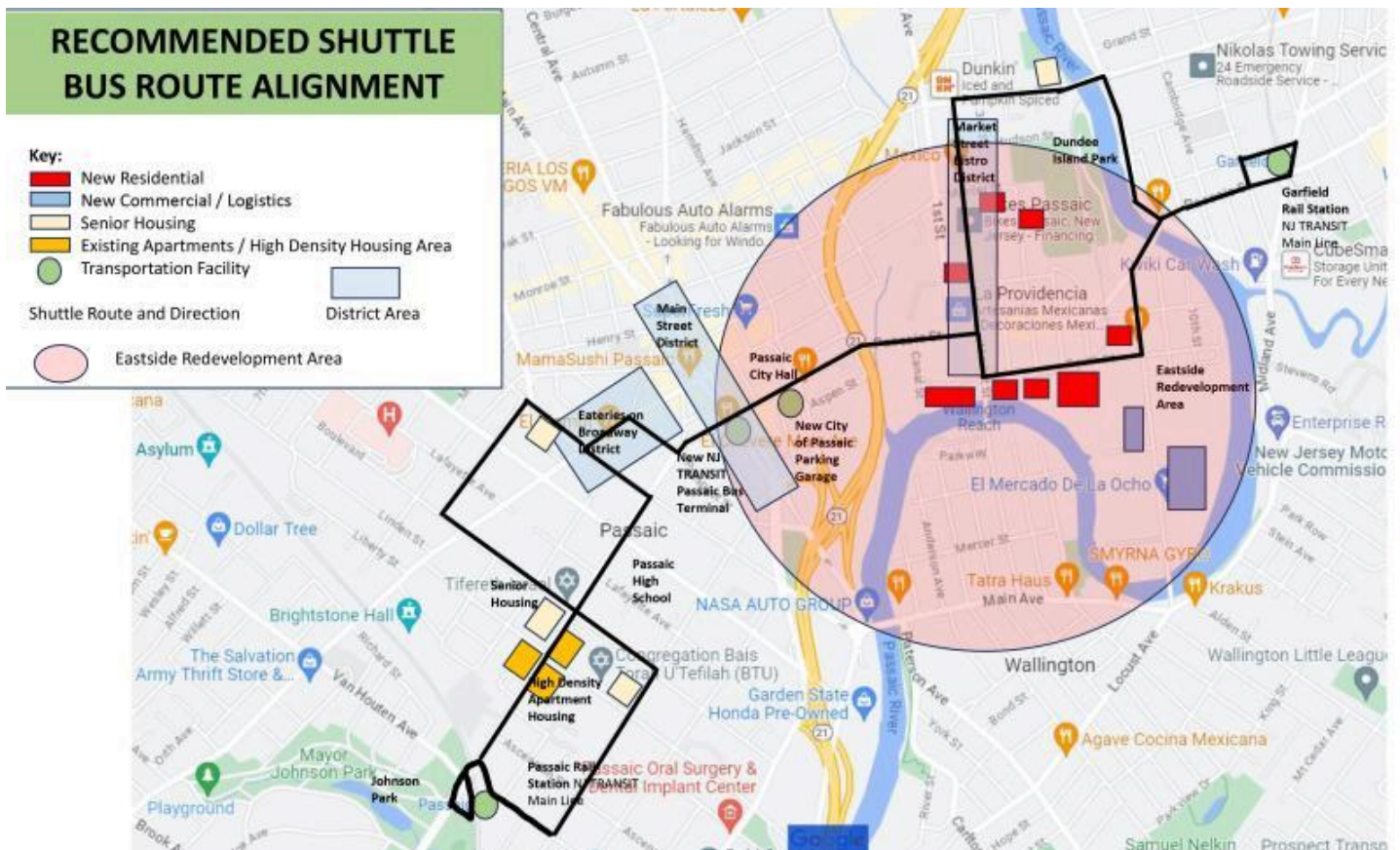




# Proximity of Stakeholder-Identified Service Needs Locations to Initially Proposed Shuttle Route



- **72% of All Destinations within 2 Block Walking Distance of Route**
- **50% Directly On Proposed Route**
  - All Senior Housing Locations
  - City Hall
  - Main Avenue
  - Eateries on Broadway District
  - Market Street Bistro District
  - 3<sup>rd</sup> Ward Park
  - NJ TRANSIT Bus and Train Stations
  - Passaic High School
  - Gromex
- **22% Within 2 Block Walk of Proposed Route**
  - Mi Casa es Puebla
  - United Passaic Organization
  - Dignity House
  - Food Pantry
  - Dundee Island Park
  - St. Mary's Hospital



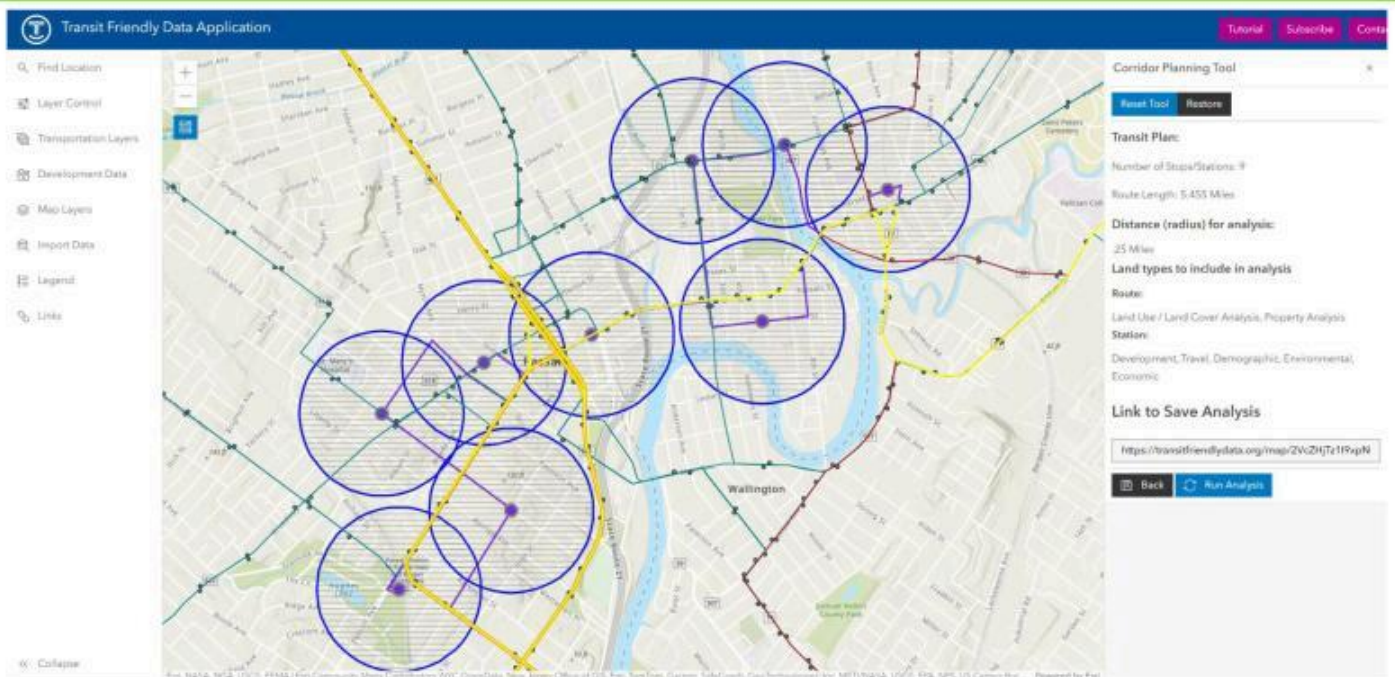


# NJ TRANSIT and Jitney Connection Locations



	Location	Connections
1	NJ TRANSIT Passaic Station	NJT 190 - Passaic - NYC PABT NJT 702 - Elmwood Park - Paterson NJT Rail - Main Line
2	Passaic at Boulevard	Passaic Shuttle (Transfer)
3	Restaurant District (Broadway at Gregory)	NJT 709 - Bloomfield - Garden State Plaza (Paramus)
4	NJ TRANSIT Bus Terminal (Main at Passaic)	NJT 190 - Passaic - NYC PABT NJT 703 - Haledon - Meadowlands Jitneys / Wawas
5	City Hall and Parking Garage (State and Passaic)	NJT 709 - Bloomfield - Garden State Plaza (Paramus)
6	Market at Passaic	NJT 707 - Paterson - Saddle Brook NJT 709 - Bloomfield - Garden State Plaza (Paramus) Passaic Shuttle (Transfer)
7	Paulson at Passaic	NJT 160 - Garfield - NYC PABT NJT 161 - Paterson - NYC PABT
8	NJ TRANSIT Garfield Station	NJT Rail - Bergen County Line
9	River at Monroe	NJT 702 - Elmwood Park - Paterson
10	Monroe at Market	NJT 707 - Paterson - Saddle Brook NJT 744 - Wayne - Passaic

# NJ TRANSIT Data Application Route Design Analysis





## Auto Ownership – Zero Cars



### Shuttle Service Area

- 1** 19% Residence in Area  
11% Workplace in Area
- 2** 35% Residence in Area  
16% Workplace in Area
- 3** 28% Residence in Area  
15% Workplace in Area
- 4** 40% Residence in Area  
25% Workplace in Area
- 5** 46% Residence in Area  
29% Workplace in Area
- 6** 44% Residence in Area  
34% Workplace in Area
- 7** 46% Residence in Area  
29% Workplace in Area
- 8** 25% Residence in Area  
25% Workplace in Area
- 9** 31% Residence in Area  
28% Workplace in Area

**Passaic County:** 17% Residence in Area  
11% Workplace in Area

## 2022 Average Household Income



### Shuttle Service Area

- 1** \$115,135
- 2** \$ 75,888
- 3** \$ 82,557
- 4** \$ 67,975
- 5** \$ 58,852
- 6** \$ 66,200
- 7** \$ 64,590
- 8** \$ 68,740
- 9** \$ 64,709

**Passaic County:** \$112,557



# Recommended Headway and Service Span Hours

	AM Peak Period	Mid-Morning Period	Afternoon Period	PM Peak Period	Evening Period
Hours	6:00 AM – 8:00 AM	8:00 AM – Noon	Noon – 4:00 PM	4:00 PM – 7:00 PM	7:00 PM – 11:00 PM
Weekdays	Every 20 Minutes	Every 15 Minutes	Every 15 Minutes	Every 15 Minutes	Every 20 Minutes*
Weekends	No Service	Every 15 Minutes	Every 15 Minutes	Every 15 Minutes	Every 20 Minutes*
Holidays	No Service	Every 20 Minutes	Every 20 Minutes	Every 20 Minutes	Every 20 Minutes**

\* During special events, may increase headway / hours of operation.

\*\* Reduce Headway / End Service Later in Period. During special events, may increase headway / hours of operation.

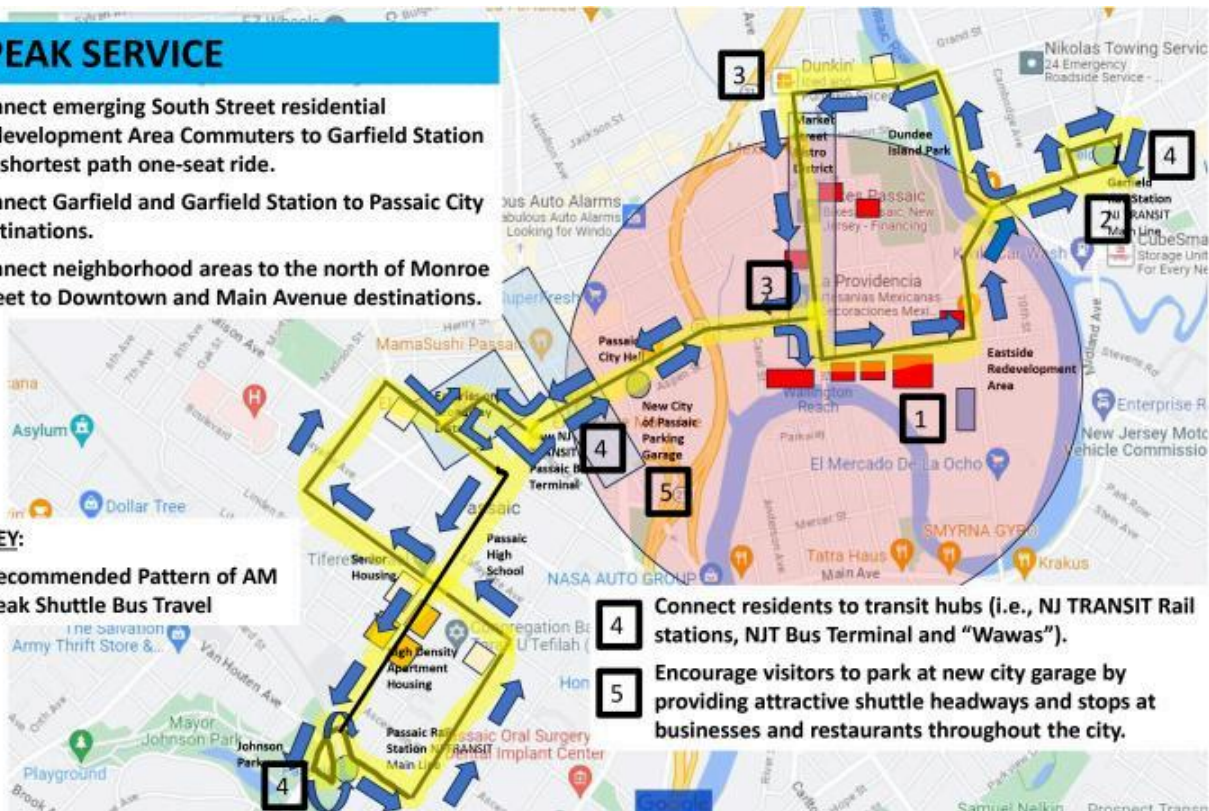
The recommended headways above assume adequate vehicle, driver and operating support availability and capacity to accommodate rider demand.

## AM PEAK SERVICE

- 1 Connect emerging South Street residential Redevelopment Area Commuters to Garfield Station via shortest path one-seat ride.
- 2 Connect Garfield and Garfield Station to Passaic City destinations.
- 3 Connect neighborhood areas to the north of Monroe Street to Downtown and Main Avenue destinations.

### KEY:

➔ Recommended Pattern of AM Peak Shuttle Bus Travel



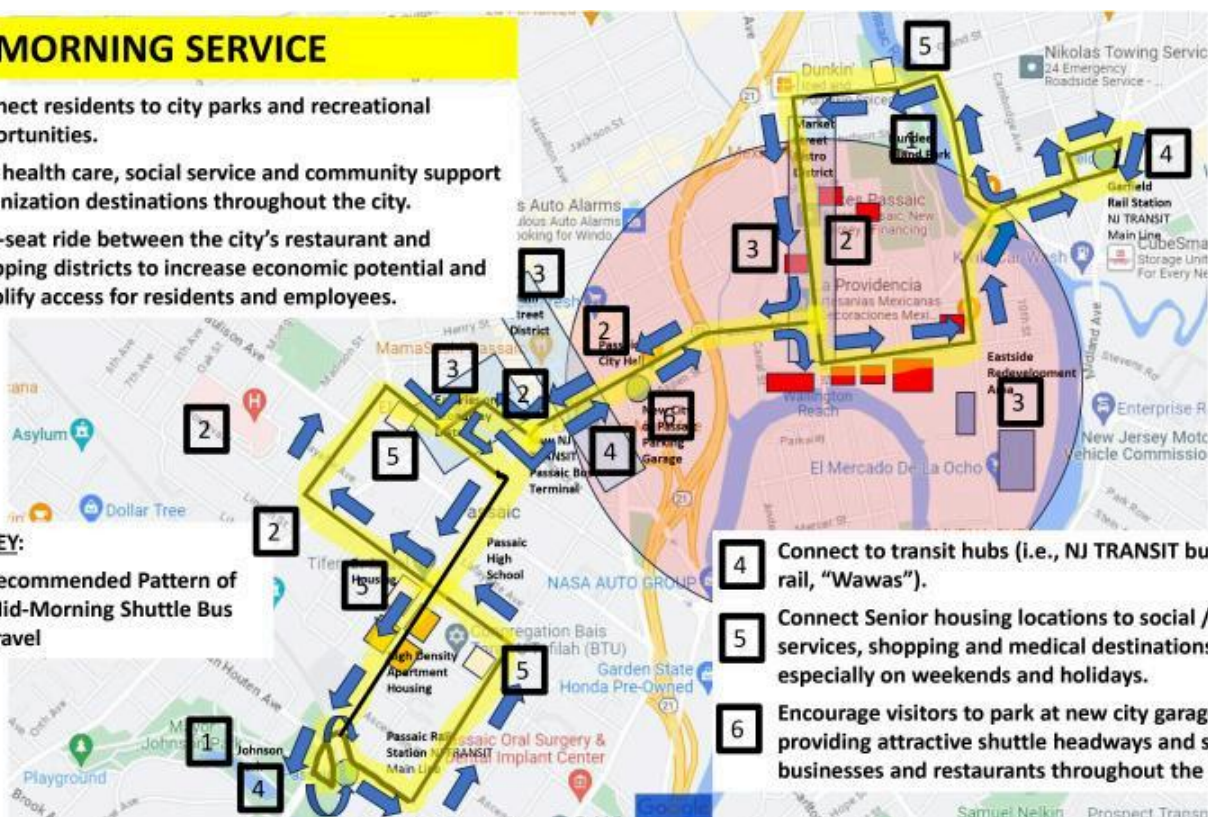


## MID-MORNING SERVICE

- 1 Connect residents to city parks and recreational opportunities.
- 2 Link health care, social service and community support organization destinations throughout the city.
- 3 One-seat ride between the city's restaurant and shopping districts to increase economic potential and simplify access for residents and employees.

### KEY:

→ Recommended Pattern of Mid-Morning Shuttle Bus Travel



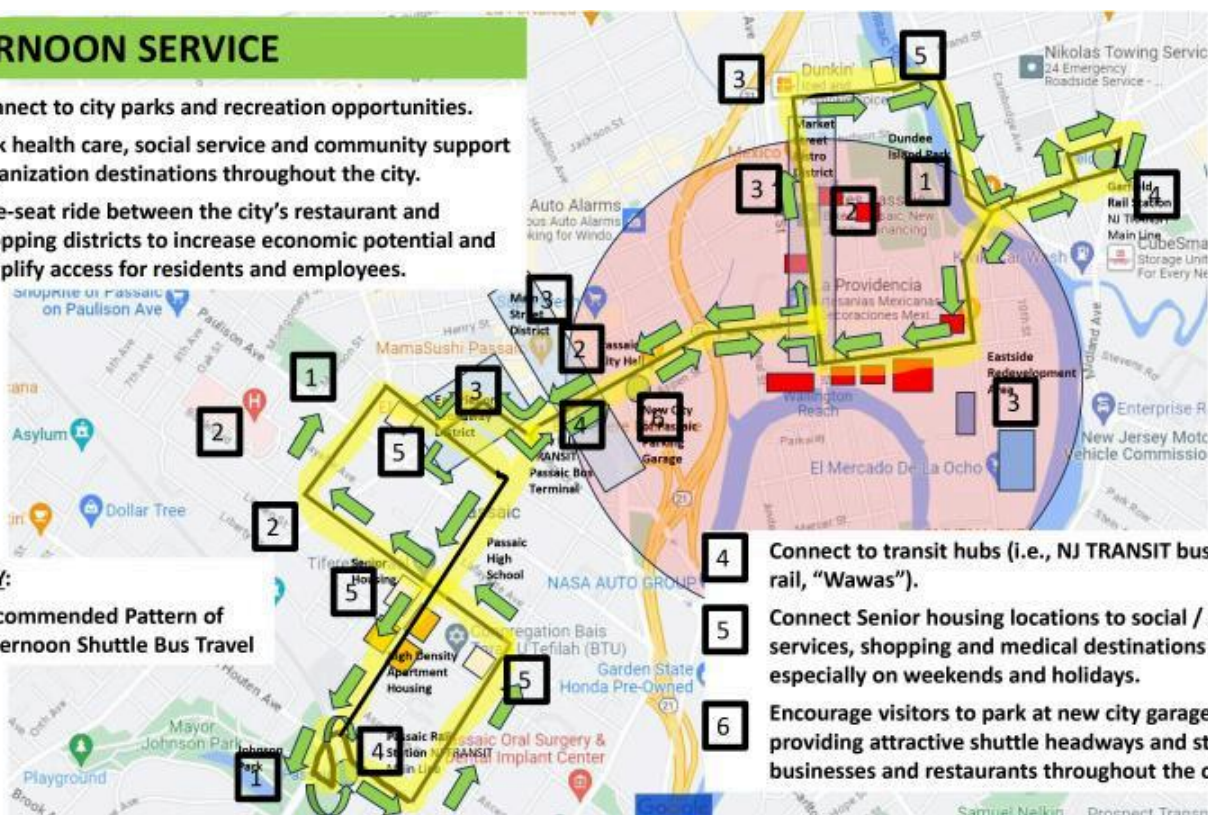
- 4 Connect to transit hubs (i.e., NJ TRANSIT bus and rail, "Wawas").
- 5 Connect Senior housing locations to social / senior services, shopping and medical destinations – especially on weekends and holidays.
- 6 Encourage visitors to park at new city garage by providing attractive shuttle headways and stops at businesses and restaurants throughout the city.

## AFTERNOON SERVICE

- 1 Connect to city parks and recreation opportunities.
- 2 Link health care, social service and community support organization destinations throughout the city.
- 3 One-seat ride between the city's restaurant and shopping districts to increase economic potential and simplify access for residents and employees.

### KEY:

→ Recommended Pattern of Afternoon Shuttle Bus Travel



- 4 Connect to transit hubs (i.e., NJ TRANSIT bus and rail, "Wawas").
- 5 Connect Senior housing locations to social / senior services, shopping and medical destinations – especially on weekends and holidays.
- 6 Encourage visitors to park at new city garage by providing attractive shuttle headways and stops at businesses and restaurants throughout the city.



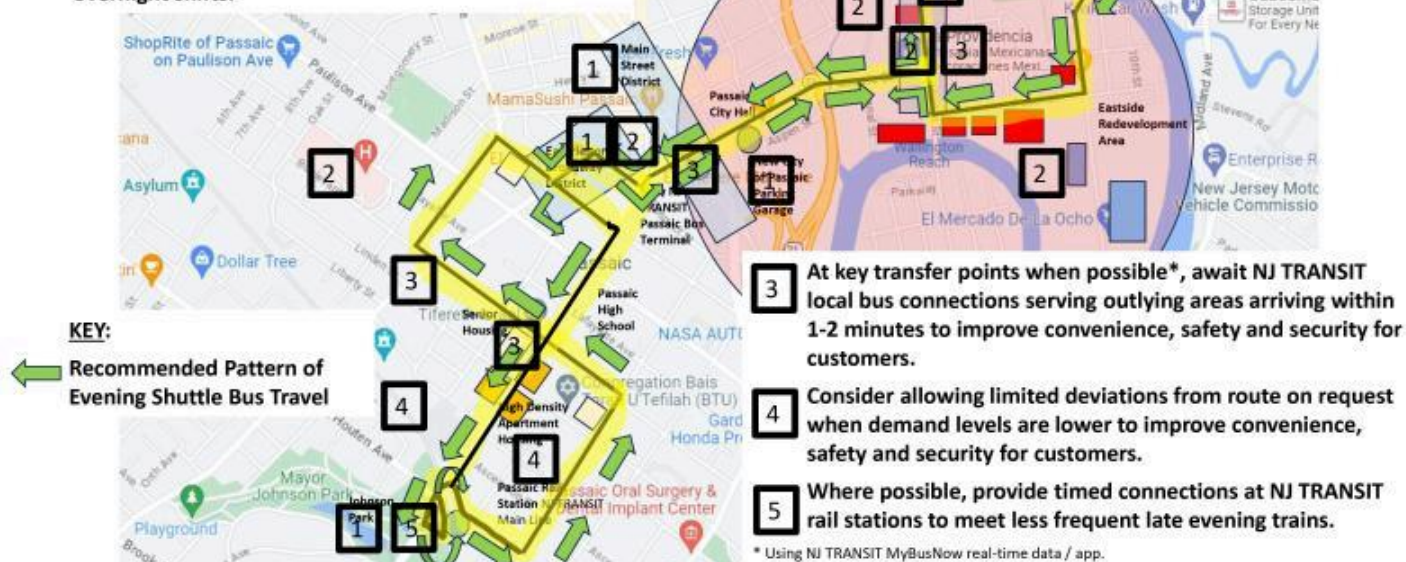
## PM PEAK SERVICE

- 1 Serve home-bound commuters destined to South Street residential Redevelopment Area from NJT Garfield Rail Station via shortest path with one-seat ride.
- 2 Provide access to evening programs, after-hours community support services and recreation programs.
- 3 Maintain one-seat ride between the city's restaurant and shopping districts to increase economic potential and simplify access for residents and employees.

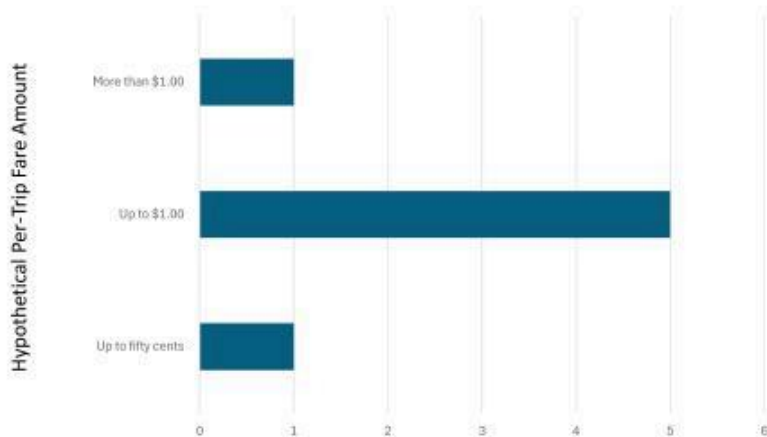


## EVENING SERVICE

- 1 Provide sufficient service frequency to return visitors from the city's restaurant, shopping districts and special events to parking and transit connections.
- 2 Serve shift / late workers returning home from restaurants and stores and those heading to work for overnight shifts.



# If a Fare Needs to Be Charged, What Amount Would Be Affordable?



- One-way fare should not exceed \$1.00.
- Stakeholder agencies / organizations willing to distribute discounted or free tickets to their clients.

Frequency of Responses Across Stakeholder Agencies / Organizations

## Challenge: Find a Name for the Bus that Translates Across Multiple Languages.

English **minibus** ⌵ ➔ Add to list

Spanish **el minibus** ⌵ **el microbús** ⌵

[Dictionary](#) [Examples](#) [Pronunciation](#) [Thesaurus](#)

**minibus** (mih-ni-buhs)

NOUN

1. (vehicle)

a. **el minibus (m)**

For those on tomorrow's excursion, the minibus will leave the hotel at 8 am. — Para los que van a la excursión de mañana, el minibus saldrá del hotel a las 8 am.

b. **el microbús (m)**

The tour operator will pick the group up from the airport in its minibus. — El turoperador irá a recoger al grupo al aeropuerto en su microbús.

c. **el micro (m)**

A minibus carrying 18 passengers plunged into a ravine yesterday. — Ayer un micro con 18 pasajeros se precipitó por un barranco.

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**minibus**

NOUN





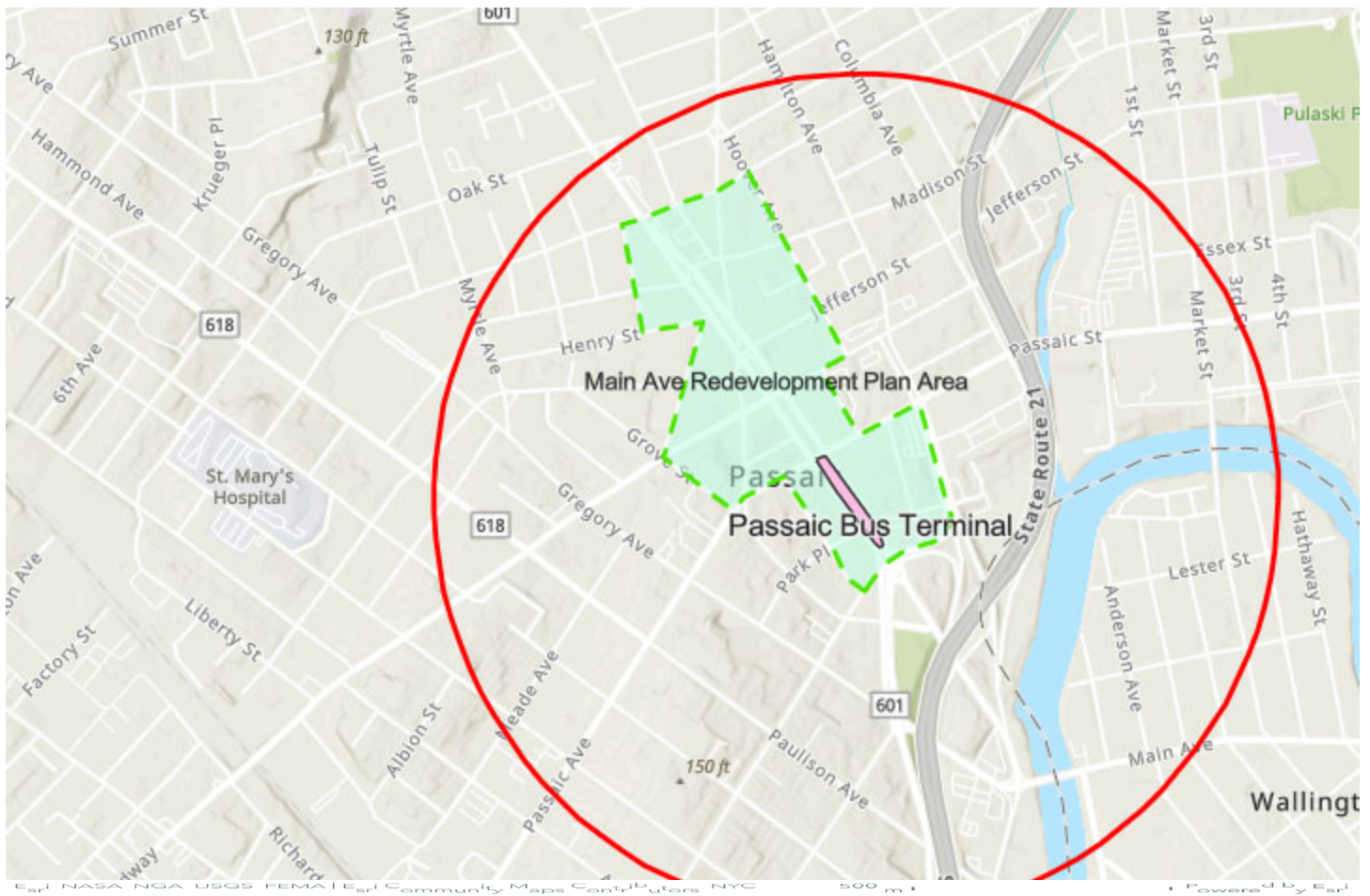
## Transit Village Application

The Transit Village Initiative is a partnership between NJDOT and NJ Transit designed to encourage transit-oriented development and other healthy growth patterns near key transit facilities. The new bus terminal likely represents an ideal transit facility for the program; however Passaic is unusual in two regards:

1. It would only be the second transit village that is centered upon a bus facility (all others are rail).
2. No other application has been submitted--or indeed, even started!--prior to the facility being operational.

To support the City's transit village application, we've held preliminary discussions with representatives from NJ Transit

and NJDOT. Our findings, and recommendations for the City to move forward, are summarized below.

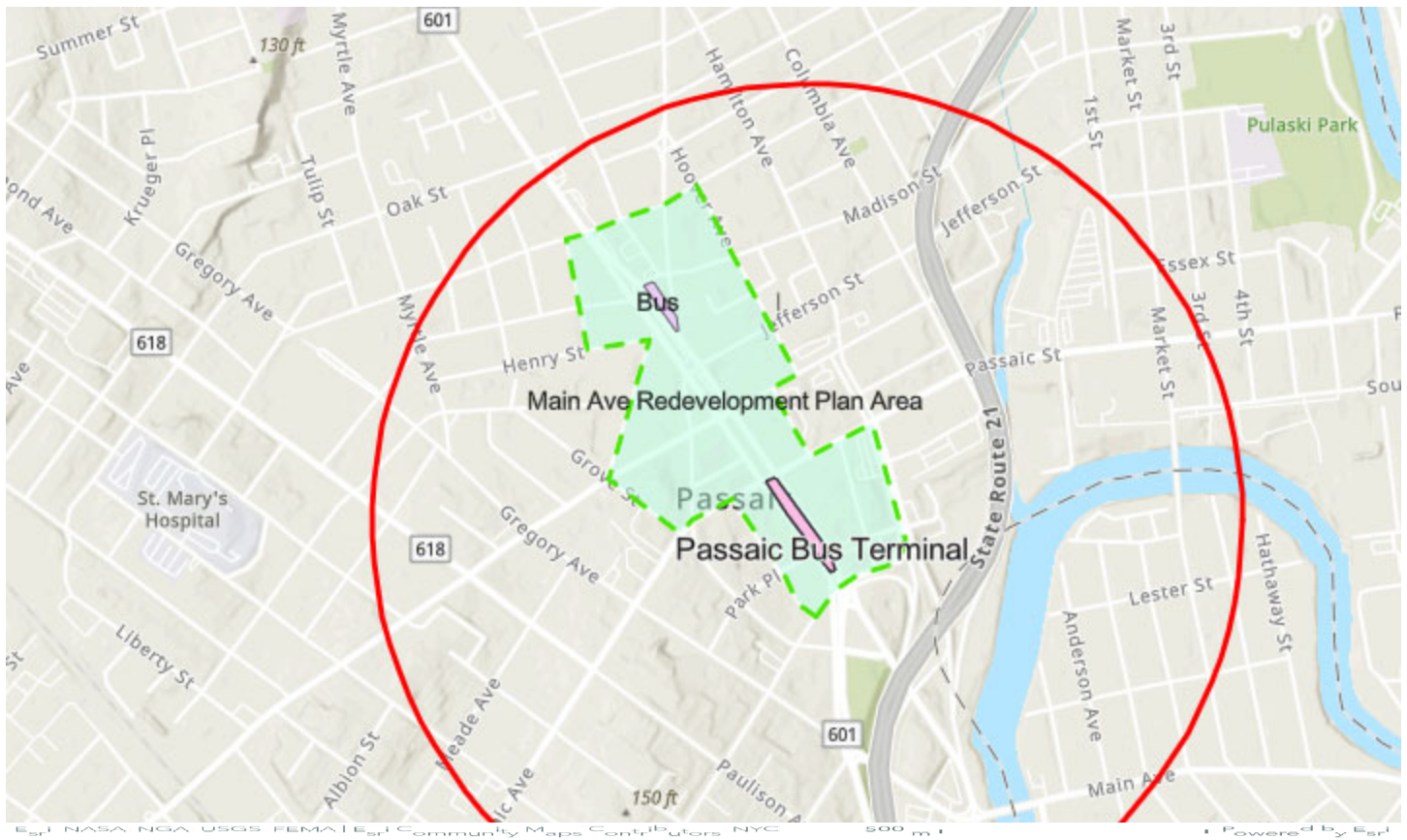


## Overview

To be eligible for transit village designation, an area must be:

- Within a 1/2 mile of the transit hub in question, in this case the upcoming Passaic Bus Terminal; and
- Subject to a development plan that meets certain requirements regarding transit-friendly development.

Passaic's Main Avenue (and other?) redevelopment plan area represent an excellent candidate for Transit Village designation but for one problem: The Bus Terminal doesn't exist yet.



## Application Status

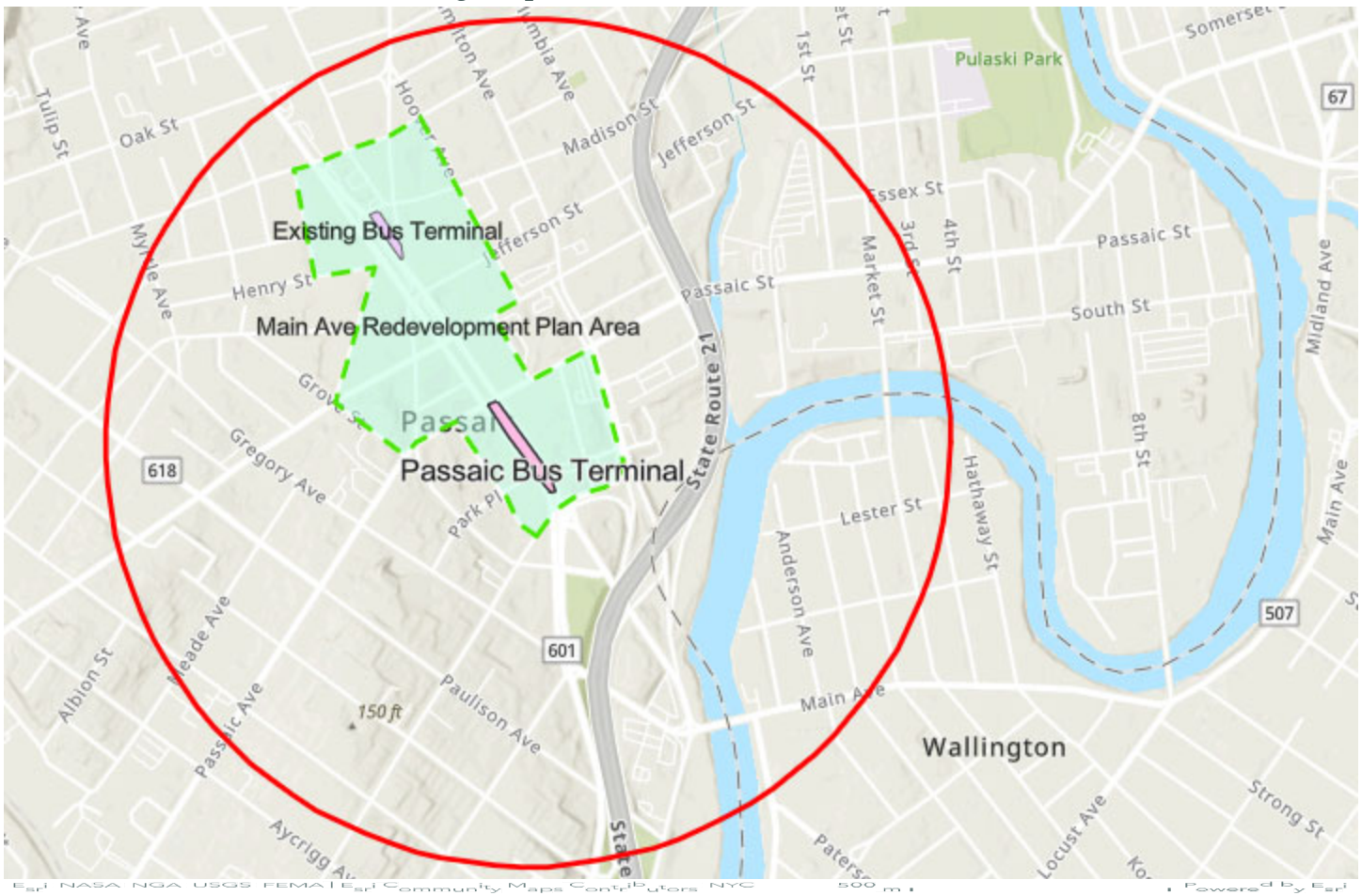
The team conducted an informal preliminary meeting with New Jersey Transit in October, 2023, and a follow-up meeting with the City of Passaic and NJDOT in June 2024 to launch the City's application.

Following the initial meeting with NJT in October, the project team charted a path forward for the application, identifying plans and details to be included in the narrative and a list of actions for Passaic to take to advance the application, beginning with a pre-application meeting with NJDOT.

The project team then attempted to schedule the pre-application meeting with NJDOT; however, NJDOT was reluctant to do so because the bus terminal is not yet operational, and instead suggested an informational meeting. At this meeting, NJDOT was insistent that the bus terminal be operational, or at least nearly so, prior to evaluating Passaic's application.



Concurrently, Passaic learned that NJT has extended the project timeline for two years, and the bus terminal is now scheduled to begin operations in mid-2028.



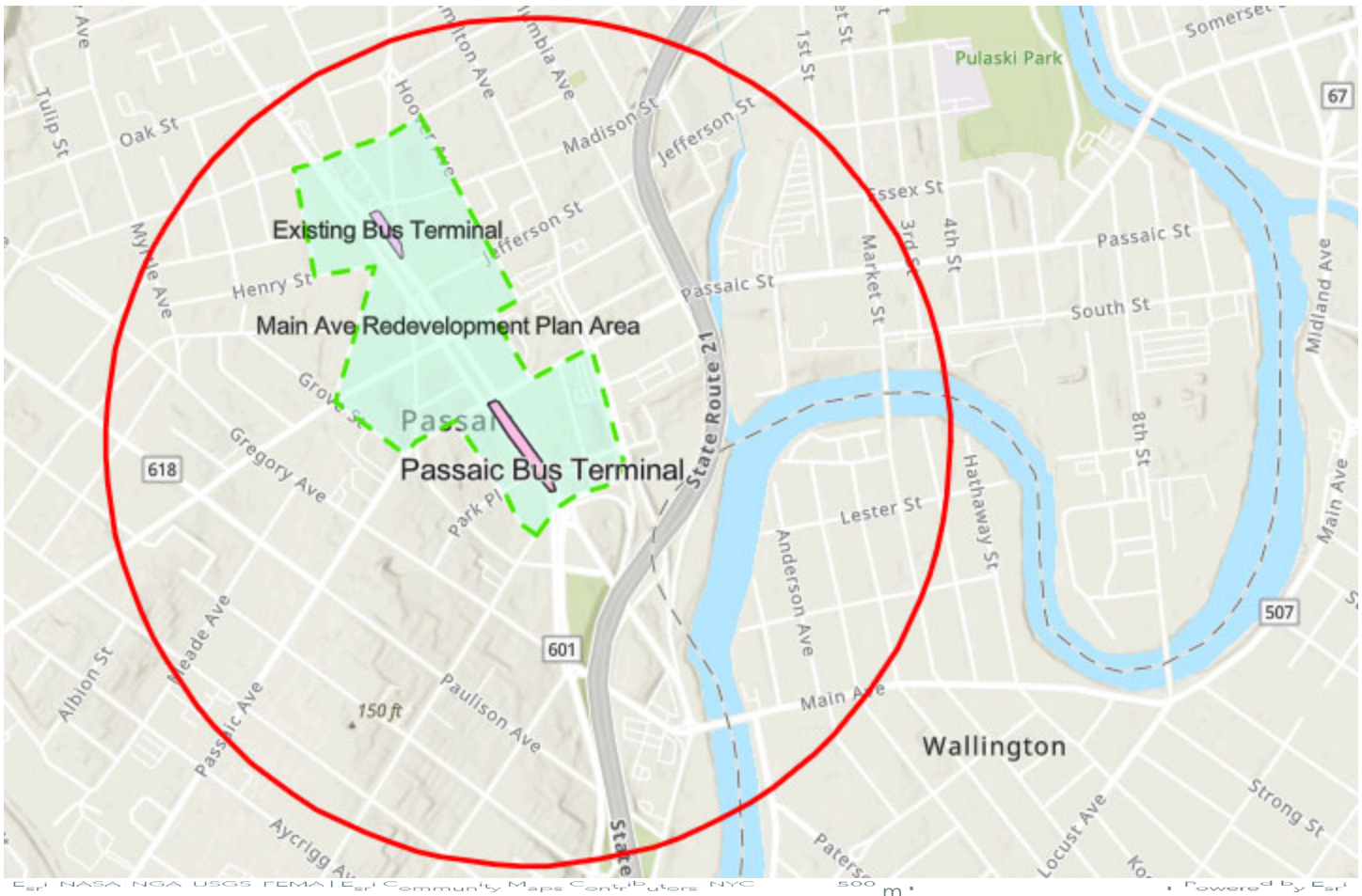
### Application Path Forward

Given what the team learned in the initial meeting and the unfavorable extension to the timeline for the new bus terminal, there are a few potential paths forward for Passaic:

- Passaic could revisit the idea of applying for the program using the existing bus station. Because this location will be in service for at least the next four years, NJDOT may be more willing to move forward with this application than they were when under the belief that the existing terminal would cease operating in 2026. The Main Avenue Redevelopment Plan Area is entirely within the half-mile circles of both facilities, so would be eligible for Transit Village designation for either facility.

- The City could also attempt to apply for designation based on the shuttle bus if and when it enters operation. The shuttle bus represents a significant investment from the City in transit, and NJDOT has indicated that the City demonstrating this commitment is an important part of the application process.

Of course, the City could choose to wait until there is a date certain for the opening of the new bus terminal and apply then, ideally so that the designation is received as close as practicable to the opening date. However, given the extended timeline and the benefit of getting transit-friendly improvements in place prior to the 2028 opening date, the City may wish to pursue one of the other avenues.



### Application Next Steps

Upon choosing a course of action, the City will need to do the following to apply for a Transit Village designation:

- First, the City will formally begin the process by requesting a pre-application meeting.
- For the application itself (which can be found [here](#)), the City will need detailed narratives regarding various transit-friendly initiatives. Much of that can be taken from this report, and any recommendations herein that are enacted would likely be viewed favorably by NJDOT.
- Have City Council declare a resolution in support of the Transit Village.
- Most likely, a new engagement process specific to this initiative will be needed, meeting the State's requirements.
- The existing redevelopment plans in place for Main Avenue and Broadway are adequate to satisfy the TOD requirements.

While our team must sunset at this point, members have indicated a willingness to attend future meetings with NJDOT or NJ Transit on behalf of the City to pursue avenues of moving Passaic's application forward as expeditiously as possible.