



POMPTON LAKES TRANSIT ACCESS STUDY
FINAL REPORT
MARCH 2015



TOGETHER
**NORTH
JERSEY.**



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EXECUTIVE SUMMARY



INTRODUCTION

Pompton Lakes Borough has a rich history as the economic and cultural hub of the New Jersey Highlands. The DuPont munitions complex, opened in 1886 and since closed, was one of the key industries initially drawn to the area. The Borough's proximity to New York, expansive views from the mountains, and the natural beauty of three rivers traversing the community led Pompton Lakes to become an attractive location for economic and residential development.

During the transformation toward suburban growth in the 1960s and 1970s, transportation services in Pompton Lakes shifted to reflect contemporary national trends. Rail passenger services

were discontinued in 1966 in Pompton Lakes. Today NJ Transit provides bus service between Pompton Lakes and the Port Authority Bus Terminal in Midtown Manhattan on Routes 193, 194 and 197.

The Borough has created a Business Improvement District (BID) to assist in the redevelopment of the downtown. Recent revitalization efforts have included a market analysis study, which indicated a clear need for transit-supportive development in the Downtown Redevelopment Area. Pompton Lakes is a sub-regional center which offers great potential support for transit services given the concentration of residents and businesses. The encouragement of transit supported development will reinforce

this center and offer economic benefits to the community as well as potential additional ridership to the transit provider. The Pompton Lakes Transit Access Study explores and identifies recommendations for transit services and supportive facilities in the downtown district.

STUDY PURPOSE

The purpose of the Pompton Lakes Transit Access Study is to provide an analysis of transit demand and explore the scale and types of potential transit services (and possible supporting facilities) that would support the short-, medium- and long-term development needs in the Pompton Lakes Downtown Redevelopment Area.



The Pompton Lakes Transit Access Study Final Report consists of three parts:

Transit Survey Analysis

A transit access survey was distributed to Upper Highlands communities likely to use transit that originates or runs through Pompton Lakes. The purpose of the survey was to explore transit demand and the scale and types of potential transit services and potential supporting facilities. The findings have been used as a basis for exploring several relevant concepts, including potential locations for park-and-ride lots and modifying existing bus routes to accommodate transit demand.

There were 315 respondents to the survey and highlights of the findings are below.

- The majority of survey respondents are not currently regular transit users; only 15% use transit daily.
- The top characteristics of transit service that would encourage non-regular users to use transit more frequently were more access to places respondents want to go (17%), more frequent service (16%), easier to park near stops (16%), and more convenient stop locations (15%).
- Routes 197 (23% of total) and 194 (17% of total) are the most widely used of the fifteen bus routes recorded from responses. These are the two routes that run through Pompton Lakes and connect to New York City.
- The two most popular origin bus stops among respondents were Wanaque Ave (22% of total) and Wayne Transit Center (22% of total).
- The intent of the question “If a convenient route and stop were available how likely are you to take a Train or Bus to get to work or school?” was to gauge how likely non-transit users are to become transit users. Nearly 40% of non-transit user respondents are

very likely to take a train if convenient and almost 30% are very likely to take the bus.

- Top voted elements or amenities to have near transit stops:
 - Plenty of parking
 - Places to work
 - Places to live
 - ADA accessibility
- Top voted characteristics of a park-and-ride lot (over 75% of respondents felt it was very important):
 - Safety
 - Place of shelter while waiting
 - Ticketing facilities
- Among respondents using transit for leisure and entertainment, 44% of trips occur during commuting hours.
- The daily and weekly riders were generally more interested than infrequent riders in having places to shop near transit. The regularity of these commute trips may support a desire to do errands on either end of the trip.

Parking and Transit Assessment

The first step in pursuing new parking strategies is to conduct an evaluation of current parking supply and usage rates. Second, consideration of future uses and development is needed to inform decisions and design with respect to future parking facilities. There are currently two dominant types of parking found in Pompton Lakes, on-street parking and parking lots located behind businesses, to be evaluated.

Provision of parking for transit riders in a community does not need to occur all in a single parking lot location. One approach is to provide small numbers of parking spaces in a variety of locations along the bus lines. The benefit of these approaches to shared parking arrangements is less demand for spaces from each individual parking lot owner. It also provides a diversity of locations for potential park-and-ride users traveling in from different locations.

Seven potential park-and-ride locations were identified in Pompton Lakes. Each location was considered according to the criteria in the suitability analysis. The criteria considered was:

- Size and configuration of site
- Proximity to bus route corridor
- Proximity to bus stops
- Integration with land development
- Site readiness - amount of construction required
- Level of support/interest by property owner

Four locations are recommended for further study as potential park-and-ride locations:

1. Towne Square Shopping Center Parking Lot
2. Dominos Shopping Center strip center parking lot located on Wanaque Avenue, across from Cannonball Road
3. Christian Science Church on Hamburg Turnpike
4. Pompton Reformed Church on Ringwood Avenue

Regional Connections, Implementation and Next Steps

Informed by the survey findings, future bus services could include the following enhancements:

1. Add service between Pompton Lakes and Willowbrook Mall and Wayne Transit Center during off-peak hours.
2. Study the possible extension of Route 324, Route 193, and for Route 198 to Pompton Lakes.
3. Consider a transit feeder loop to get people to and from transit at Pompton Lakes.
4. Provide park-and-ride options to increase the convenience of bus stops.
5. Consider locating bus stops in downtown Pompton Lakes.
6. Consider development of a bus terminal.

Park-and-ride lots as envisioned in this Study do not require significant infrastructure investments and therefore allow for flexibility in implementation. The recommended approach in Pompton Lakes is to identify parking spaces in one or more existing parking lots that could be used by transit riders in the short term and to create a pilot program trial period for park-and-ride lots.

The first phase may consist of 10-20 parking spaces in one parking lot or assembled from two locations. It is recommended that the first phase be framed as a pilot program to gauge interest. Use of the park-and-ride spaces would be free of charge during the pilot program. The intention is to foster awareness of the program and encourage use of the spaces without requiring any long-term commitment from users. With no barriers for trying the service out, such as payment or commitment to use for a certain time, people may be more likely to try the pilot program. A pilot program may be appealing to property owners as well, since they will not be obligated to commit to the program past the

termination date. A pilot program would benefit from capable management and oversight from an organization such as the BID in Pompton Lakes.

The potential success of a more permanent park-and-ride operation may be gauged through the pilot program.

The four sites described in this Study, Towne Square Shopping Center, Domino's Shopping Center, Pompton Reformed Church and the Christian Science Church, are all candidates for a pilot program.

Action Plan

Action	Timing	Actors
Develop and Implement Park-and-Ride Pilot Program • Identify 10-20 parking spaces to include in a park-and-ride pilot program in 1-2 of the four identified existing parking lots • Negotiate with property owners • Determine length of time pilot study should run • Identify body to oversee the program • Create permits or hang tag system	Short-Term	Pompton Lakes Borough and BID
Develop Medium-Term Park-and-Ride Program If pilot program demonstrates a demand for park-and-ride, develop paid permit program and associated management, administrative, and revenue-allocation system.	Medium-Term	Pompton Lakes Borough and BID
Develop Long-Term Park-and-Ride Program Through Redevelopment Plan preparation and adoption process, identify location(s) for larger park-and-ride lots. Implement these facilities in conjunction with other development actions for commercial, residential, and institutional use in the downtown.	Long-Term	Pompton Lakes Borough and BID
Conduct a Comprehensive Downtown & Vicinity Parking Study	Short-Term	Pompton Lakes Borough, BID, Passaic County, NJTPA
Relocate Selected Bus Stops in Downtown Pompton Lakes on Wanaque Avenue	Short- to Medium- Term	Pompton Lakes Borough, BID and NJ Transit
Identify and Develop Bus Terminal Identify and develop a location for a bus terminal that would include a weather-protected building with ticketing, restrooms, and amenities. This location should not take NJ Transit buses off their main line, but have them stop at the curb.	Medium-Term	Pompton Lakes Borough, BID, Passaic County, NJTPA, NJ Transit
Evaluate Need for Additional Connector Transit Service to Wayne and Willowbrook Mall	Medium-Term	Passaic County, NJTPA and TMAs
Study and Implement Other Transit Service Changes and Extensions	Medium-Term	NJTPA and TMAs

Short-term: 1-2 years

Medium-term: 2-5 years

Long-term: 5+ years

Roles & Responsibilities

Actor	Roles and Responsibilities
Pompton Lakes Borough	• Adopt resolution in support of study recommendations; • Publicize the park-and-ride pilot study on Borough website and promote Pompton Lakes as a transit hub for the Upper Highlands region; • Conduct a borough downtown and vicinity parking study; • Devise and adopt shared parking ordinance; • Guide Redevelopment Plan preparation to incorporate park-and-ride and shared parking facilities, with a focus on medium- and long-term implementation of new facilities. • Consider and approve, as appropriate, changes and additions to transit stop locations.
Pompton Lakes BID	• Initiate contact with and engage relevant property owners in discussions aiming to get consent to participate in a pilot study for park-and-ride for transit users; • Publicize pilot study at local events, on social media, websites, flyers in businesses, at shopping center parking lots; • Administer Borough-approved pilot study and facilitate its operation. Act as liaison to relevant property owners and report to Borough Administrator and Council on the pilot study progress; • Transition to next phase of park-and-ride implementation if pilot study is successful. Work with Borough to develop long-term, park-and-ride facilities program in community.
Passaic County	• Organize and facilitate a Pompton Lakes Transit Access Task Force that includes NJ TRANSIT, Meadowlink, TransOptions, NJTPA, BID, Passaic County and Pompton Lakes Borough to advance transit services and facilities for transit users; • Publicize park-and-ride pilot study on County website and social media; • Provide technical assistance.
NJ Transit	• Conduct service planning study of current boardings and alightings in Pompton Lakes and recommend location changes/additions as appropriate; • Study feasibility of study recommendations for extended/new transit services; • Provide technical assistance during the park-and-ride pilot study.
NJTPA	• Assist in identifying and acquiring funding to implement short- , medium- , and long-term actions to implement park-and-ride and transit service changes; • Provide technical assistance.
TMA (TransOptions and Meadowlink)	• Publicize park-and-ride pilot study; • Participate in Pompton Lakes Transit Access Task Force; • Consider feasibility of connector services; advance promising leads to implementation.

INTRODUCTION

Introduction

The Pompton Lakes Transit Access Study provides an analysis of transit demand and explores the scale and types of potential transit services (and possible supporting facilities) that would support short-, medium- and long-term development goals in the Pompton Lakes Downtown Redevelopment Area. The findings of the transit access survey conducted in May and June 2014 have been used as a basis for an exploration of the merits of establishing park-and-ride facilities for NJ TRANSIT's passengers and modifying or extending bus services to accommodate current and projected transit demand. Recommendations of the study are expected to inform decision-making by stakeholders, including the Borough of Pompton Lakes, NJ TRANSIT, and others.

The Pompton Lakes Transit Access Study is a collaborative effort, managed by the County of Passaic and Together North Jersey. Key stakeholders include the following entities: Borough of Pompton Lakes, Pompton Lakes Business Improvement District (BID), Pompton Lakes and Tri-County Chambers of Commerce, DuPont, NJ TRANSIT, Highlands Council, Meadowlink Transportation Management Association (TMA), TransOptions TMA, Pompton Lakes Library, and the North Jersey Transportation Planning Authority (NJTPA).



SURVEY ANALYSIS

Transit Survey Analysis

The transit survey was distributed in support of the Transit Access Study conducted for the Upper Highlands Region. The focus of the study is on transit service and development in Pompton Lakes; however the survey target area includes communities in the Upper Highlands that would be likely to use transit that originates in or runs through Pompton Lakes.

The communities near to Pompton Lakes, in particular to the north or west where less transit options are present were included in the survey. Those communities are: West Milford Township, Ringwood Borough, Wanaque Borough, Bloomingdale Borough, Kinnelon Borough, Butler Borough, Riverdale Borough, Pequannock Township, Pompton Lakes Borough, and a small portion of northern Wayne Township. The intent of the transit access survey was to obtain user perspective on how well current transit services meet travel needs and to identify the types of improvements that both current and potential transit users desire. One of the primary goals was to collect information about individuals who currently do not use transit service to

determine what incentives or services may entice them to use transit in the future.

While the transit access survey investigated Pompton Lakes as a potential transit hub, it also looked at the surrounding market area to examine potential demand for modified transit service throughout the region. The discussion of transit service enhancements includes the potential for new park-and-ride locations in Pompton Lakes to benefit residents and commuters throughout the region. Survey responses assisted the project team and stakeholders in understanding the needs of existing and potential transit users.

The online version of the survey (using Google Forms) was widely advertised through existing email lists and websites. It was open for responses for five weeks. The project team employed a variety of outreach methods to reach respondents, including:

- Business Improvement District's (BID's) email list
- School District email list
- Posters in storefronts with web address and QR code
- Posted on local municipality and library websites

- NJTPA website
- TransOptions and Meadowlink websites
- Email sent to all County employees
- BID Web/Facebook page
- Flyer at Passaic County One Stop
- Various Facebook pages including: NJTPA, TransOptions, local libraries and Passaic County

A paper version of the survey was distributed in Pompton Lakes and neighboring communities to reach populations without computer access. The printed version, found at local libraries and municipal buildings, was available in both English and Spanish. The survey was also distributed at a Spanish Mass held at St. Mary's, which yielded twenty completed surveys.

This technical memorandum includes an analysis of approximately 280 online survey responses and 37 paper survey responses.

Highlights of Findings

- The majority of survey respondents are currently not regular transit users; only 15% use transit daily.
- The top characteristics of transit service that would encourage non-regular users to use transit more frequently were more access to places respondents want to go (17%), more frequent service (16%), easier to park near stops (16%), and more convenient stop locations (15%).
- Routes 197 (23% of total) and 194 (17% of total) are the most widely used of the fifteen bus routes recorded from responses. These are the two routes that run through Pompton Lakes and connect to New York City.
- The two most popular origin bus stops among respondents were Wanaque Ave (22% of total) and Wayne Transit Center (22% of total).
- For the majority of train users who took the survey, it appears that the convenience and efficiency of the trip is more important than the mode. This means that current train riders are likely to switch to taking a bus if it were more convenient.
- Thirty percent of train users were “very likely”, and another 30% were “likely” to switch to a bus instead of using a train if it were more convenient (Figure 16).
- The intent of the question “If a convenient route and stop were available how likely are you to take a Train or Bus to get to work or school?” was to gauge how likely non-transit users are to become transit users. Nearly 40% of non-transit user respondents are very likely to take a train if convenient and almost 30% are very likely to take the bus (Figure 19). With improvements to transit services and accessibility, transit ridership is likely to increase in the Upper Highlands Region.
- Top voted elements or amenities to have near transit stops:
 - Plenty of parking
 - Places to work
 - Places to live
 - ADA accessibility
- Top voted characteristics of a park-and-ride lot (over 75% of respondents felt it was very important):

- Safety
- Place of shelter while waiting
- Ticketing facilities
- Among respondents using transit for leisure and entertainment, 44% of trips occur during commuting hours.
- The daily and weekly riders were generally more interested than infrequent riders in having places to shop near transit. The regularity of these commute trips may support a desire to do errands on either end of the trip.

Demographics

The majority of survey respondents ranged in age between 45 and 64 (Table 1). Nearly half of all respondents live in a household of 4 or more people and fifty percent of the households had zero children under the age of 18, and 84% had no adult over the age of 65 years of age (Tables 2 and 3). The respondents are generally longtime residents of Northern New Jersey. Nearly seventy percent of the respondents have lived in Northern New Jersey for more than 11 years and thirty-nine percent have lived there for more than 20 years (Table 5). Home ownership is the norm among respondents, with 82% owning their home (Table 6).

Table 1: Which group best describes you?

Age Grouping	Number	Percentage
Under 25 years old	12	4%
25-34 years old	37	12%
35-44 years old	69	23%
45-64 years old	155	52%
64-74 years old	22	7%
75 years or older	3	1%
Total	298	

Table 2: What is your household size?

Household Size	Number	Percentage
1 person household	23	8%
2 person household	76	26%
3 person household	58	20%
4 or more person household	140	47%
Total	297	

Table 3: How many persons in your household are under the age of 18?

Persons under 18 years old	Number	Percentage
1	47	16%
2	68	23%
3	20	7%
4 or more	10	3%
None	146	50%
Total	291	

Table 4: How many persons in your household are over the age of 65?

Persons over 65 years old	Number	Percentage
1	24	8%
2	20	7%
3	2	1%
4 or more	0	0%
None	246	84%
Total	292	

Table 5: How long have you lived in your neighborhood in Northern New Jersey?

Years Living in North Jersey	Number	Percentage
Less than a year	8	3%
1-3 years	16	5%
4-10 years	62	21%
11-20 years	94	32%
20+ years	117	39%
I do not live in Northern New Jersey	1	0%
Total	298	

Table 6: Do you rent or own your home?		
Housing Status	Number	Percentage
Rent	40	13%
Own	243	82%
Residence is provided by others	10	3%
Prefer not to answer	4	1%
Total	297	

Table 7: Are you.....?		
Gender	Number	Percentage
Male	133	45%
Female	165	55%
Self-identified other	0	0%
Total	298	

Table 8: What race or ethnicity best describes you?		
Race / Ethnicity	Number	Percentage
White, not Hispanic	229	77%
White, Hispanic	32	11%
Black, not Hispanic	0	0%
Black, Hispanic	4	1%
Asian	6	2%
Native American	1	0%
More than one race	7	2%
Prefer not to answer	19	6%
Total	298	

Table 9: What is your household income?		
Household Income	Number	Percentage
\$0 - \$24,999	19	6%
\$25,000 - \$49,999	21	7%
\$50,000 - \$74,999	18	6%
\$75,000 - \$100,000	52	18%
More than \$100,000	113	38%
Prefer not to answer	72	24%
Total	295	

Origins and Destinations

Figure 1 shows that out of the respondents to the online version of the survey, 66% or 187 live in the study area, while 26% live and work in the study area. The intent of the survey was to primarily target people who live or work in the study capture area and are most likely to use transit in that area.

The majority of respondents, 197 (62.7%) live in Pompton Lakes. A much smaller number of the respondents live in West Milford (4.1%), Oakland (4.1%) and Haskell (3.5%) zip codes (see Figure 2). Figure 3 shows the locations of respondents' work and school destination zip codes. Pompton Lakes ranked the highest, with 17% of the respondents noting that they work or go to school there. Wayne and Bloomingdale followed Pompton Lakes as destinations for work and school.

Figure 1. Online Survey Respondent's Relationship to the Study Area

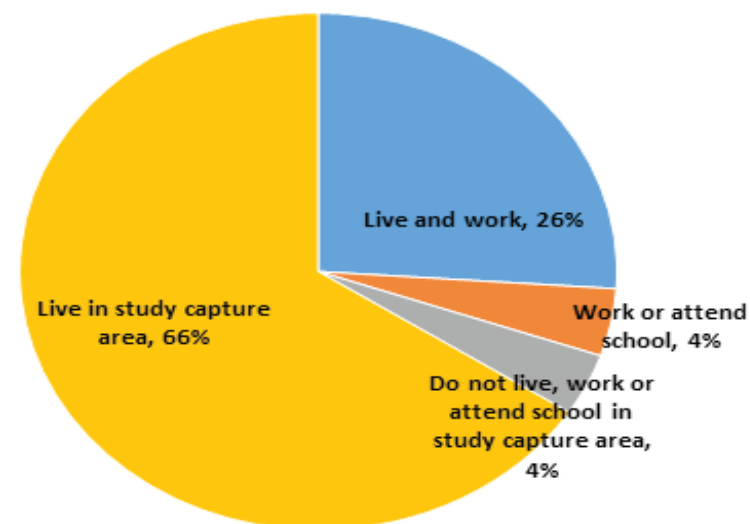


Figure 2. Respondent's Origin Locations by Zip Code

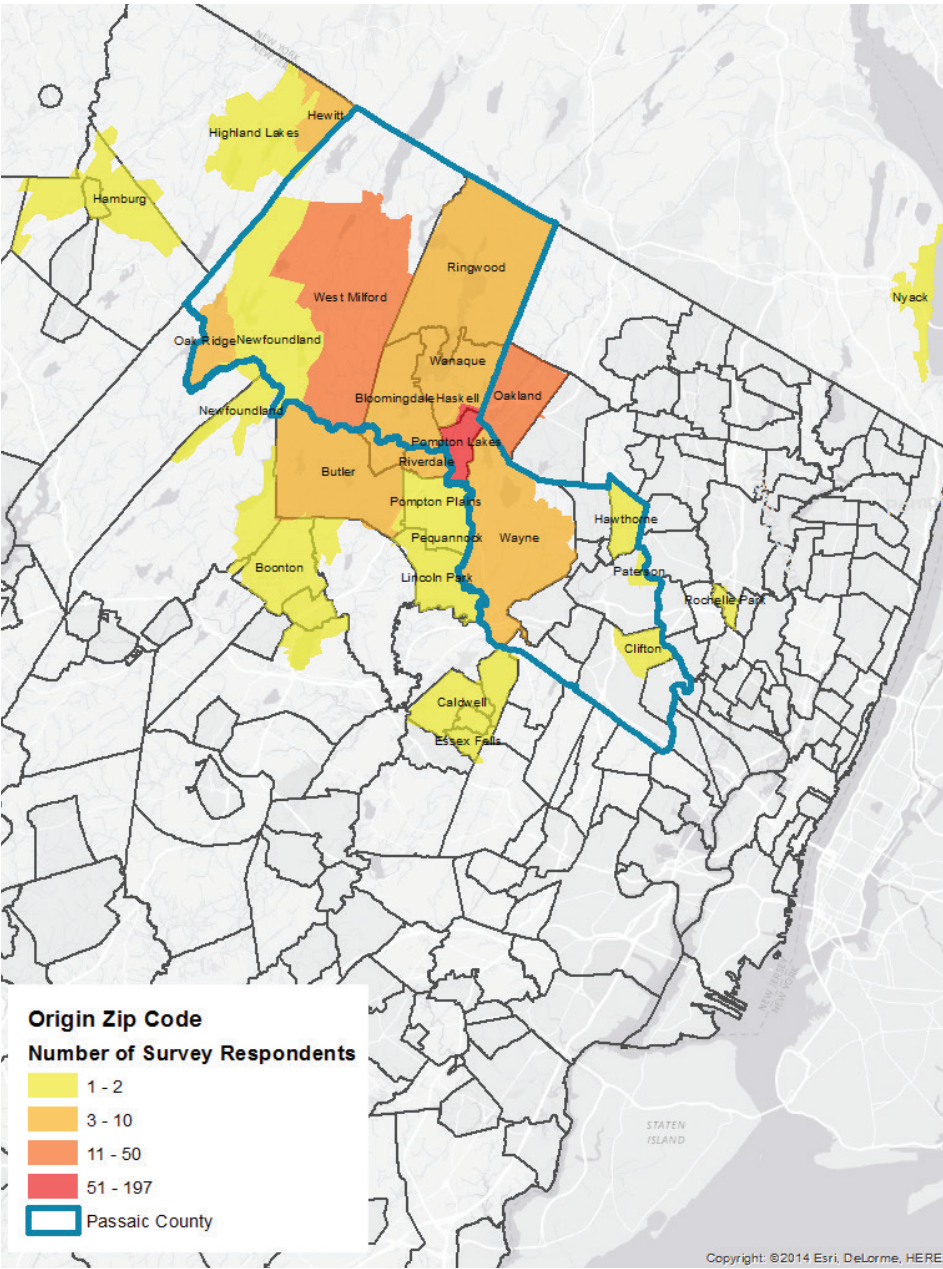


Figure 3. Respondent's Destination (Work or School) Locations by Zip Code

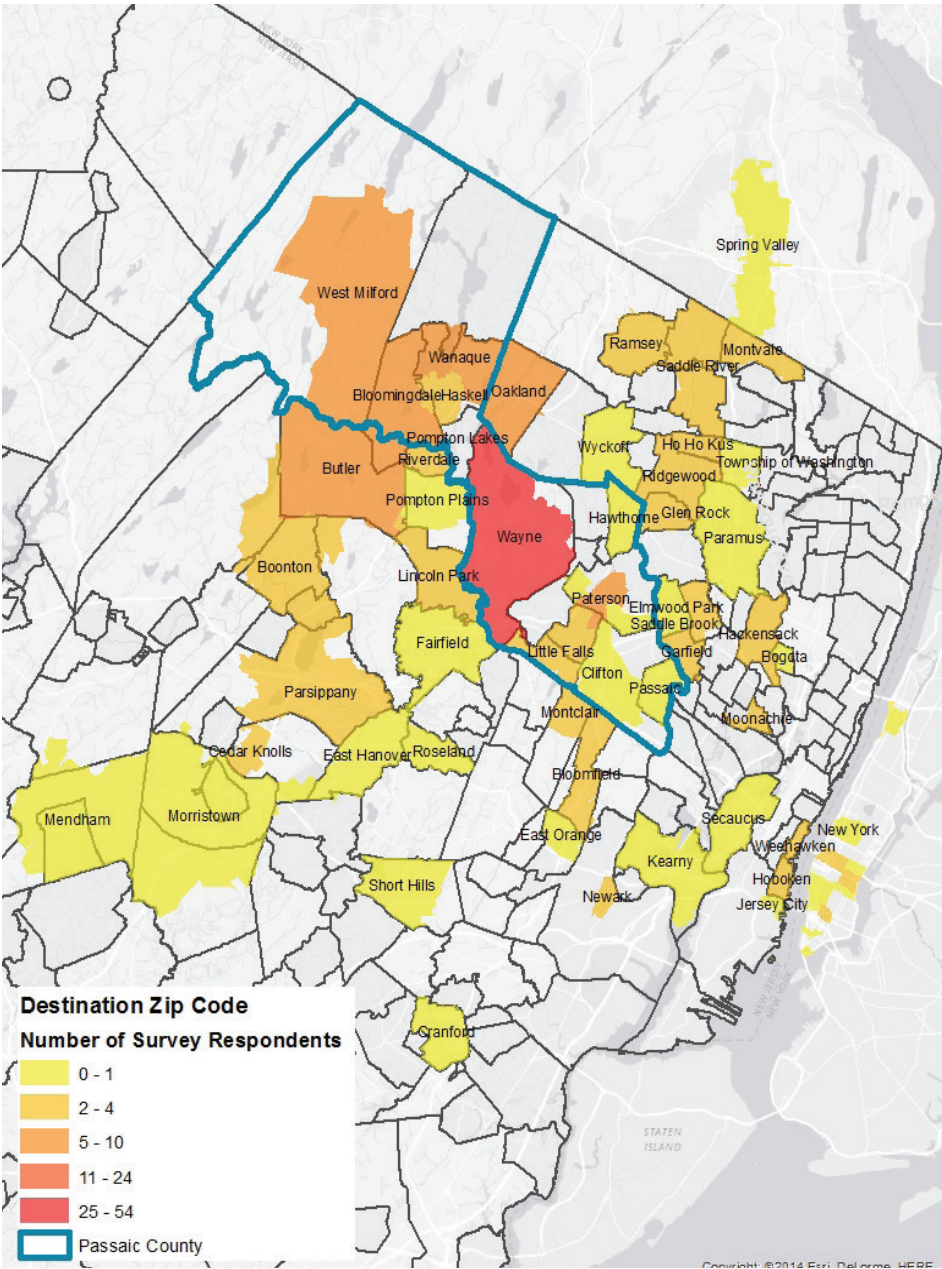
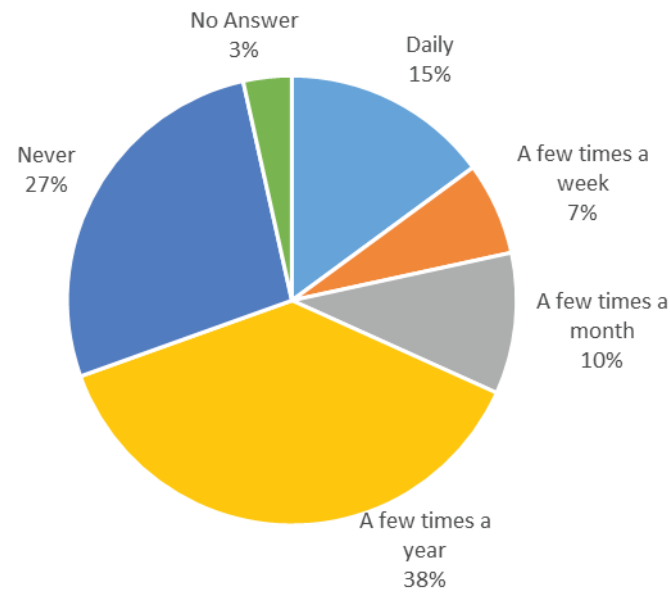


Figure 4. How often do you ride transit for any purpose?



Transit Trip Purpose and Frequency

The majority of survey respondents are not regular transit users; only 15% use transit daily. Many people use transit a few times a year (38%) and nearly as many never use transit (27%). This survey captures responses primarily from people who are currently not regular users but may be interested with certain circumstances.

Sixty percent (60%) of daily users take transit for work or school. Meanwhile, weekly riders are almost evenly split on trip purpose, using transit for work or school (27%), shopping and errands (29%) and leisure or entertainment (27%). Monthly riders stated that their main use was leisure and entertainment (41%). Yearly riders primarily use transit for leisure or entertainment (66%) (Table 10).

Table 10: Trip Purpose by Frequency										
Trip Purpose	Daily		Weekly		Monthly		Yearly		Total	
	#	%	#	%	#	%	#	%	#	%
Work or School	41	60.3%	14	26.9%	13	23.2%	16	10.5%	84	25.6%
Shopping and Errands	11	16.2%	15	28.8%	12	21.4%	14	9.2%	52	15.9%
Leisure or Entertainment	12	17.6%	14	26.9%	23	41.1%	100	65.8%	149	45.4%
Visiting friends or family	4	5.9%	9	17.3%	8	14.3%	21	13.8%	42	12.8%
Other	0	0.0%	0	0.0%	0	0.0%	1	0.7%	1	0.3%
Total	68		52		56		152		328	

* Respondents were able to select more than one response. As a result, total numbers may exceed total number of survey respondents.

Riders that use transit for shopping, leisure or entertainment are primarily destined for New York City (47% of daily/weekly riders and 57% of monthly/yearly riders). The second largest group of leisure and entertainment riders is traveling to NJ Gold Coast (Jersey City, Hoboken, Weehawken, etc.). Among leisure and entertainment riders travelling to the NJ Gold Coast, 11% are daily/weekly riders and 14% are monthly/weekly riders (Table 11).

Table 11: If you ride transit for shopping, leisure or entertainment, where is your destination?				
Trip Destination	Daily/Weekly Riders		Monthly/Yearly Riders	
	#	%	#	%
New York City	51	47%	140	57%
NJ Gold Coast (Jersey City, Hoboken, Weehawken, etc.)	12	11%	34	14%
City of Newark	11	10%	7	3%
Newark Airport	10	9%	14	6%
Other Northeast NJ destination	10	9%	15	6%
NJ Shore	9	8%	18	7%
Western NJ	2	2%	2	1%
Central of Southern NJ	0	0%	0	0%
Outside NJ (other than NYC)	4	4%	14	6%
Total	109		244	

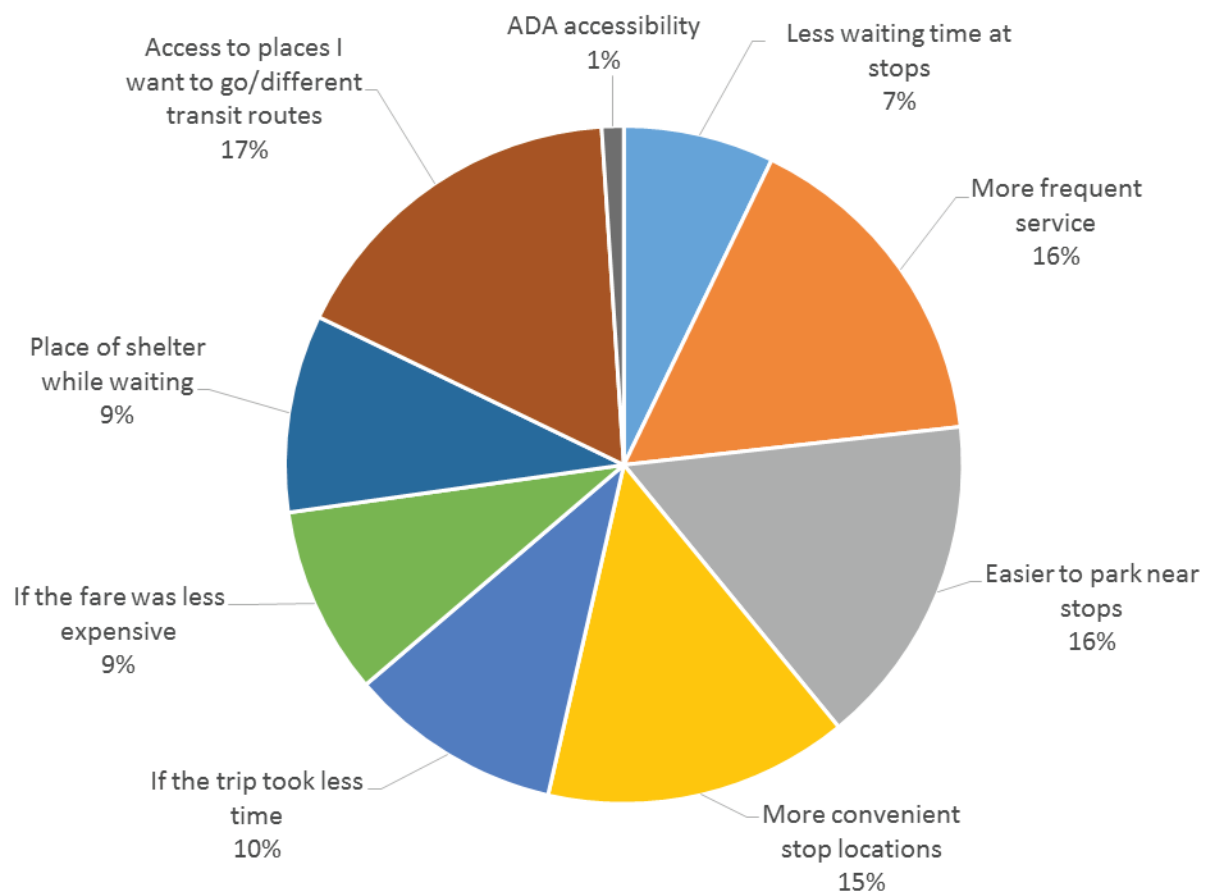
* Respondents were able to select more than one response. As a result, total numbers may exceed total number of survey respondents.

Of all respondents using transit, 55% of daily/weekly riders use transit on weekdays during peak commuting hours, while 51% of monthly/yearly riders use transit on weekends (Table 12).

Table 12: When do you typically use transit?				
Time of Day	Daily/Weekly Riders		Monthly/Yearly Riders	
	#	%	#	%
Weekdays –	54	55%	47	21%
Peak commuter hours	19	19%	63	28%
Weekdays - Off-peak, midday and late evening hours	25	26%	114	51%
Weekends	98		224	
Total	10	9%	15	6%

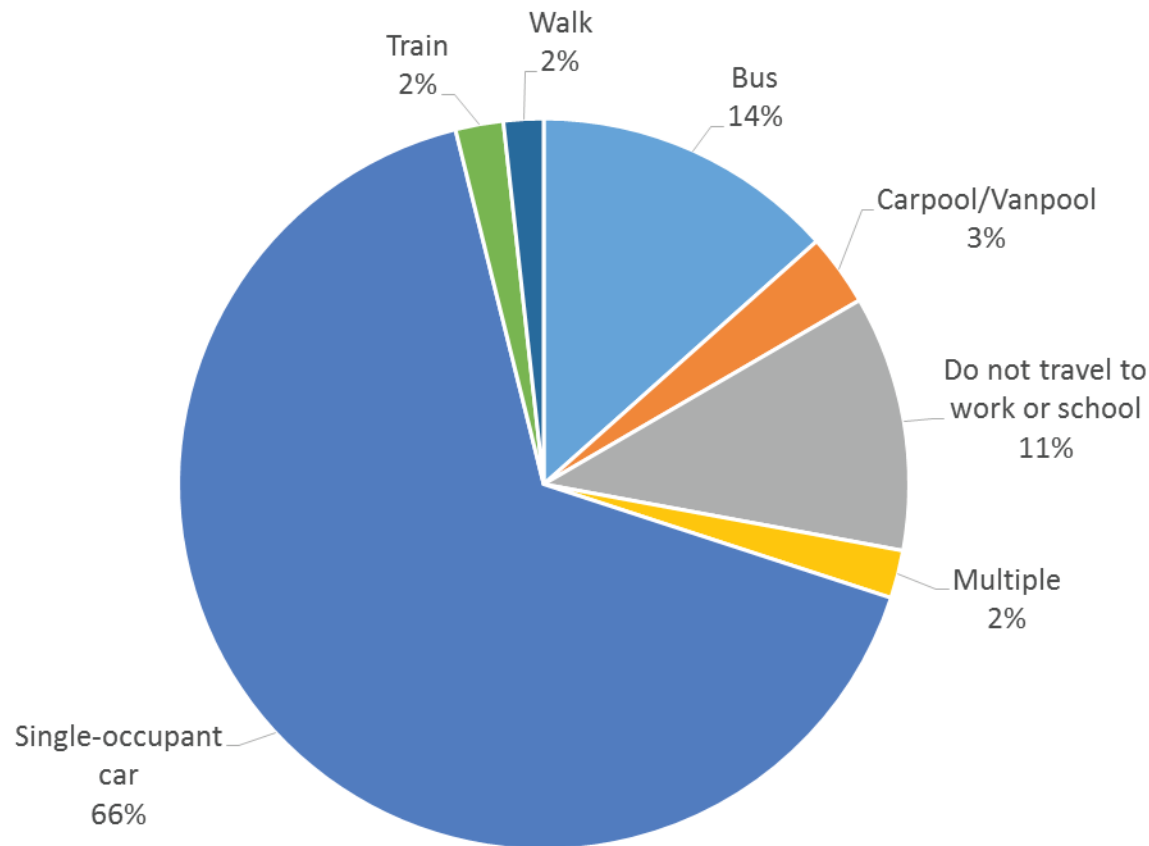
Monthly and Yearly riders were asked what would make them want to ride transit more frequently, with the opportunity to choose from multiple responses or fill in their own answer. Some of the write-ins included “closer station access” and “more train stops”. The top characteristics that would encourage people to use transit more frequently were more access to places they want to go (17%), more frequent service (16%), easier to park near stops (16%), and more convenient stop locations (15%) (Figure 5).

Figure 5. What would make you want to ride transit more frequently?



Respondents were asked how they typically travel to work or school. The majority use a single-occupant car (66%) and 14% use the bus (Figure 6).

Figure 6. How do you typically travel to work or school?



Current Bus Rider Responses

The format of the survey directed respondents to different questions based on their answers to preceding questions. This enabled further exploration of regular bus users' travel patterns, concerns, and desire for improved transit. Seventy-three percent (73%) of bus riders stated that they use the bus daily (Figure 7). Figure 8 shows that 81% of regular bus riders use the bus during the weekday peak commuting hours.

The survey results show that convenience (27%), cost (38%) and time (22%) are the primary reasons respondents use the bus (Figure 9).

NJ Transit Routes 197 and 194 are the primary bus routes that survey respondents use. Twenty three percent (23%) of regular bus users take Route 197 and 17% take Route 194 (Table 13). Wanaque Ave and the Wayne Transit Center are the two most popular locations to catch the bus (Table 14).

Figure 7. How often do you ride a bus to work or school?

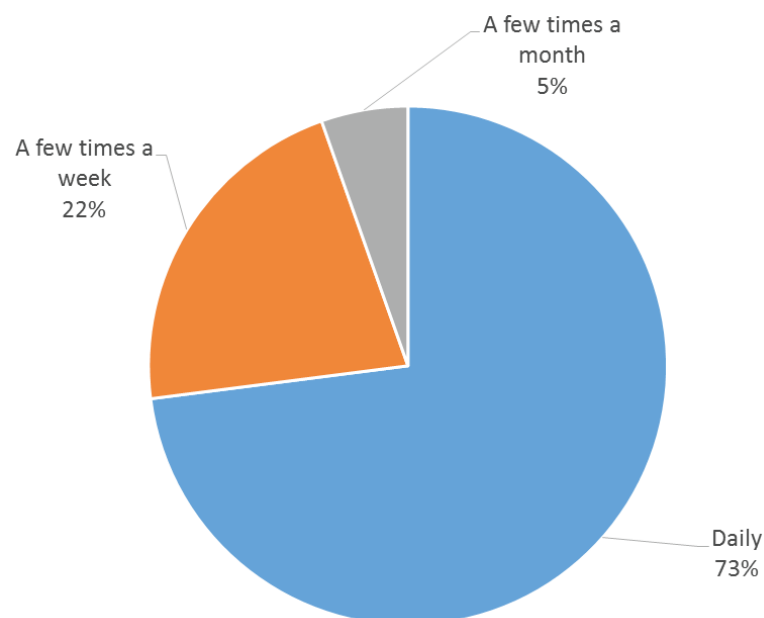


Figure 8. When do you typically ride the bus to work or school?

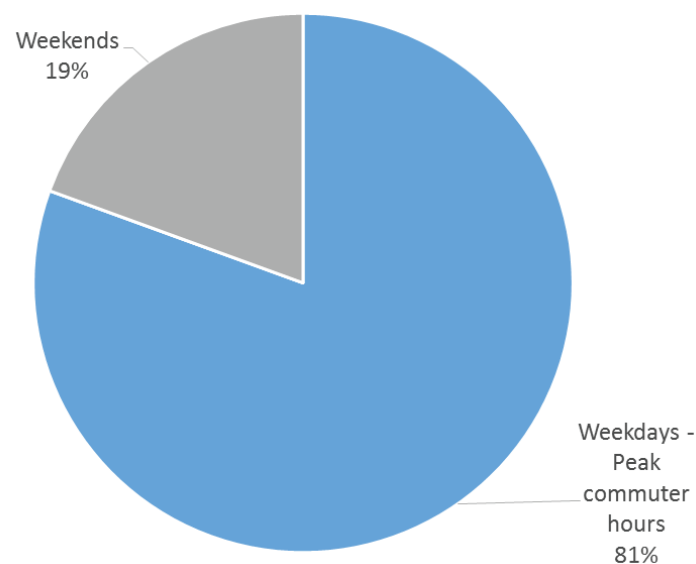


Table 13: When Riding a bus to work or school, which bus route do you typically use?

Bus Routes	Number	Percentage
197	19	23%
194	14	17%
74	10	12%
748	8	10%
324	5	6%
744	3	4%
190	2	2%
170	1	1%
175	1	1%
192	1	1%
704	1	1%
705	1	1%
712	1	1%
756	1	1%
Coach-Shortline	1	1%
197B	0	0%
197x	0	0%
No Answer	13	16%
Total	82	

Table 14: When riding the bus to work or school, which stop do you get on the bus?

Bus Stops	Number	Percentage
Wanaque Ave	7	9%
Wayne Transit Center	7	9%
Lenox Ave	3	4%
Pompton Lakes	3	4%
Wanaque Ave and Lenox Ave	3	4%
Willowbrook Park and Ride	2	2%
Bartholf Ave and Wanaque Ave	1	1%
Copper Tree Plaza - Oakland	1	1%
Doty Road	1	1%
Mill Street, Pompton Lakes	1	1%
Newfoundland	1	1%
Rte. 23 South and Kiel Ave., Butler	1	1%
Wanaque Ave at Ringwood Ave	1	1%
Cannon Ball Rd	0	0%
Furnace Ave in Wanaque	0	0%
No Answer	50	61%
Total Answers	82	

SURVEY ANALYSIS

The majority (88%) of regular bus riders have a one-seat ride to their destination, while 8% need to make one transfer and 4% make two transfers (Figure 9).

Fifty-eight percent (58%) of bus users drive and park their cars to catch the bus, while 29% walk to their bus stop (Figure 10). Of the people who walk to their stop, 71% of them say it takes between 5 and 10 minutes, and 29% say it takes less than five minutes.

When asked how likely they would be to take the train to work or school (if convenient access were available), almost 80% of bus riders respondents answered “very likely” (Figure 11).

Figure 9. How many transfers are needed to make a one-way trip to your work or school destination?

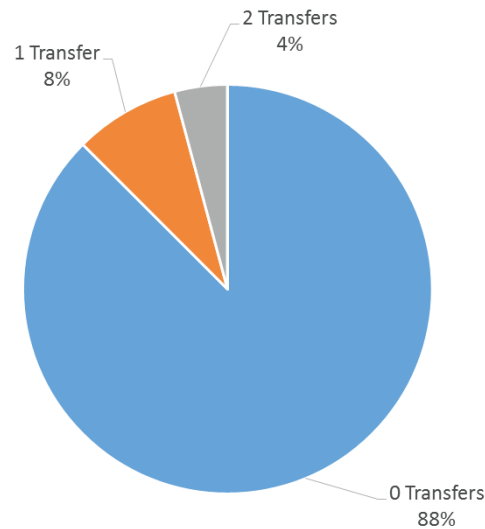


Figure 10. How do you travel from home to the bus stop?

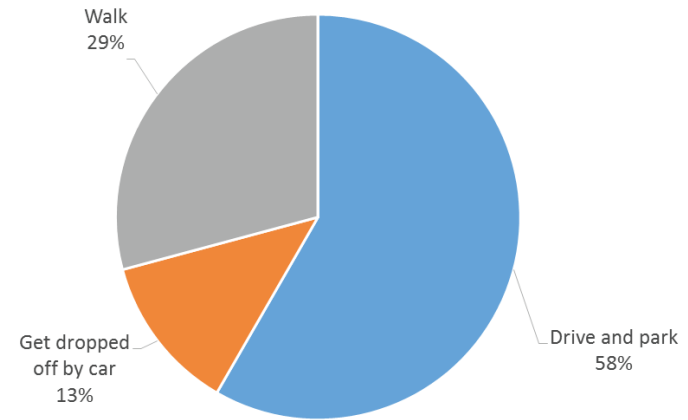
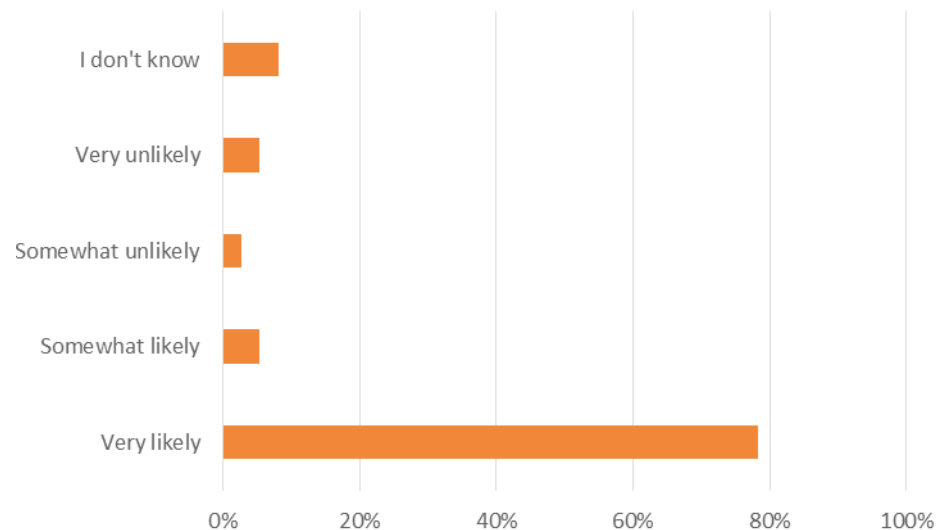


Figure 11. If a convenient route and stop were available, how likely are you to take a train to get to work or school?



Current Bus Riders - Park and Ride Information

The bus riders that currently drive and park to board the bus (14 respondents) were asked if they currently use a designated park-and-ride lot for their trip. Ten answered yes. Eight of those respondents parked at the Wayne Park and Ride on Route 23 and two of them parked at Willowbrook Mall. Of the four parking outside of a designated lot, three use a business or shopping center's parking lot, and one respondent parks on the street.

Current Train Rider Responses

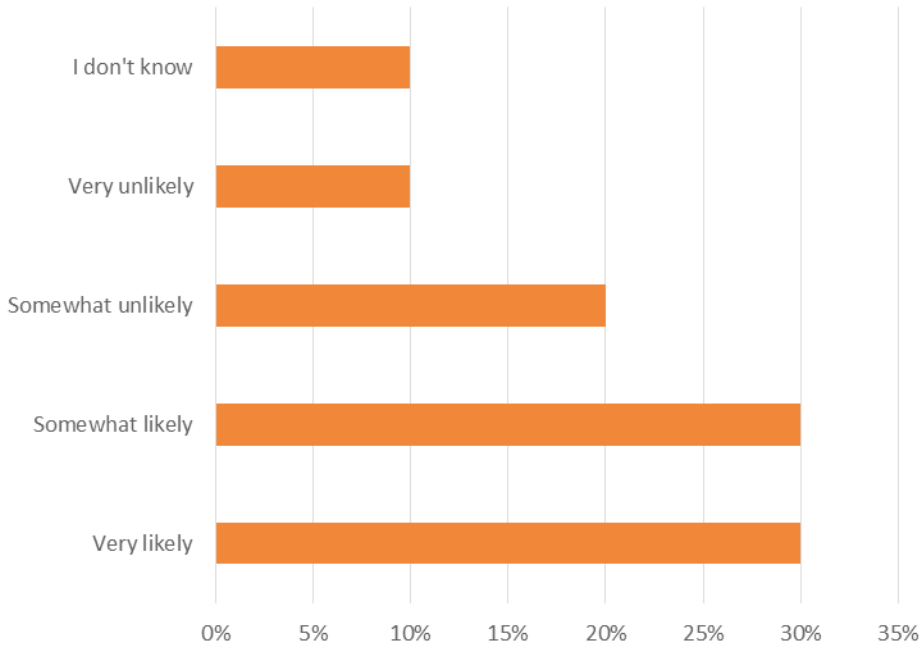
Of the 12 respondents that ride the train to school or work, nine take the train daily. Eight of these daily riders travel during commuting hours. When asked why they take the train, 46% say it is faster and 39% say it is more convenient. Train stations used by daily commuter respondents are listed in Table 15.

Table 15. On your daily train commute to work, at which station do you start your trip?		
Train Station	Number	Percentage
Clifton	1	13%
Lincoln Park	3	38%
Little Falls	1	13%
Montclair state university	1	13%
Radburn, Fair Lawn	1	13%
Ramsey	1	13%
Total	8	

Among train riders, 60% of respondents stated that their trip is a one-seat ride, while 30% make one transfer and 10% make two transfers. The majority of train users, 90%, take a car to the train station, with 10% being dropped off.

For the majority of train users, it appears that the convenience and efficiency of the trip is more important than the mode. The survey response indicates that current train riders are likely to switch to taking a bus if it was more convenient. Thirty percent of train users were “very likely”, and another 30% were “likely” to switch to a bus instead of using a train if it were more convenient (Figure 12).

Figure 12. If a convenient bus route and stop were available, how likely are you to take a bus instead of the train to get to work or school?



Current Travel Patterns and Future Transit Characteristics

Respondents of the survey answered questions that gauge their sentiments towards transit, including what keeps them from taking transit currently or what would entice them to take it in the future. The location of transit stops, either inconvenient to home or a work/school destination, was the top rated response why people do not take transit (200 respondents, Table 16). While expanded routes or service may address this issue, easily accessible park and ride lots may also make transit stops more convenient.

Table 16. Why do you NOT take transit to work or school?		
Responses	Number	Percentage
The transit stop is not convenient to my home	101	22%
The transit stop is not convenient to my work/school	98	21%
Existing transit service is too infrequent	44	10%
The transit ride is too long	33	7%
There are too many stops between my home and destination	44	10%
The transit stop/station feels unsafe or unwelcoming	13	3%
It is too expensive	30	7%
Transit maps and schedules are too complicated	23	5%
There is not enough parking at my desired transit stop	19	4%
Transit is unreliable	13	3%
Insufficient ADA accessibility	4	1%
Too many transfers	23	5%
Do not like transit	14	3%
Total	459	

*Respondents were able to select multiple answers; therefore totals may exceed total number of survey respondents.

Table 17 shows that respondents want more convenient stop locations, more direct access to where they need to go and more frequent service to encourage them to ride transit.

Table 17. What would make you want to ride transit to work or school?		
Responses	Total	Percentage
More convenient stop locations	87	19%
More frequent service	80	17%
Access to places I want to go/different transit routes	67	15%
Easier to park near stops	62	13%
If the trip took less time	52	11%
Less waiting time at stops	46	10%
Place of shelter while waiting	32	7%
Employer-provided incentive program	29	6%
Improved ADA accessibility	6	1%
Total	461	

*Respondents were able to select multiple answers; therefore totals may exceed total number of survey respondents.

The intent of the question “If a convenient route and stop were available how likely are you to take a Train or Bus to get to work or school?” was to gauge how likely non-transit users are to become transit users. Nearly 40% of respondents are very likely to take a train if convenient and almost 30% are very likely to take the bus (Figure 13). Based on these initial findings, improvements to transit services and accessibility would likely result in increased transit ridership in the Upper Highlands Region.

Figure 13. If a convenient route and stop were available how likely are you to take a Train or Bus to get to work or school?

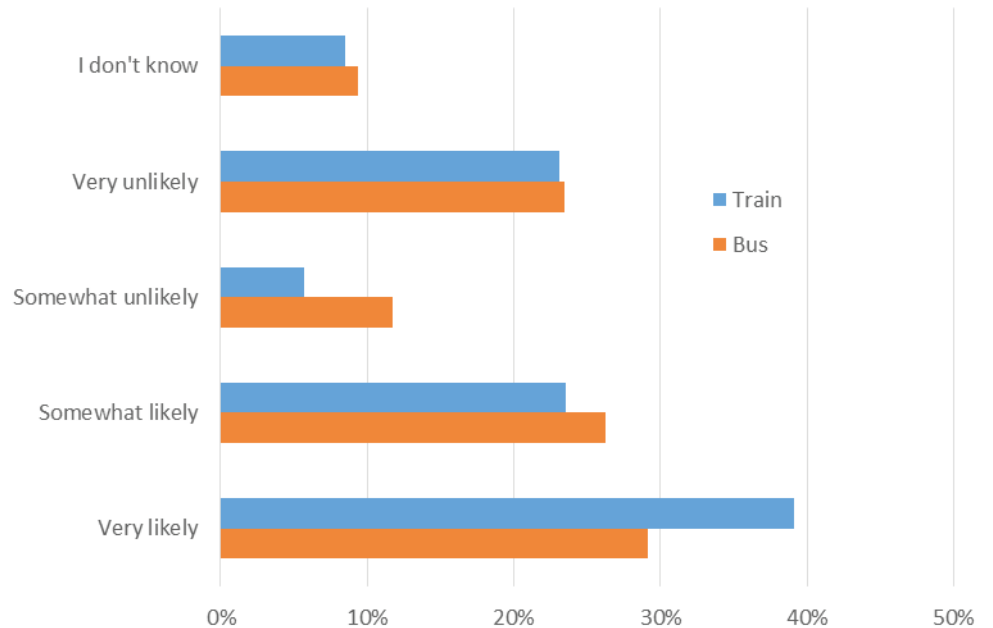


Table 18. How long is your total commute to work or school (including all modes of transportation, if applicable)?

Total Commute Time	Total	Percentage
Less than 30 minutes	115	50%
30 to 45 minutes	53	23%
45 minutes to 1 hour	26	11%
1 hour to 1.5 hours	31	13%
Over 1.5 hours	7	3%
Total	232	

Table 19. What are your average monthly costs to commute to work or school (including gas, tolls, transit fare and/or parking)?

Monthly Costs	Total	Percentage
Less than \$50 per month	46	20%
\$51 - \$100 per month	47	20%
\$101 - \$150 per month	42	18%
\$151 - \$200 per month	29	12%
\$201 - \$300 per month	46	20%
\$301 - \$400 per month	17	7%
\$401 - \$500 per month	2	1%
Greater than \$500 per month	4	2%
Total	233	

Survey respondents, who currently do not use transit regularly, are most likely to switch modes to use transit if it is cheaper or more efficient and convenient than other modes. Fifty percent of all respondents stated that their total commute was less than 30 minutes (Table 18). Twenty percent of all respondents spend less than \$50 per month on commuting (Table 19). These are likely not the groups that will be interested in transit, but rather the 27% spending over 45 minutes commuting.

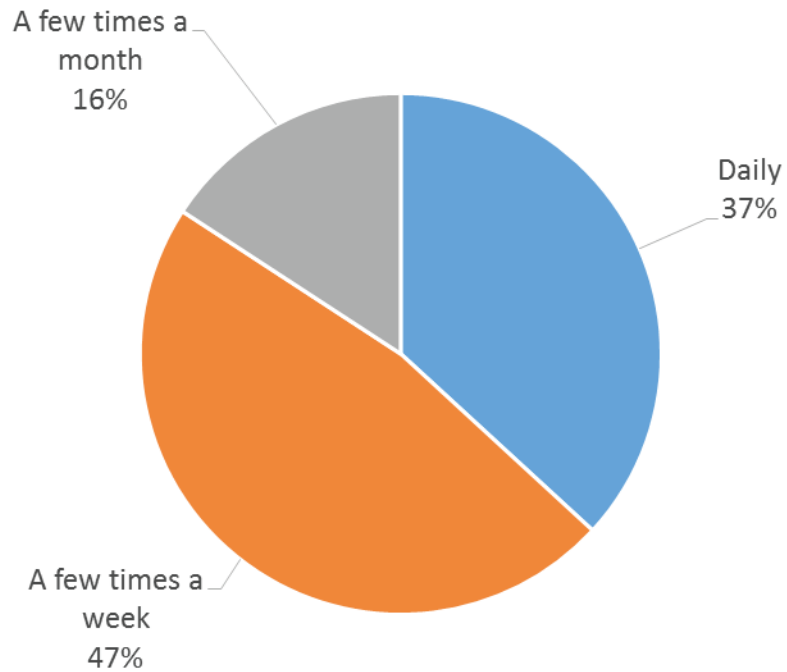
Table 20 shows that 93% of respondents currently use their car for shopping and errands. Of the seven percent that use the bus, 47% use bus services a few times a week, and 37% use it daily for shopping or errands (Figure 14).

Table 20. How do you typically travel for shopping and errands?

Mode of Transportation	Total	Percentage
Car	254	93%
Bus	18	7%
Train	1	0%
Walk	1	0%
Bicycle	0	0%
Total	274	

* Number of responses vary due to structure of the survey. Each was presented to a different number of respondents based on their previous answers.

Figure 14. How often do you ride a bus for shopping or errands?



Most survey respondents that use the bus for shopping or errands reported that they typically do so during the weekday peak commuting hours (Figure 15). Bus riders said that it's cheaper and more convenient for them (Figure 16).

Figure 15. When do you typically ride the bus for shopping or errands?

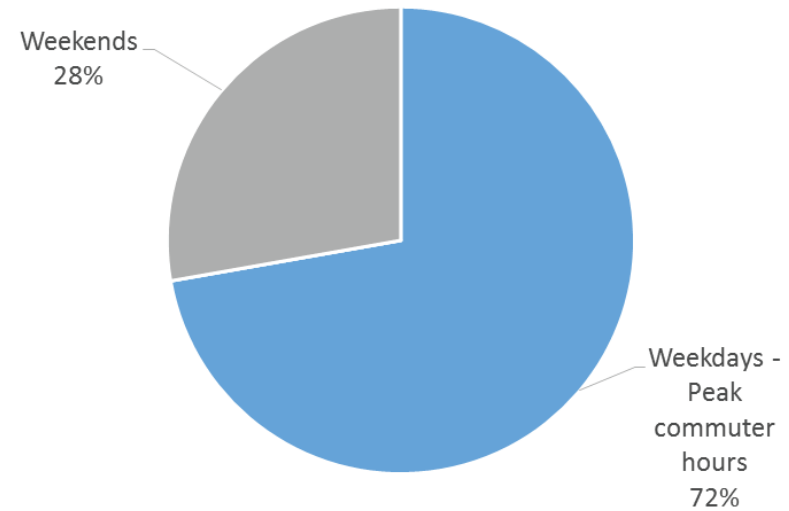
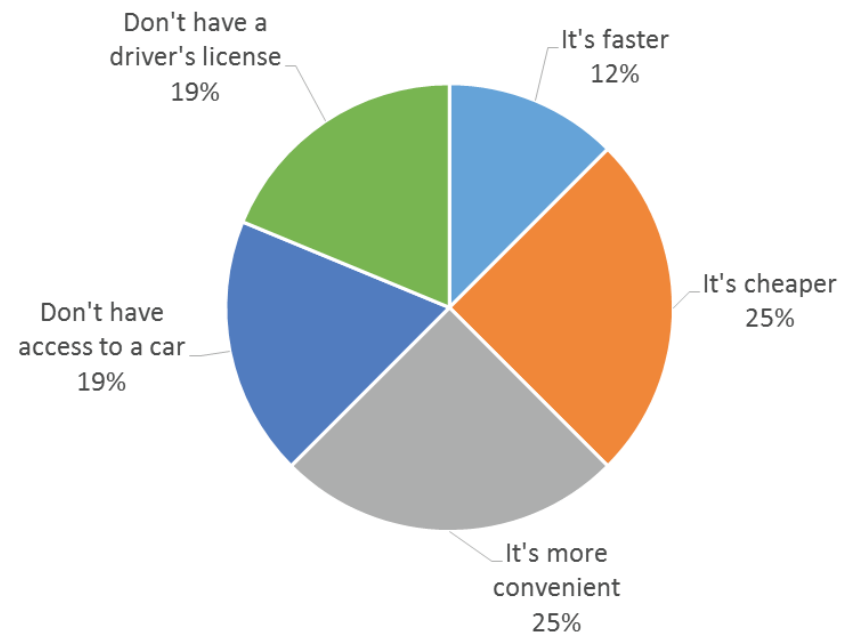


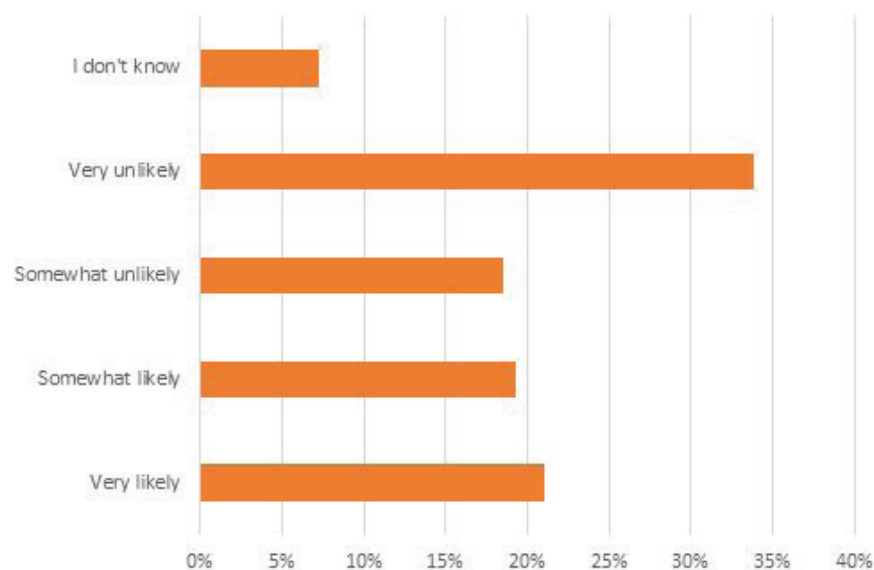
Figure 16. Why do you ride a bus for shopping or errands?



Among 275 respondents, 34% indicated that they would be “very unlikely” to use the bus for shopping or errands while 20% responded it was somewhat unlikely (Figure 17). This suggests that increased transit ridership is more likely to come from work/school trips and leisure/entertainment trips, at least initially.

Respondents were asked to indicate the most important characteristics near transit stops and park-and-ride lots. The response to the question asking about the most important characteristic to have near transit stops was overwhelmingly “plenty of parking”, followed by the transit stops proximity to places to work and places to live (Figure 18). Figure 19 shows that safety, places of shelter and ticketing facilities are three of the most important and desirable characteristics for park-and-ride lots.

Figure 17. If a convenient bus route and stop were available, how likely are you to take a bus to shop and run errands?

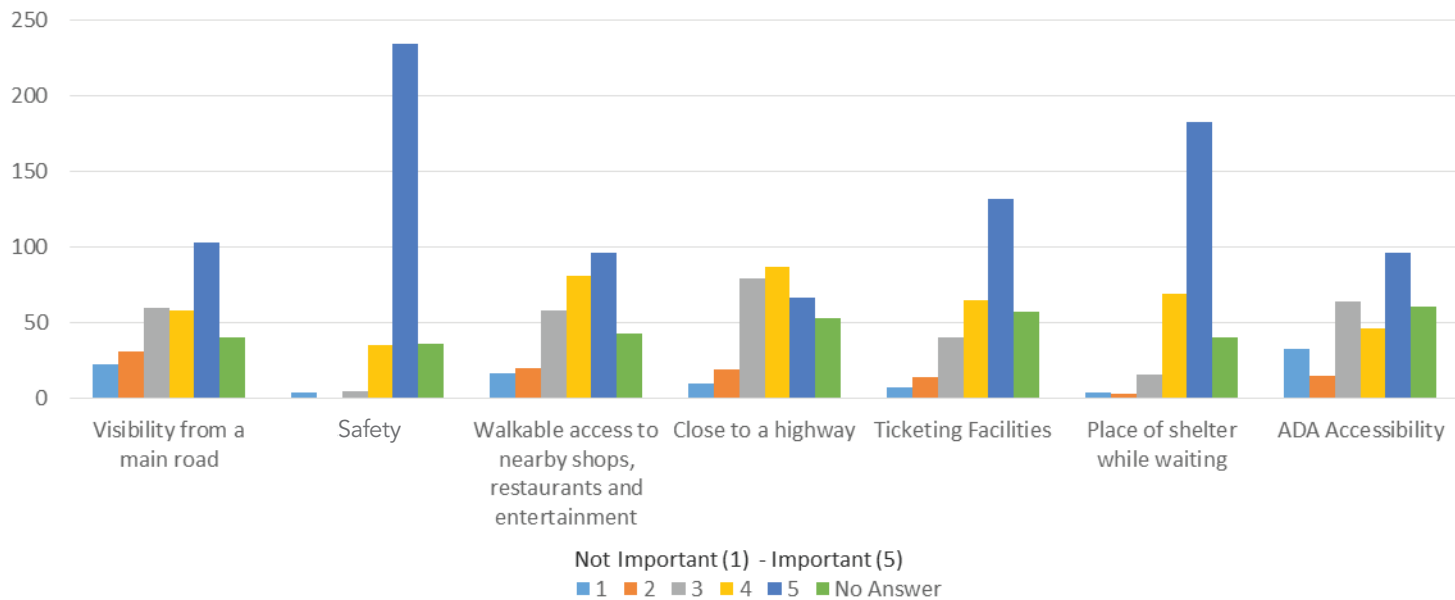


SURVEY ANALYSIS

Figure 18. What do you feel are important to have near transit stops? (Rating from 1-5, Not important to Important)



Figure 19. What characteristics do you desire in a designated park-and-ride lot for transit riders? (Rating from 1-5, Not important to Important)



When comparing destinations that riders frequent for shopping, leisure or entertainment by time of day traveled, the top destinations for daily/weekly riders during weekdays were New York City, NJ Gold Coast and City of Newark. The results were slightly different for weekend travel, wherein the top destinations were New York City, Newark Airport and the NJ Shore (Table 21).

Table 21: Destination for Shopping, Leisure or Entertainment by Time of day for Daily/Weekly transit riders								
Destination	Weekdays - Peak commuter hours		Weekdays - Off-peak, midday and late evening hours		Weekends		Total	
	#	%	#	%	#	%	#	%
New York City	41	48%	15	34%	23	40%	79	42%
NJ Gold Coast (Jersey City, Hoboken, Weehawken, etc.)	10	12%	5	11%	6	11%	21	11%
City of Newark	9	10%	6	13%	5	9%	20	11%
Newark Airport	7	8%	5	11%	7	12%	19	10%
Other Northeast NJ destination	6	7%	5	11%	6	11%	17	9%
NJ Shore	8	9%	5	11%	7	12%	20	11%
Western NJ	1	1%	1	2%	1	2%	3	1%
Central or Southern NJ	0	0%	0	0%	0	0%	0	0%
Outside NJ (other than NYC)	4	5%	3	7%	2	3%	9	5%
Total	86		45		57		188	

*Respondents were able to select multiple answers; therefore totals may exceed total number of survey respondents.

Monthly/yearly transit riders responded similarly with top destinations of NYC, NJ Gold Coast during both the weekdays and weekends. During both weekdays and weekends, riders were also destined for the NJ Shore and Other Northeast NJ locations (Table 22).

Table 22: Destination for Shopping, Leisure or Entertainment by Time of day for Monthly/Yearly transit riders								
Destination	Weekdays - Peak commuter hours		Weekdays - Off-peak, midday and late evening hours		Weekends		Total	
	#	%	#	%	#	%	#	%
New York City	41	49%	58	52%	113	57%	212	54%
NJ Gold Coast (Jersey City, Hoboken, Weehawken, etc.)	16	19%	17	15%	29	15%	62	16%
City of Newark	4	5%	3	3%	5	2%	12	3%
Newark Airport	5	6%	7	6%	11	6%	23	6%
Other Northeast NJ destination	7	9%	9	8%	11	6%	27	7%
NJ Shore	5	6%	11	10%	16	8%	32	8%
Western NJ	0	0%	2	2%	2	1%	4	1%
Central or Southern NJ	0	0%	0	0%	0	0%	0	0%
Outside NJ (other than NYC)	5	6%	4	4%	10	5%	19	5%
Total	83		111		197		391	

Among Daily/Weekly riders, 50% use transit during the weekdays for Work or School during commute hours. As follows with typical commuting patterns, work/school trips decrease in the evenings and on weekends (Table 23).

Table 23: Trip Purpose by Time of Day for Daily/Weekly transit riders								
Destination	Weekdays - Peak commuter hours		Weekdays - Off-peak, midday and late evening hours		Weekends		Total	
	#	%	#	%	#	%	#	%
Work or School	45	52%	15	32%	21	36%	81	42%
Shopping and Errands	18	20%	13	28%	12	20%	43	22%
Leisure or Entertainment	18	20%	12	25%	17	29%	47	24%
Visiting friends or family	8	9%	7	15%	9	15%	24	12%
Other	0	0%	0	0%	0	0%	0	0%
Total	89		47		59		195	

Table 24 outlines trip purpose by time of day for Monthly/Yearly transit riders. As might be expected, the infrequent transit riders – those that use it monthly or yearly – mostly use transit for leisure or entertainment. However, not all of these trips are weekend and off-peak; over 40% occur during commuting hours.

Table 24: Trip Purpose by Time of Day for Monthly/Yearly transit riders								
Destination	Weekdays - Peak commuter hours		Weekdays - Off-peak, midday and late evening hours		Weekends		Total	
	#	%	#	%	#	%	#	%
Work or School	22	32%	6	6%	17	10%	45	13%
Shopping and Errands	10	15%	14	15%	20	12%	44	13%
Leisure or Entertainment	30	43%	59	62%	101	61%	190	58%
Visiting friends or family	7	10%	16	17%	26	16%	49	15%
Other	0	0%	0	0%	1	1%	1	1%
Total	69		95		165		329	

*Respondents were able to select multiple answers; therefore totals may exceed total number of survey respondents.

Table 25 shows the most important characteristic(s) near a transit stop versus how often respondents used transit. For instance, what is the most important characteristic to have near transit for daily users vs. infrequent riders? For most users across all categories, parking is the number one concern, followed by having transit stops near places to live, work, or shop. The daily and weekly riders were more interested in places to shop near transit – perhaps to do errands linked with commute trips.

Table 25: How Often Do you Ride Transit vs. Most Important Characteristic Near a Transit Stop										
Most Important Characteristic	Daily		Weekly		Monthly		Yearly		Total	
	#	%	#	%	#	%	#	%		
Plenty of Parking	23	22%	8	16%	19	27%	85	29%	135	26%
Bike Racks and/or Bike Lockers	7	7%	5	10%	2	3%	19	7%	33	6%
Places to Shop	17	16%	9	18%	9	13%	27	9%	62	12%
Restaurants	7	7%	4	8%	6	8%	23	8%	40	8%
Schools	12	11%	2	4%	4	6%	12	4%	30	6%
Places to Live	12	11%	8	16%	9	13%	37	13%	66	13%
Places to Work	16	15%	10	20%	12	17%	48	16%	86	17%
ADA Accessibility	12	11%	4	8%	9	13%	40	14%	65	12%
Total	106		50		70		291		517	

*Respondents were able to select multiple answers; therefore totals may exceed total number of survey respondents.

Safety is the number one concern for riders in all categories at park-and-ride lots (Table 26). Daily and yearly riders stated that a place of shelter while waiting was very important. Weekly/Monthly riders were more split between visibility of the park-and-ride lot from a main road and a place of shelter.

Table 26: How Often Do you Ride Transit vs. Most Important Characteristic Near a Park-and-Ride

Most Important Characteristic	Daily		Weekly		Monthly		Yearly		Total	
	#	%	#	%	#	%	#	%		
Visibility from a main road	16	15%	10	20%	10	14%	37	13%	73	14%
Safety	33	31%	15	30%	22	31%	93	32%	163	32%
Walkable access to nearby shops, restaurants and entertainment	10	9%	9	18%	8	11%	39	13%	66	13%
Close to a highway	10	9%	2	4%	5	7%	25	9%	42	8%
Ticketing Facilities	17	16%	3	6%	12	17%	62	21%	94	18%
Place of shelter while waiting	29	27%	9	18%	19	27%	73	25%	130	25%
ADA Accessibility	9	9%	3	6%	8	11%	39	13%	59	11%
Total	124		51		84		368		627	

*Respondents were able to select multiple answers; therefore totals may exceed total number of survey respondents.

Table 27: Trip Purpose vs. Most Important Characteristic Near a Transit Stop										
Most Important Characteristic	Work or School		Shopping and Errands		Leisure or Entertainment		Visiting friends or family		Total*	
	#	%	#	%	#	%	#	%		
Plenty of Parking	28	26%	9	18%	15	21%	5	2%	57	11%
Bike Racks and/or Bike Lockers	9	9%	8	16%	10	14%	4	1%	31	6%
Places to Shop	20	19%	15	30%	12	17%	6	2%	53	10%
Restaurants	9	9%	6	12%	6	9%	3	1%	24	5%
Schools	11	10%	6	12%	5	7%	1	1%	23	4%
Places to Live	17	16%	8	16%	11	16%	7	2%	43	8%
Places to Work	21	20%	13	26%	12	17%	9	3%	55	10%
ADA Accessibility	14	13%	6	12%	8	11%	4	1%	32	6%
Total	129		71		79		39		318	

*Respondents were able to select multiple answers; therefore totals may exceed total number of survey respondents.

Plenty of parking near a transit stop ranked most important among respondents using transit for work, school, leisure or entertainment. Places to work and shop were ranked as most important when the trip purpose was shopping or errands (Table 27). Whether the trip purpose was work, school, shopping/errands, leisure, or visiting friends and family, the most important characteristic to have in a park-and-ride was overwhelmingly safety (Table 28).

Table 28: Trip Purpose vs. Most Important Characteristic Near a Park-and-Ride										
Most Important Characteristic	Work or School		Shopping and Errands		Leisure or Entertainment		Visiting friends or family		Total*	
	#	%	#	%	#	%	#	%		
Visibility from a main road	20	19%	13	26%	12	17%	6	2%	51	10%
Safety	42	40%	18	36%	20	29%	12	4%	92	18%
Walkable access to nearby shops, restaurants and entertainment	14	13%	12	24%	11	16%	5	2%	42	8%
Close to a highway	11	10%	3	6%	4	6%	2	1%	20	4%
Ticketing Facilities	18	17%	6	12%	11	16%	4	1%	39	8%
Place of shelter while waiting	32	30%	14	28%	18	26%	8	3%	72	14%
ADA Accessibility	11	10%	5	10%	7	10%	5	2%	28	5%
Total	148		71		83		42		344	

*Respondents were able to select multiple answers; therefore totals may exceed total number of survey respondents.

PARKING AND TRANSIT ASSESSMENT

Parking and Transit Assessment

This section describes the strategy of shared parking and its potential applicability to the Pompton Lakes Downtown. It also identifies potential sites for new park-and-ride facilities that may be implemented in the short term. Also addressed are bus service routes that could be modified or added as transit demand increases (as possibly initially indicated on the origin/destination profile from the transit access survey) and the scale of future redevelopment activities. Further study and evaluation of these recommendations is necessary for advancement.

Parking constitutes a major land use in most cities, towns, and boroughs. In addition, local decisions about parking can directly affect the livability of a community, set the stage for development, and help shape desired growth. It also should be noted that Pompton Lakes' Master Plan contains a Downtown Vision that sees it as a destination for visitors and residents, accommodating parking and supporting a wide range of transportation modes, including walking, biking, and transit, in addition to driving. The Pompton Lakes Transit Access Study identifies and recommends improvements consistent with that Downtown Vision of the borough.

Shared Parking & Other Parking Strategies

Shared parking is a strategy that takes advantage of the reality that parking spaces in many parking facilities are only used at specific times of day or on specific days of the week. Different uses have different peak parking demand times. For instance, uses such as offices, schools, and medical clinics typically only need parking spaces on weekdays. Bars, restaurants, religious institutions, malls, and parks likely produce higher levels of demand for parking in the evening and on weekends. The results of these tendencies mean

that there can be a significant portion of unused spaces in a parking facility during certain time periods. Shared parking strategies aim to maximize use of parking spaces by combining disparate groups' use of the same parking facility. Note that this strategy can work well in areas where land use activities are clustered; spread out land uses do not lend themselves to this shared parking approach.

Historically, municipal zoning regulations have required that a certain number of off-street parking spaces be provided based on land uses, including the type and intensity of use. Accommodating the shared parking concept may require amending zoning regulations to allow shared parking or adjusting required parking minimums. Other issues that are typically addressed in shared parking regulations include requirements that businesses or uses sharing parking be within a certain distance of the parking facility.

Shared parking has the following benefits:

- *Increased availability of lands for development.* Land potentially devoted only to parking may become available for other uses, with the prospect of more active, walkable settings. (Note that while shared parking may enable shifting priorities toward walkability and higher levels of activity in Transit-Oriented Development (TOD), demand for some parking will continue to exist.)
- *Reduction of costs.* Fewer required parking spaces can translate into lower development costs. Shared use may also mean shared assumption of costs by developers, municipalities, and parking providers.
- *Increased business activity.* Convenient parking can draw more patrons and new kinds of customers.

New Jersey Examples of Shared Parking

The following case studies describe a variety of approaches to downtown, shared public parking that New Jersey communities have used to create a more efficient system for parking.

Moorestown: Parking regulation changes

Moorestown Township's goal in promoting shared parking was to enhance the shopping environment and stay competitive with other nearby downtowns and shopping malls. Local studies of parking found that, although there was private parking for patrons of individual businesses in the back of properties of the respective retail establishments, customers frequently became confused and did not know where to find these parking spots. Similar to many downtowns in New Jersey, Moorestown contained a parking lot that was established decades ago. This 167-space lot, abutting seven commercial buildings, had been assembled from smaller lots and was used for overnight residential parking.

The parking regulations for Moorestown were changed to accommodate shared parking for businesses as well as residents. Examples of the changes include the removal of parking requirements for existing uses/buildings and the addition of outdoor dining opportunities. Incentives were included as well: Section 180073.K of the new shared-parking ordinance permits a 15 percent reduction of the parking obligation if shared parking is utilized.

Red Bank: Shared capital costs

Red Bank was an "early-adopter" with respect to shared parking and created the Gold Street Lot through an agreement with four property owners and a church. The municipality and the property owners shared the costs. Property owners contributed a percentage of the total capital cost of the project, based on their respective shares of parking spaces, while regular

maintenance has been performed by the borough. The spaces in the lot today, over twenty years later, are still shared among commercial businesses and Red Bank Catholic School and some have become metered. Overall the arrangement is considered a success in Red Bank.

Medford: Municipal lot via lease agreement

A group of property owners in the Township of Medford initially dedicated and assembled land through a lease agreement for a municipal parking lot. The property owners leased it to the municipality. According to Steven Corcoran, a former Township Councilman, this arrangement, and several other similar ones, have created efficient, convenient, and extremely useful parking in the downtown. When asked whether there was any "down side" to these arrangements, he has indicated that the projects are considered a "win-win" for the township and the downtown property owners and merchants. Mr. Corcoran recommends the approach to other municipalities.

Calculation of Parking Spaces Required with Shared Parking

The required number of cumulative spaces can be reduced by specific ratios with shared parking, as described below:

<i>Hours of Day</i>	<i>Office Parking Demand per 1,000 GSF</i>	<i>Example: 40,000 GSF Office</i>	<i>Restaurant Parking Demand per 1,000 GSF</i>	<i>Example: 5,000 GSF Restaurant</i>	<i>Example: Total Spaces needed to meet combined demand</i>
10 AM	3.0	120	4.0	20	140
11AM	3.0	120	6.0	30	150
12 noon	2.7	108	10.0	50	158
1 PM	2.7	108	14.0	70	178
2 PM	2.9	116	12.0	60	176
3 PM	2.3	92	12.0	60	152
4 PM	2.3	92	10.0	50	142
5 PM	1.4	56	14.0	70	126
6 PM	0.7	28	18.0	90	118
7 PM	0.2	8	20.0	100	108
8 PM	0.2	8	20.0	100	108

Source: ULI, Shared Parking, 1983

Shared Parking in Pompton Lakes

The development of a shared parking policy and accompanying regulations is an action that the Borough of Pompton Lakes may want to consider in the context of the short-, medium- and long-term development goals for the Pompton Lakes Downtown Redevelopment Area. For example, park-and-ride opportunities for transit users in this transit hub may be more easily accommodated with such shared parking guidance and controls in place.

When examining the Pompton Lakes situation, it is important to consider that not all use combinations create a successful shared parking pairing. One challenging mix of uses tends to be residential use, commercial and transit-oriented use. Commuters arriving in the morning to park for transit may find that local residents have not yet left or vacated a parking space. Furthermore, if the residential spaces are in a “transit village” or transit-oriented development (TOD), it may be that the intent of the development type is to keep those cars parked and encourage residents to walk to transit, which means the parking spaces will not be vacated all day. Given this situation, in identifying potential locations for transit rider’s access to shared park-and-ride spaces in Pompton Lakes, the most promising and conducive settings for sharing spaces are likely to be uses other than residential.

As a companion to shared parking in Pompton Lakes, a comprehensive parking study of existing on- and off-street spaces in the downtown is also recommended. Current and near-term future parking needs for businesses, residents, and institutions, and longer-term future parking needs in the context of additional land development in the downtown can only be properly assessed with an accurate inventory of current spaces (type, location, user profile, level of utilization). This is an important implementation step for the Pompton Lakes Transit Access Study.

Other Parking Strategies & Best Practices

Beyond the principle of shared parking, a variety of strategies have been used to manage parking in communities throughout the country. Some of these strategies are described below.

Reduced parking requirements

Municipal ordinances have historically established parking minimum requirements for different land use types and parking requirements are calculated as a ratio of spaces per square foot or per dwelling unit. Reduced parking requirements could apply to the entire municipality, or to specific areas or developments, when justified through appropriate analysis. For instance, research shows that a half-mile catchment area is appropriate for distance from residential and a quarter-mile is appropriate for looking at the distance of jobs to transit¹. Developments within these catchment areas could become eligible for reduced parking requirements.

Parking maximums

Reduced parking requirements are not attractive to all developers and in some limited circumstances developers may choose to oversupply parking to increase the marketability of a development project. Parking maximums are a method to ensure that there is not an oversupply of parking and empty parking lots in a community. Parking maximums are sometimes used to encourage mass transit use and reduce traffic volume. Parking maximums restrict the number of parking spaces that can be constructed on a particular development site. These are typically used only in certain parts of a municipality, such as in its central business district.

Area-wide parking caps

Area-wide parking caps are similar to parking maximums but are applied on an area-wide basis rather than on a site by site basis, setting a limit on the number of parking spaces within a geographic area. Setting such parking caps requires considerable planning and determining future projections of parking demand to select the appropriate numbers of spaces.

¹ <http://www.uctc.net/research/papers/UCTC-FR-2011-09.pdf>

Reductions in areas close to transit

Communities that want to encourage transit-oriented development (TOD) can incentivize enlightened developers by decreased parking requirements for developments within a specified distance from transit. One important consideration is the effect of commuter parking at transit stations on the pedestrian-oriented character desired for these kinds of settings. While residents, employees, or retail patrons of TODs may be able to access their destinations on foot, the transit station itself may have associated parking for commuters. A large area for commuter parking could, if not planned and designed carefully, have negative impacts on the walkability and proximity between the transit station and the adjacent community.

Fees-in-lieu

Fees-in-lieu provide developers the option to make a payment into a municipal parking fund in exchange for a reduction in parking requirements. The money in the fund is then typically are used by the municipality to construct or maintain city-owned parking facilities, although other possibilities exist. For example, in 2012 Westport, Connecticut allowed a developer to pay a fee of \$2,000 per parking space for six spaces that were difficult to fit into the developer's design. The \$12,000 the developer paid to the town went toward traffic improvements elsewhere in the town.

In looking at parking demand for the Pompton Lakes Downtown, it is useful to remember that, in mixed-use downtowns, there is typically a reduction of car trips as a result of "internal capture" or "captive market" trips. This is defined as patrons visiting destinations downtown, parking once, and then traveling between uses without using their vehicles. Pompton Lakes Downtown hosts the characteristics that justify exploration of these types of strategies.

Way-finding and Signage

Signage communicating which spaces are available for parking at specific times, or conversely, reserved at specific times assists people in navigating downtown parking. A parking signage system in downtown Pompton Lakes would organize and manage parking efficiently by directing people to a parking spot for their specific use and duration of use.



Park-and-Ride

In 2005 New Jersey had more than 300 park-and-ride facilities, 130 of which were operated by NJ Transit, about 40 under the jurisdiction of NJDOT or the NJ Turnpike Authority, and most of the 130 remaining facilities were either municipality- or privately-owned. More recently, New Jersey has begun to permit park-and-ride in municipal lots. In 2002, Governor Jim McGreevey made it a statewide goal to increase the number of park-and-ride spaces.

Types of Park-and-Ride Lots

Informal Lots

Informal lots are commonly used by carpoolers and transit riders. These are locations that people have identified as convenient and available and chose to use to park cars while meeting up to carpool or board buses or trains. Frequently, an informal lot is found at a shopping center, mall, or other business that has available and unrestricted parking. However, in these cases, the business has not entered into a formal agreement regarding use of its parking lot. Without a property owner's explicit participation in the park-and-ride use, this type of lot is vulnerable to a sudden withdrawal of availability and/or enforcement of parking regulations.

Contract Lots

Contract lots are an alternative to building new dedicated park-and-ride lots or the informal use of existing lots. The concept of contract lot is to use existing parking lots that were built for uses other than park-and-ride, such as a grocery store or library, and use a portion of the parking spaces for park-and-ride. If a contract lot is to be used for transit patrons, for example, the local municipality, county, or transit agency

can enter into an agreement with the owner of an existing lot to allow a designated portion of the lot to be used for park-and-ride purposes.

Contract lots can be established with the landlord, or property owner, through a lease arrangement or license. In a lease, a specified number of spaces may be leased through an agreement between a landlord and a lessee. The landlord would relinquish immediate possession of agreed-upon parking spaces to the lessee for a determined period of time and possibly for a fee, or rent. A license provides for permission to use parking spaces; however this does not include an exclusive right of possession. These are typically non-permanent arrangements.

The entity responsible for maintenance and liability insurance, signage, and amenities can vary.

Common examples, particularly in New Jersey, of contract lots are found associated with shopping centers, malls, churches, and movie theaters. For instance, Trans-Bridge Bus Lines, which operates buses from Pennsylvania and New Jersey into New York City, uses parking lots at the Phillipsburg Mall, Flemington Outlets, and Logan Square Shopping Center in New Hope, Pennsylvania. Observing the usage of a single, initial contract lot can reveal the level of demand for park-and-ride and inform a decision to proceed with additional contract lots or the construction of a purpose-built designated park-and-ride lot.

A study for the San Luis Obispo (California) Council of Governments (SLOCOG) lists the advantages and disadvantages of contract lots².

2. 2013 Park and Ride Lot Study, San Luis Obispo Council of Governments

Advantages of contract lots:

- Quick implementation
- Parking area and access to roadways already exist
- Less capital investment
- Good for testing demand and success
- Available shopping opportunities at site may encourage ridership
- Increased flexibility

Disadvantages of contract lots:

- Expansion opportunities may be unavailable
- Problems that may be created when users encroach into non-designated spaces
- Placement in remote or other undesirable areas if the contract is not specific
- Traffic may intensify in lots where there is an evening peak hour commercial use
- Owner may wish to terminate the contract necessitating a change of locations
- Contract may not be renewed

Components of a Park-and-Ride Lot

Irrespective of the type of park-and-ride lot established or whether a short-, medium-, or long-term arrangement is pursued, there are certain design and operational issues that should be considered in both park-and-ride site selection and facility design.

Park-and-ride facilities are the gateway to the transit system for passengers, and a good facility combines operational efficiency with a positive user experience. Whether the facility is large or small, certain design considerations should be applied to ensure that the facility is efficient and provides the desired user experience.

For a sizable park-and-ride facility with high usage factors such as ingress and egress, vehicular circulation, parking spaces layout, lighting, security, non-motorized access, drainage, signs, loading and unloading zones, traffic controls, and a shelter and ticketing facility need to be considered. More-modest-sized facilities would consider only a subset of these factors, scaled appropriately to meet the requirements of the project.

Providing a park-and-ride facility, to an extent, addresses the issue of convenience of bus stop locations. Respondents to the Transit Access Survey stated that bus stops are frequently not in convenient locations, probably in relation to the true origins/destinations of transit patrons. Current locations of bus stops exceed a comfortable walking zone for passengers, lack dedicated parking, or may have deficiencies at the locations themselves or in the access routes that render them inconvenient. These issues may be addressed partially through the provision of a park-and-ride facility that would provide patrons with a dedicated parking space and allow for convenient transfer to the transit mode.

Important elements of a well-designed park-and-ride lot are described below:

Access: One of the key components of a successful park-and-ride lot is efficient and convenient access. This reduces the time to switch from one mode to the other (auto to bus or vice versa). Safety issues related to vehicle-pedestrian conflicts and ADA accessibility should be given full

consideration.

Traffic Control Devices: Bigger park-and-ride systems may warrant more elaborate traffic controls; at a minimum, the facility would need to have some combination of stop and warning signs, turn lanes marking, stop lines, and facility identification signs.

Signage: Guide signs, informational signage or pavement markings may be of particular importance in shared lots where it is important to establish a clear distinction between the space allocated for the park-and-ride facility and those spaces provided for other users. This is not only to ensure that the usage follows the space allocation, but also to reduce conflicting movements.



Garwood Park-and Ride

Internal Lot Design: Lot design is important for both shared-use lots and independent lots. Shared-use lots offer more limited scope for design improvements; nonetheless, they should also be evaluated for additional changes that could be incorporated to help them function better as a park-and-ride facility in addition to a parking lot. Aspects to consider while designing the lots include circulation, parking layout, access to the bus stop for pedestrians, landscaping, lighting and security, and facilities for bikes.

Shelters: Provision of well-designed shelters are essential to a park-and-ride lot's effective functioning, level of usage, and meeting the overall goal of increasing transit use. Lack of adequate shelter exposes passengers to weather. A typical response to the lack of a covered waiting area is passengers waiting inside their cars. This can create an unsafe condition, because it requires a last minute dash to the transit service as it approaches and increases the possibility of vehicular/pedestrian conflicts. Shelters also help to identify the stop.



Bus shelter on Wanaque Ave, Pompton Lakes

The size of the shelter should be determined by maximum accumulation of the users, which can be determined by the total usage of the stop adjacent to the park-and-ride lot (not just the park-and-ride users) and the headway of the peak-period service. Shelters should be designed to protect against the elements of weather, inclusive of winter winds, should be constructed of durable materials to reduce maintenance costs, and should be a high visibility structure. Shelter designs should meet ADA standards and at a minimum should provide for seating, lighting, transit related information (schedule, route maps), variable message boards, if needed, and trash receptacles. Shelter design should ensure high visibility, whereby passengers can see an approaching bus and bus drivers can clearly see a waiting passenger, including during hours of darkness. Shelters are provided by NJ Transit and others with the municipality's permission, however NJ Transit does not maintain bus shelters.

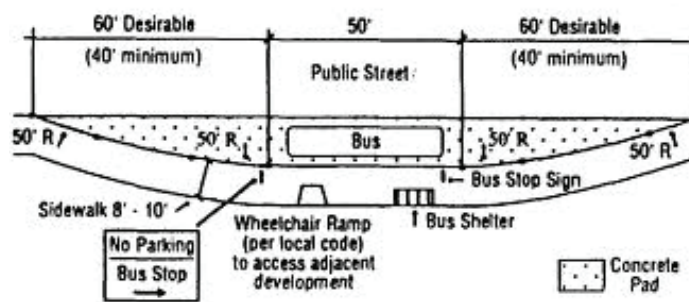
Bus Loading Areas: For larger park-and-ride sites, formal bus loading areas may be necessary. Even for smaller facilities, the location and the design of the bus loading area should be evaluated and redesigned if necessary to take into account existing roadway conditions, inclusive of traffic, physical conditions, proximity to other physical conditions like access driveways and intersections.

For the sites considered in Pompton Lakes, the number of parking spots may not warrant formal bus loading areas within the park-and-ride area initially. However, it is expected that the provision of the park-and-ride facility would generate more riders and this may be a consideration in the future. Keeping that factor in mind and the subsequent boarding and alighting time required, combined with the traffic conditions on the bus routes, options should be evaluated to determine whether the

bus loading zone on the roadway should be redesigned. Redesign options could consist of pull in areas off the main travel lanes or a painted box on the roadway to indicate a bus loading area. The actual design will need to be based on the existing physical conditions at each of the sites. Shelter design should be a part of the overall bus loading area design.



Pompton Lakes, painted area could provide a bus pull-off



Source: National Transportation Library

Signage and Markings: Different kinds of signage and markings are necessary for the proper operations of a park-and-ride facility. These include MUTCD signage to direct traffic. Signage also includes regulatory and warning signs, parking restriction information and transit-related information. It is generally recommended that park-and-ride lots are clearly identified, especially if they are part of a larger parking area. Signage should also indicate contact information for the party responsible for management and operations of the park-and-ride lot.

Security: Security is a critical element for the design of the park-and-ride facility. Unsafe facilities tend not to be used or to be under used. Safety and security are addressed through various design features like adequate lighting, visibility from businesses and nearby roads, landscaping and also through more active elements such as surveillance cameras.

User Amenities: User amenities of a park-and-ride lot can vary from location to location and will be based on the usage patterns and the total demand. At a minimum, amenities will include shelters, benches, trash receptacles, route and schedule information and signage. When warranted a park-and-ride lot may also provide a ticket vending machine and bike racks.

Suitability Analysis of Potential Sites

In addition to information provided by an examination of best practices throughout the country with respect to park-and-ride lots, the transit access survey gathered input from the community and stakeholders on what users desired in a park-and-ride location. Survey results showed safety was of overwhelming importance to the respondents. A sheltered place to wait for buses is essential to park-and-ride users' comfort – particularly in inclement weather. On-site ticketing facilities allow potential park-and-ride users to arrive without

worrying about how or where to purchase a ticket. The survey results highlighted these as issues to be considered when identifying and designing potential sites.

Based on the identified priorities for a park-and-ride location, a suitability analysis was conducted. The following criteria were considered for evaluation of sites in Pompton Lakes:

Size and configuration of site

The site should be configured such that it is easily accessible from a major road. Desired size of a park-and-ride lot is based on both current ridership numbers as well as projected and desired ridership. Park-and-ride lots with potential for expansion as demand increases provide an added benefit in flexibility.

Proximity to bus route corridor

NJ Transit Route 197 and 194 both run through Pompton Lakes and serve the surrounding area with connections to New York City. The bus routes are partially redundant through Pompton Lakes and diverge on separate courses in other areas. Route 197 makes fewer stops and is a shorter ride to New York City. Route 194 is considered a local route, meaning it makes more frequent stops and takes longer to complete. Park-and-ride locations that are in close proximity to both bus routes have the potential to reach more transit users.

Proximity to bus stops

Once parked, a transit rider wants to be within a close walk of a bus stop. A bus stop in sight and adjacent to the park-and-ride lot is most favorable (see map on page 46).

Integration with land development (retail, office, residential, and institutional uses)

An opportunity for a transit user to park once and complete multiple trips on foot from that location is an asset for a park-and-ride lot. Potential lots located within walking distance of businesses or other uses increases the chances that bus riders will visit nearby businesses in conjunction with the bus trip.

Site readiness - amount of construction required

A site that is a functional parking lot currently presents fewer barriers to use than a site that needs buildings removed, to be graded, paved or painted. Lighting may need to be added for security and safety, lines for spaces may need to be updated or painted for the first time, and vehicle access points constructed.

Level of support/interest by property owner

Without the interest of the property owner to collaborate for a park-and-ride on his/her property, the development of such a lot has no traction. It is necessary to cultivate and ensure support from the property owner before investing too much in the process of developing a park-and-ride lot.

Recommended Park-and-Ride Locations

The first step in pursuing new parking strategies is to conduct an evaluation of current parking supply and usage rates. Second, consideration of future uses and development is needed to inform decisions and design with respect to future parking facilities.

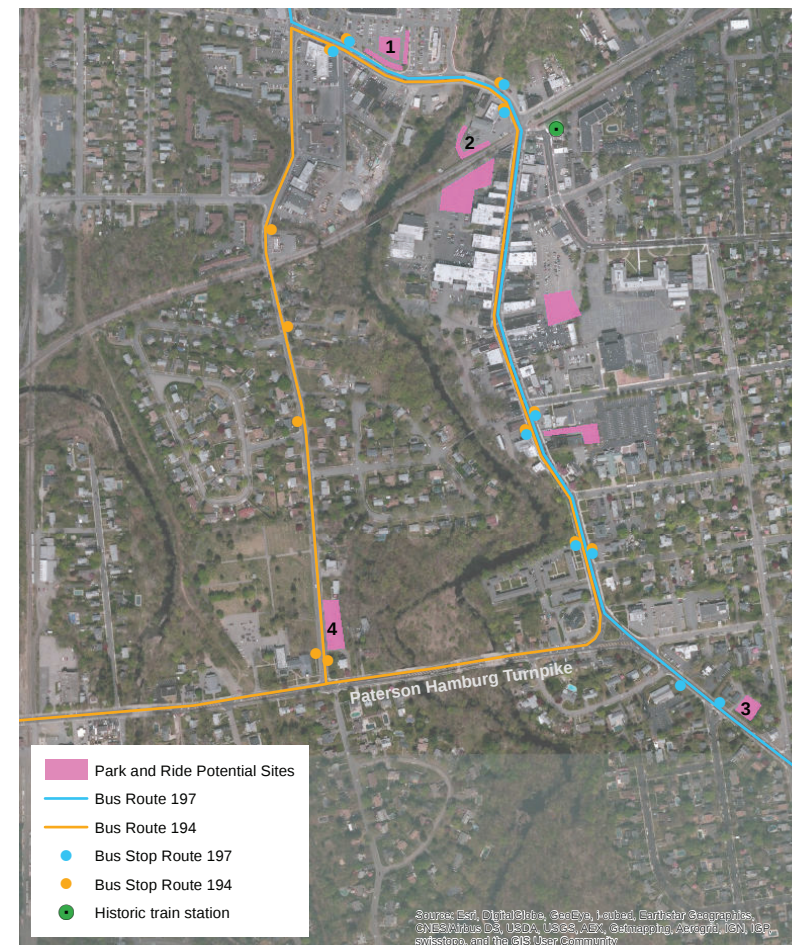
A survey of existing parking would be focused on traditional practices for providing and using spaces. For example, within downtown Pompton Lakes, the two dominant types of parking currently found are on-street parking and parking lots located behind businesses.

Provision of parking for transit riders in a community does not need to occur all in a single parking lot location. One approach is to provide small numbers of parking spaces in a variety of locations along the bus lines. The benefit of these approaches to shared parking arrangements is less demand for spaces from each individual parking lot owner. It also provides a diversity of locations for potential park-and-ride users traveling in from different locations.

Initially, seven potential park-and-ride locations were identified in Pompton Lakes. Each location was considered according to the criteria described in the suitability analysis above. Four locations from the initial seven are recommended for further study and are described below.

Potential Park-and-Ride Locations

1. Towne Square Shopping Center Parking Lot
2. Dominos Shopping Center strip center parking lot located on Wanaque Avenue, across from Cannonball Road
3. Christian Science Church on Hamburg Turnpike
4. Pompton Reformed Church on Ringwood Avenue



1. Towne Square Shopping Center Parking Lot

The Towne Square Shopping Center is located on Wanaque Avenue on the north end of downtown Pompton Lakes, just off of Ringwood Avenue. The largest grocery store in Pompton Lakes, the A&P, and a variety of other businesses, are located here. The large parking lot has parking spaces adjacent to the roadway where a bus stop is located. These parking spaces are located a fair distance from the retail stores in the shopping center and are typically not used by patrons of those stores.

Advantages:

- Existing parking lot – does not require investment for construction.
- Adjacent to bus stops for both NJ Transit Routes 194 and 197. Both bus stops currently have a bus shelter.
- Substantial portion of Route 197 trips start at this location.
- Easily accessible from I-287 via Ringwood Avenue.
- Ideal retail mix for park-and-ride commuters

Disadvantages

- A previous initiative to establish park-and-ride was not successful; agreement could not be reached with the property owner.

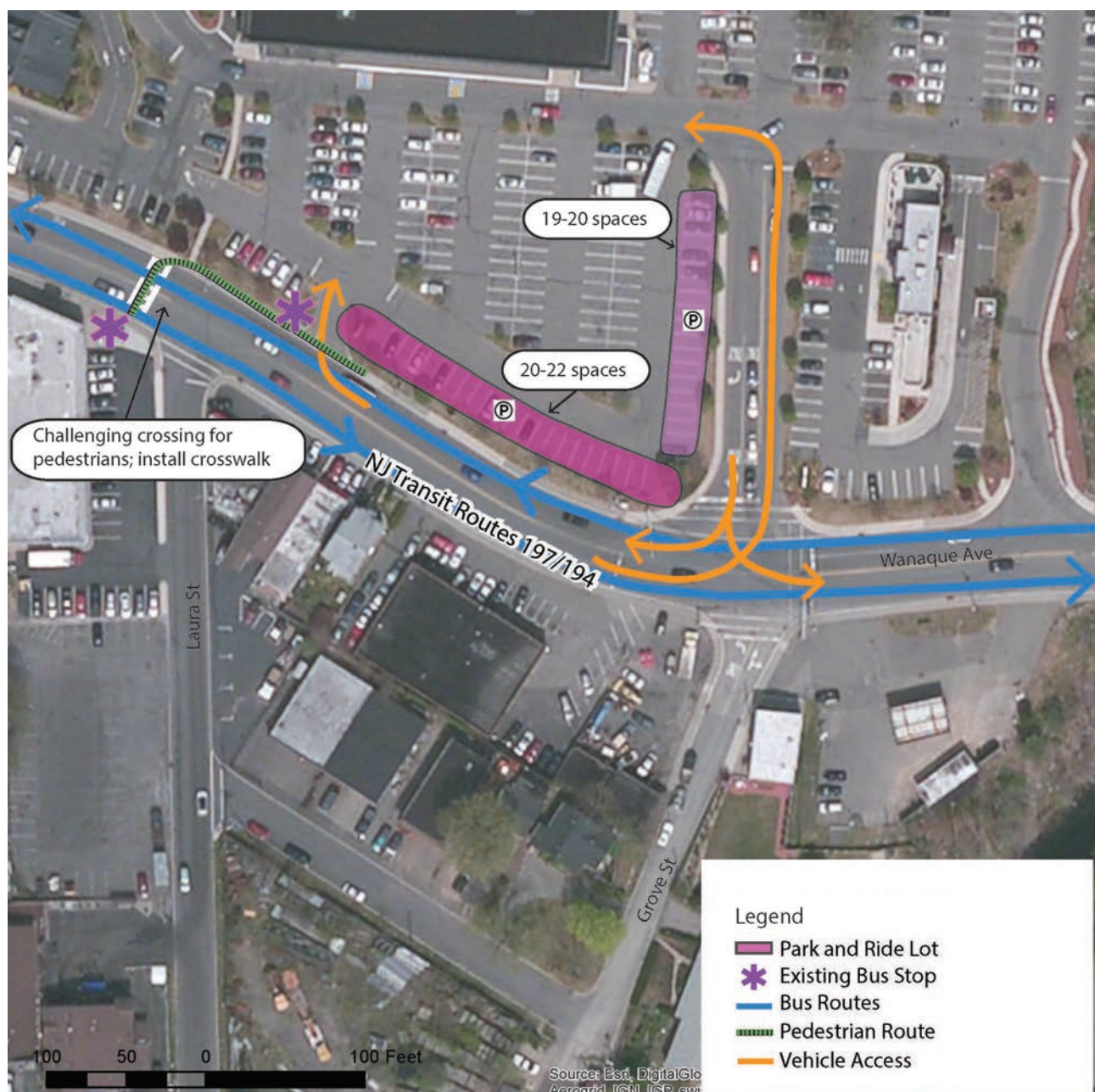


Bus shelter and Town Square Shopping Center parking lot, from Wanaque Ave



Town Square Shopping Center parking lot, from Wanaque Ave

Towne Square Shopping Center Potential Park-and-Ride Concept



2. Wanaque Avenue and Cannonball Road Shopping Center Parking Lot

This site is currently a parking lot for a small strip shopping center. Based on observation, there are typically available spaces in the parking lot away from the storefronts. The parking lot is configured to create sub-areas within the lot and a significant change in elevation results in 20-30 spaces located at a lower grade than the rest of the lot. This portion of the lot, along with a strip of parking along the freight line, are located away from the front of businesses and were observed to be unused by customers of the businesses in the center. In contrast, the strip of parking immediately in front of the businesses is in high demand by customers and is not recommended for park-and-ride use.

Advantages:

- Existing parking lot – does not require investment for construction.
- Adjacent to bus stops for both NJ TRANSIT Routes 194 and 197.
- Easy to identify the portion of parking lot for park-and-ride as it is naturally separated within the lot.
- Easily accessible from I-287 via Ringwood Avenue.
- Adjacent to downtown and the historic train station that could potentially serve as a bus terminal and takes advantage of the historic use of the facility for transit.

Disadvantages

- Access location is close to the curve in the road may result in less than ideal sight distance along Wanaque Avenue

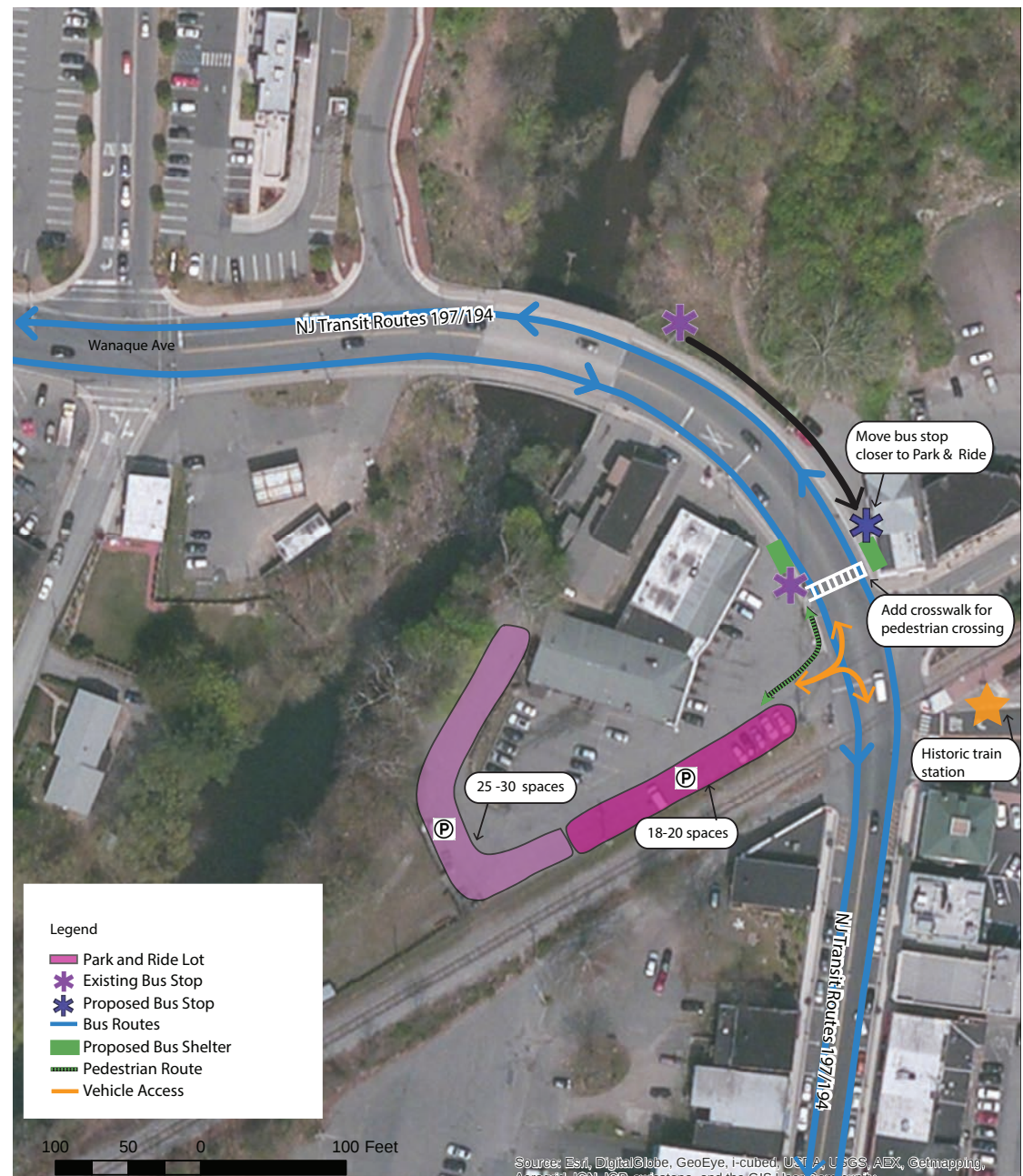


Parking lot viewed from freight line tracks



Parking lot viewed from Wanaque Avenue

Wanaque Ave and Cannonball Road
Shopping Center
Potential Park-and-Ride Concept



3. Christian Science Church: Paterson Hamburg Turnpike

The Christian Science Church's parking lot is accessible directly from Paterson Hamburg Turnpike. The parking lot is approximately a quarter of an acre and appears not to be used on weekdays. While the Route 197 bus stop for travel headed toward Pompton Lakes is directly adjacent and easily accessible, the bus stop for travel to New York City is on the opposite side of Paterson Hamburg Turnpike, a heavily travelled road.

Advantages:

- Likely available for parking during the week.
- No construction required – currently a parking lot.
- Adjacent to a bus stop on Paterson Hamburg Turnpike.
- Would not compete with the demand for parking by retail uses in the downtown.

Disadvantages

- Only convenient for NJ Transit Route 197 users, not Route 194 users.
- Distant from downtown businesses.
- May require re-striping of Paterson Hamburg Turnpike to accommodate through traffic movement in addition to bus patrons boarding and alighting at the stops.

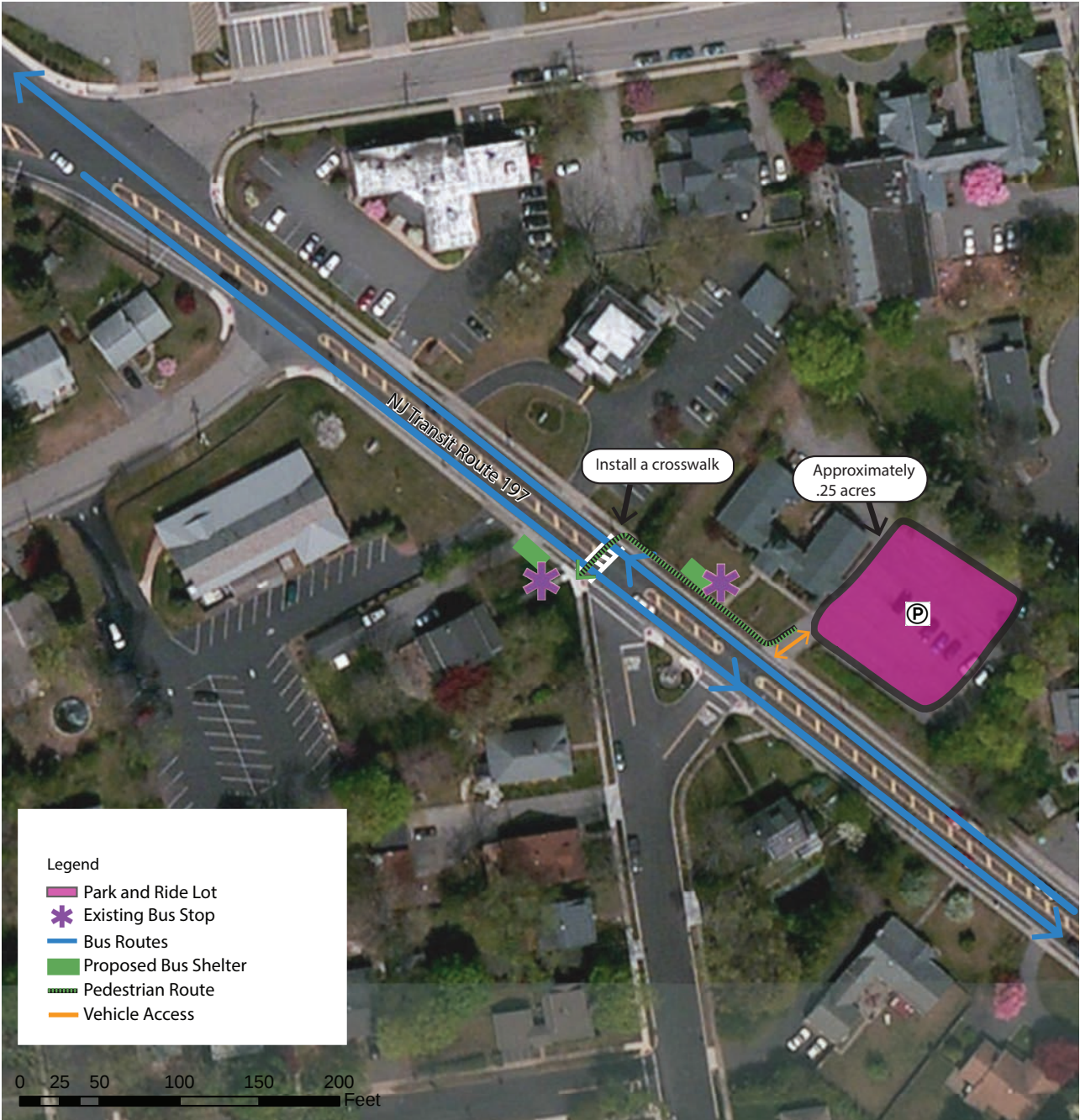


Christian Science Church parking lot viewed from Paterson Hamburg Turnpike



Bus stop on Paterson Hamburg Turnpike

Christian Science Church
Potential Park-and-Ride Concept



4. Pompton Reformed Church: Ringwood Avenue

The Pompton Reformed Church has an additional parking lot located on the east side of Ringwood Avenue, just north of the intersection with Paterson Hamburg Turnpike. The parcel on which the parking lot sits is currently for sale. Future use of this site will be dependent on the purchaser of the lot; however it may be possible to be used as a park-and-ride lot in the short term.

Advantages:

- Easily accessible from Exit 53 on I-287.
- No construction required – currently a parking lot.
- Bus stop adjacent to parking lot.
- Will not contribute to vehicle traffic in downtown.
- Would not compete with the demand for parking by retail uses in the downtown.

Disadvantages

- Only convenient for NJ Transit Route 194 users.
- Distant from downtown businesses.



Pompton Reformed Church parking lot viewed from Ringwood Avenue



Route 194 NJTransit Bus on Ringwood Avenue

Pompton Reformed Church
Potential Park-and-Ride Concept



Transit Service

Existing Bus Service

Pompton Lakes is currently served by NJ Transit's Routes 194 and 197. Route 194 extends from Port Authority Bus Terminal (PABT) in New York City to Stockholm, NJ. The first NYC-bound bus leaves Pompton Lakes at 8:26 AM and the last of the day bus departs at 10:30 PM. The first bus from PABT towards Stockholm departs at 7:12 AM and the last heads eastbound at 11:12 PM. No Stockholm bound buses stop in Pompton Lakes between 4:12 PM and 9:22 PM and 9:22 PM and 11:12 PM. Instead, they skip the Pompton Lakes loop and stop in Riverdale nearby. Route 194 buses serving Pompton Lakes do not go to Stockholm, but rather begin and end at West Milford. Run times between Pompton Lakes and New York City vary from one hour and two minutes to one hour and fourteen minutes and between Pompton Lakes and West Milford they are approximately 25 minutes.

Route 197 provides service between PABT in New York City and Warwick, NJ, with both express and local service. The first daily service to PABT is at 5:08 AM with the final run departing Pompton Lakes at 11:01 PM. First service from NYC reaches Pompton Lakes at 7:23 AM and the last bus arrives at 1:26 AM. Route 197 run times between Pompton Lakes and New York City vary between 53 minutes for express runs and one hour, sixteen minutes for the local service.

Peak period service from Pompton Lakes to NYC consists of 15 one-way trips over a period of slightly less than 3 hours, reaching PABT by 10:00 AM. The average headway of 12 minutes is short enough that it falls within the parameters of what is frequently referred to as a "walk-up" transit service.

**REGIONAL
CONNECTIONS,
IMPLEMENTATION AND
NEXT STEPS**

Regional Connections

Together North Jersey established the Local Government Capacity Grant Program (LGCGP) to provide financial and technical assistance to County and municipal members to conduct planning activities in northern New Jersey. The program is intended to foster planning activities that are consistent with the goals of Together North Jersey's Regional Plan for Sustainable Development (RPSD) project. The funding source for the LGCG program is a combination of funds from the United States Department of Housing and Urban Development (US HUD) and from the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) passed through the North Jersey Transportation Planning Authority (NJTPA). The Pompton Lakes Transit Access Study was selected as a project awarded through the LGCG Program.

In order to facilitate the interagency review process, guidance has been provided regarding key elements that must be addressed in the final report. This section summarizes and describes all recommendations that resulted from the Study. A description of public outreach, with particular attention to the inclusion and engagement of traditionally under-represented communities, and a description of the regional context of the Study that addresses the specific requirements of the funding agencies of the LGCG Program can be found at the end of this document.

Recommendations and Next Steps

The transit access survey conducted as part of this study has been instrumental in informing its recommendations. A range of transit service options that may now be analyzed and evaluated by the transit providers are based on the survey

respondents' transit service preferences. These preferences include more frequent service for less time waiting, easier parking near stops, more convenient stop locations, and increased access to places people want to go.

Informed by the survey findings, future bus services could include the following enhancements:

- Increased frequency of existing services to New York City if demand warrants it.
- Increased frequency of service connecting Pompton Lakes to Willowbrook Mall during peak / off peak service.
- Increased frequency of service connecting Pompton Lakes to the Wayne Transit Center during peak/ off peak service.
- Introduction of local circulator/feeder service to park-and-ride facilities in the Pompton Lakes downtown.

Analysis of the survey results show that although there is some concentration of the origins of the respondents around Pompton Lakes, their destinations are spread out with a lack of significant concentration at any specific location. This travel pattern does not lend itself readily to the introduction of new or modified service providing direct connections between Pompton Lakes and the various destinations. The cost and logistics of providing new service to the areas with very low concentrations of passengers would prove prohibitively expensive. At this time, there is not a high enough concentration of riders to justify such service.

Instead a series of service improvements (shorter headways) to existing bus services are recommended as well as selected new services to major regional transit hubs. These are described below.

1. Add service between Pompton Lakes and Willowbrook Mall and Wayne Transit Center during off-peak hours.

Willowbrook Mall and Wayne Transit Center, the two local hubs in the region, provide frequent and express service into Manhattan as well as destinations within New Jersey. Providing additional connections to Willowbrook Mall and Wayne Transit Center, particularly during off-peak hours, could significantly improve service during this time period, when service to/from Pompton Lakes is limited in frequency.

During morning peak periods, the current average headway of the Route 197 service is 12 minutes. During off-peak hours, the frequency of service for Route 197 is hourly and for Route 194 every two hours. Passengers could benefit from connections from Pompton Lakes to Willowbrook Mall, thereby providing more options for connecting to and from NYC and New Jersey destinations. However, before a service can be considered for implementation, travel demand needs to be properly evaluated.



Example of a circulator bus

2. Study the possible extension of Route 324, Route 193, and for Route 198 to Pompton Lakes. Survey results indicate that further investigation of more frequent services could be considered within the Pompton Lakes region. Since survey results showed that for work and school-related trips, the second most frequented bus stop for Pompton Lakes area respondents is Wayne Transit Center, and with the goal of providing more frequent service and more connections to work/school centers, it is recommended that starting Route 324 at Pompton Lakes with express service to the Wayne Transit Center and to New York City be studied. Similarly, Routes 193 and 198 could be extended to Pompton Lakes, thereby providing additional opportunities for transit users to reach New York City.

Adding one extra service connection during each of the morning peak hours and, similarly, in the reverse direction during the evening peak, will increase the number of buses serving Pompton Lakes by 20%, while reducing the average headway from 12 to 10 minutes. It should be noted, however, while the issue of capacity can probably be addressed by providing more buses, a current constraint is the berthing capacity at PABT, which currently operates at full capacity during peak periods.

3. Consider a transit feeder loop to get people to and from transit at Pompton Lakes. Another transit service alternative to be considered is a transit loop or circulator service. The loop service would transport passengers to and from their dwelling or place of employment to bus stops located within the study area. Along with providing a feeder to the main transit service, the loop could be used by local residents to travel to other destinations in the vicinity of the loop route, including major retail uses along the Route 23 corridor and in the surrounding municipalities. The route of

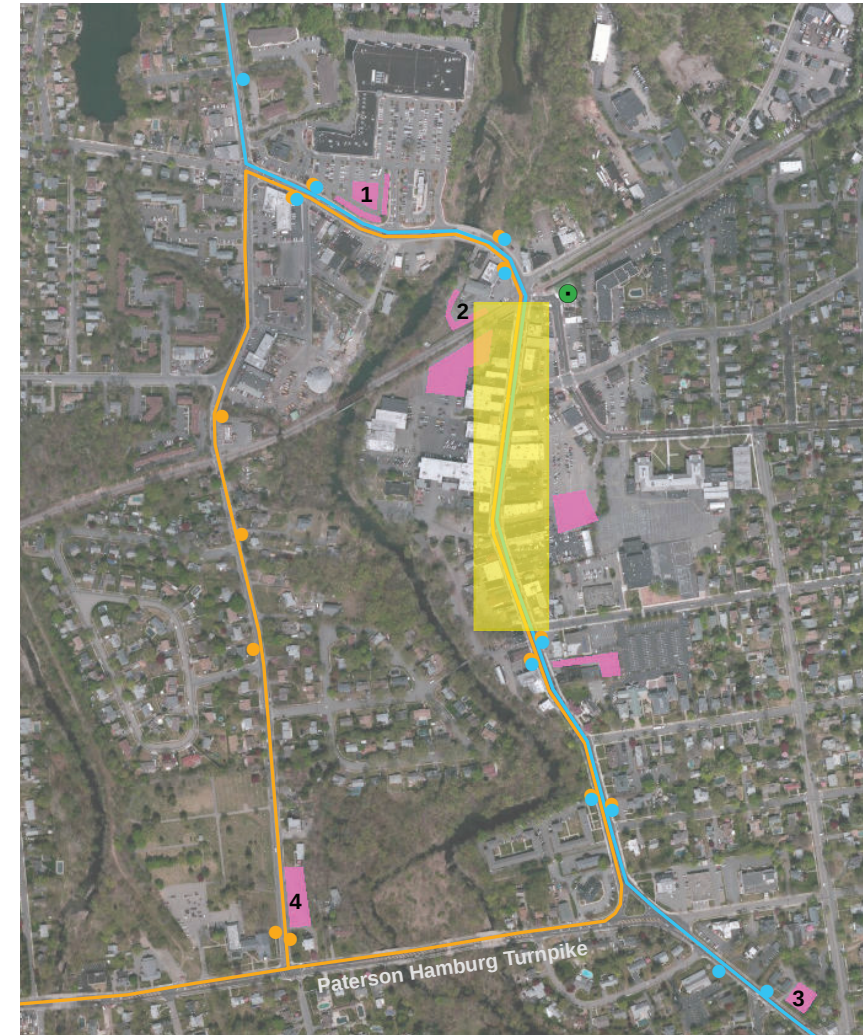
a loop and its stops would need to be developed in close consultation with local communities. Exploring the need and potential methods for implementing such an initiative may require further research and engagement with TMAs or local entities.

4. Provide park-and-ride options to increase the convenience of bus stops. The provisions of park-and-ride facilities, to an extent, address the issue of the convenience of bus stop locations. As per the survey results, many respondents believe that bus stops are not in convenient locations, by which respondents probably mean in relation to the true origins of prospective transit patrons. The location of bus stops may currently be beyond the comfortable walking zone of these respondents, may lack dedicated parking, or may have deficiencies at the locations themselves or deficiencies in the access routes that render them inconvenient. All of these issues may be addressed partially through the provision of park-and-ride facilities that would provide parking spaces at which to arrive and transfer to the transit mode.

As part of the Pompton Lakes transit access study, sites in and around Pompton Lakes were evaluated as prospective park-and-ride locations. These locations include opportunities for short-, medium-, and long-term implementation phases.

5. Consider locating bus stops in downtown Pompton Lakes. Currently, there are no bus stops in the downtown core of Pompton Lakes. However, such stops could be economically beneficial. Riders boarding and alighting in the downtown core could support businesses on Wanaque Avenue. The shaded area in the figure below shows the core area of downtown where there are currently no bus stops. Bus stops north or south of this shaded area could be shifted to the downtown area, therefore not increasing the net number

of stops but merely moving them. This change in stop location would need to come from the municipality.



Yellow shaded area represents area for potential downtown bus stops

6. Consider development of a bus terminal. A bus terminal can provide a location for several types of passenger amenities. Ticketing machines and seating would be available in such a scenario, in a weather protected setting. In addition, since a layover location for buses is often needed, a bus depot would provide a safe and convenient place for buses to park. The historic train station along Wanaque Avenue could provide a location as a bus terminal where there would be ample space for weather-protected ticketing machines, monitors with schedules posted and racks of timetables. The historic use as a train station would reinforce the association of the new transit use with potential commuters and provide a hub for a potential transit feeder loop. This location could also serve as a logical commuter connection if passenger rail service is restored in the future.

Phasing

Park-and-ride lots as envisioned in this Study do not require significant infrastructure investments and therefore allow for flexibility in implementation. The recommended approach in Pompton Lakes is to identify parking spaces in one or more existing parking lots that could be used by transit riders in the short term and to create a pilot program trial period for park-and-ride lots.

The first phase may consist of 10-20 parking spaces in one parking lot or assembled from two locations. It is recommended that the first phase be framed as a pilot program to gauge interest. Use of the park-and-ride spaces would be free of charge during the pilot program. The intention is to foster awareness of the program and encourage use of the spaces without requiring any long-term

commitment from users. With no barriers for trying the service out, such as payment or commitment to use for a certain time, people may be more likely to try the pilot program. A pilot program may be appealing to property owners as well, since they will not be obligated to commit to the program past the termination date. A pilot program would benefit from capable management and oversight from an organization such as the BID in Pompton Lakes.

The potential success of a more permanent park-and-ride operation may be gauged through the pilot program. Considering the low barriers for initiating the program, the first phase could be implemented as soon as a few months from now, or within a year. Additional sites can be added incrementally. If successful, a more permanent system would be implemented, including fees and parking permits.

The four sites described in this Study, Towne Square Shopping Center, Domino's Shopping Center, Pompton Reformed Church and the Christian Science Church, are all candidates for a pilot program. Each lot has underutilized spaces, is adjacent to bus lines and stops, and does not need initial capital improvements. Negotiations with property owners would be the next step in identifying parking spaces to be used for park-and-ride in these lots for the pilot program.

Action Plan

Action	Timing	Actors
Develop and Implement Park-and-Ride Pilot Program • Identify 10-20 parking spaces to include in a park-and-ride pilot program in 1-2 of the four identified existing parking lots • Negotiate with property owners • Determine length of time pilot study should run • Identify body to oversee the program • Create permits or hang tag system	Short-Term	Pompton Lakes Borough and BID
Develop Medium-Term Park-and-Ride Program If pilot program demonstrates a demand for park-and-ride, develop paid permit program and associated management, administrative, and revenue-allocation system.	Medium-Term	Pompton Lakes Borough and BID
Develop Long-Term Park-and-Ride Program Through Redevelopment Plan preparation and adoption process, identify location(s) for larger park-and-ride lots. Implement these facilities in conjunction with other development actions for commercial, residential, and institutional use in the downtown.	Long-Term	Pompton Lakes Borough and BID
Conduct a Comprehensive Downtown & Vicinity Parking Study	Short-Term	Pompton Lakes Borough, BID, Passaic County, NJTPA
Relocate Selected Bus Stops in Downtown Pompton Lakes on Wanaque Avenue	Short- to Medium- Term	Pompton Lakes Borough, BID and NJ Transit
Identify and Develop Bus Terminal Identify and develop a location for a bus terminal that would include a weather-protected building with ticketing, restrooms, and amenities. This location should not take NJ Transit buses off their main line, but have them stop at the curb.	Medium-Term	Pompton Lakes Borough, BID, Passaic County, NJTPA, NJ Transit
Evaluate Need for Additional Connector Transit Service to Wayne and Willowbrook Mall	Medium-Term	Passaic County, NJTPA and TMAs
Study and Implement Other Transit Service Changes and Extensions	Medium-Term	NJTPA and TMAs

Short-term: 1-2 years

Medium-term: 2-5 years

Long-term: 5+ years

Actor	Roles and Responsibilities
Pompton Lakes Borough	• Adopt resolution in support of study recommendations; • Publicize the park-and-ride pilot study on Borough website and promote Pompton Lakes as a transit hub for the Upper Highlands region; • Conduct a borough downtown and vicinity parking study; • Devise and adopt shared parking ordinance; • Guide Redevelopment Plan preparation to incorporate park-and-ride and shared parking facilities, with a focus on medium- and long-term implementation of new facilities. • Consider and approve, as appropriate, changes and additions to transit stop locations.
Pompton Lakes BID	• Initiate contact with and engage relevant property owners in discussions aiming to get consent to participate in a pilot study for park-and-ride for transit users; • Publicize pilot study at local events, on social media, websites, flyers in businesses, at shopping center parking lots; • Administer Borough-approved pilot study and facilitate its operation. Act as liaison to relevant property owners and report to Borough Administrator and Council on the pilot study progress; • Transition to next phase of park-and-ride implementation if pilot study is successful. Work with Borough to develop long-term, park-and-ride facilities program in community.
Passaic County	• Organize and facilitate a Pompton Lakes Transit Access Task Force that includes NJ TRANSIT, Meadowlink, TransOptions, NJTPA, BID, Passaic County and Pompton Lakes Borough to advance transit services and facilities for transit users; • Publicize park-and-ride pilot study on County website and social media; • Provide technical assistance.
NJ Transit	• Conduct service planning study of current boardings and alightings in Pompton Lakes and recommend location changes/additions as appropriate; • Study feasibility of study recommendations for extended/new transit services; • Provide technical assistance during the park-and-ride pilot study.
NJTPA	• Assist in identifying and acquiring funding to implement short- , medium- , and long-term actions to implement park-and-ride and transit service changes; • Provide technical assistance.
TMA's (TransOptions and Meadowlink)	• Publicize park-and-ride pilot study; • Participate in Pompton Lakes Transit Access Task Force; • Consider feasibility of connector services; advance promising leads to implementation.

Additional Resources

Permits

Regardless of the system employed to register for a parking space, permits and hang tags can play multiple beneficial roles. Even in the case that parking is free during a pilot period, a permit or hang tag in a vehicle is another way to advertise the program.

An entity will need to administer the production and distribution of the permits. Permits could be available for purchase through an online system in which they are mailed to the user or in person at a designated location in Pompton Lakes, such as the Borough Municipal Building. Considering the BID's infrastructure and its favorable reputation in town, it could be a potential organization with the capacity to manage this program.

Other benefits of permits include the ability to track the success of the park-and-ride program by checking to see the number of permitted cars parked in the lots at any time.

Potential Funding Sources

Congestion Mitigation and Air Quality Improvement Program (CMAQ), a federal program, has the objective of providing funding for transportation projects that improve air quality and reduce traffic congestion, including TMA services. Funds are available through a competitive application process, and each state has been allocated a portion of the overall federal funds. Public agencies or private firms and non-profits that partner with a public agency may apply for funds. CMAQ in New Jersey funds construction, acquisition and non-construction, such as marketing. CMAQ funds may also be available for operating assistance.

Transportation Clean Air Measures (TCAM) Program.

Through this project NJTPA works with partner agencies to develop transportation projects that will reduce harmful emissions and benefit air quality. NJTPA uses this program to award funding to applicable projects through a competitive application process.

Passaic County Corridor Enhancement Program. This program provides an avenue for small implementation projects or seed money toward grants and technical work that could enhance existing efforts to promote transit, bicycle, and pedestrian access along any County roadway.

Examples of Partnering with Churches, Businesses and Community Centers

Trimet in Portland, Oregon relies on community partnerships for 10 percent of their park-and-ride parking spaces. On their website they include this note: "Many park-and-ride lots have been generously donated by churches and businesses. Not all park-and-ride lots require payment to the property owner."

Currently Washington State DOT and transit agencies are asking churches and community centers to share lot space and working with developers and property owners to include park-and-ride lots in conjunction with new retail and residential developments.

The Regional Transportation Commission (RTC) in Las Vegas has partnered with Fiesta Henderson and Stations Casinos to develop a park-and-ride lot. Fiesta Henderson provided parking stalls and allowed the RTC to install a bus shelter at no cost to the RTC.

Get the Word Out

The success of park-and-ride lots depends on people knowing about them. The kick-off date for a test pilot program in Pompton Lakes could be aligned with a community event such as the Pompton Day Festival. In this way, a buzz can be created about the new park-and-ride lot program by advertising it in conjunction with another event.

The park-and-ride lots, if successful in making transit use easier, have the potential to increase the attractiveness of Pompton Lakes to new residents. If the ease of taking transit to New York City is widely advertised and known, Pompton Lakes is more likely to be a desirable location and able to attract new residents.

Garwood, NJ Example

The Borough of Garwood, NJ recently conducted a parking assessment and study in response to increased demand for parking at the Garwood train station on the Raritan Valley Line. The stations immediately to the east and west of Garwood charge for parking spaces at the stations. Currently, there are no NJ TRANSIT commuter lots at Garwood, with the only formal provision of commuter parking provided at St. Anne's Church and ShopRite. In the first phase of the plan, the goal was to find short-term parking solutions within existing lots. This required an inventory and assessment of underutilized parking lots within walking distance of the train station that could be used in shared parking configurations to allow for daily commuter spaces. A similar first step in assessment of parking opportunities is recommended in Pompton Lakes.

Lot #		Spaces	Lot #		Spaces
1	Westwood	172	15	Wachovia	24
2	Community Park		16	"Restricted"	86
3	Westwood	95	17	"Restricted"	80
4	Sovereign Bank	14	18	Garwood Fire Dept.	8
5	Retail	9	19	Borough of Garwood	18
6	St. Anne Church	77	20	Shoprite	229
7	Retail	12	21	Retail/Residential	69
8	Quick Chek	20	22	Retail/Residential	133
9	Hair Salon	9	23	Kennedy Plaza/Station	35
10	Dance Studio	9	24	Garwood Plaza	158
11	McDonald's	37	25	Garwood Jeweler	9
12	Home Depot	162	26	Burger King	41
13	Garwood Mall	364	27	Garwood Metal	18
14	Gold Medal Fitness	70			

Inventory of parking spaces, Garwood Parking Assessment

Conclusion

Inclusion and Engagement

The largest part of the outreach to the community during the Transit Access Study process occurred during the survey distribution and collection.

The survey was developed in both on-line and hard copy forms. Hard copies were distributed to local businesses, libraries and municipal buildings and collected from these locations. Flyers to publicize the survey were also developed and distributed. All outreach materials, such as on-line and hard copy fliers, were translated into Spanish. A Spanish translation of the surveys was distributed to local businesses in Pompton Lakes, at libraries and municipal buildings. Additionally, the greatest number of Spanish surveys collected was from a Spanish Mass at St. Mary's Parish in Pompton Lakes.

The survey distribution was extended beyond Pompton Lakes to include in neighboring municipalities, particularly to reach traditionally underserved and underrepresented communities.

A Steering Committee met three times over the course of the project, bringing diverse perspectives to the project and advising on the progress of the Study and on its recommendations. Steering Committee representatives included members of the following entities:

- Pompton Lakes Borough
- TransOptions TMA
- NJTPA
- Meadowlink TMA
- Pompton Lakes Chamber of Commerce
- Passaic County

- Mercer Planning
- Pompton Lakes Council
- Pompton Lakes BID
- NJ TRANSIT

The recommended implementation actions provide continued opportunities for community engagement, and continued input to shape future transit improvements. In particular, the two local TMAs, Meadowlink TMA and TransOptions, are recommended to participate in a Pompton Lakes Transit Access Task Force. The TMA presence will bring representation from diverse groups and potential and current transit users. TMA assistance in the consideration of new connector services increases the opportunity for transit to have a wider reach in the Upper Highlands area.

Regional Context

Pompton Lakes' location in the Upper Highlands, immediately adjacent to major highways and close to other population centers, makes it a natural hub for transit activity. NJ TRANSIT bus service between Pompton Lakes and New York City and between Pompton Lakes and locations elsewhere in New Jersey provides transit access for residents of the Pompton Lakes area to jobs and schools in the region.

The transit survey format and questions are applicable to other NJ communities, particularly those with commuters to the New York City area. The Study's recommended approach and products can serve as a model for similar small downtown communities interested in boosting their transit capacity, services, and facilities and even their downtown economy. The lessons learned about shared parking strategies and potential criteria for selecting park-and-ride locations can be used by other similar communities.

Resources

Transportation Element of the Passaic County Master Plan (October 2012)

Passaic County Corridor Enhancement Plan (last updated June 2014)

A Vision Plan for Pompton Lakes (downtown revitalization) (June 2006)

Pompton Lakes Master Plan (last version 2007)

Pompton Lakes Open Space & Recreation Plan (November 2012)

The recommendations, detailed in the Recommendations and Next Steps section, are related to many RPSD topics and indicated in the figure below.

Livability and the Environment		Economic Competitiveness and Workforce Development		Society and Community	
Land Use & Urban Design	☒	Asset-Based Infrastructure Development	☒	Health & Safety	☐
Transportation	☒	Workforce Preparedness & Training		Arts & Culture	
Housing		Industry Sector Development		Education	
Energy & Climate	☐	Business Environment & Entrepreneurial Support	☐		
Natural Lands					
Air Quality	☐				
Water Resources	☐				

☒ Significantly associated with the topic

☐ Associated with the topic

