

## **Chapter 2: Existing Transportation Services**

Sussex County is a rural/suburban community with a vast majority of residents who use single-occupant vehicles to travel outside the county for employment. Thus, the demand for public transportation in the county is minimal. However, with major roadway congestion throughout the county and expected population and employment growth in the near future, alternative transportation modes to the single-occupant vehicle must be considered. Currently, three organizations provide limited public transportation services within the county, between Sussex and Morris County, and extended service to Newark and New York. New Jersey Transit provides bus and rail service for Sussex County residents. Sussex County Transit provides deviated fixed route and demand response service for the general public and paratransit mobility options for elderly or disabled residents. Lakeland Bus Lines, under contract with New Jersey Transit, provides service between Sussex and adjacent counties as well as commuter service to Newark and New York. Other private agencies in the county also provide transportation for their clients who are either elderly or disabled. The next sections discuss the existing transit options for Sussex County residents.

### **New Jersey Transit**

New Jersey Transit (NJ Transit) provides bus and rail service that is available for Sussex County residents to use. NJ Transit directly operates some of the services that they provide and contracts out to local providers for other services. NJ Transit is the country's third largest provider of bus, rail, and light rail transit. It provides service throughout New Jersey and links to major points in New York and Philadelphia.

#### *Bus Service*

NJ Transit provides one bus route in Sussex County through its Wheels program. The 967 Sparta Diamond Express bus provides peak hour service between Sparta and Parsippany. Buses leave the Sparta Park & Ride at 6:29 AM and 7:10 AM and return to Sparta at 5:23 PM and 6:03 PM. Fares between Sparta and Parsippany are \$2.80 for a one-way trip, \$25.50 for a ten-trip pass, and \$84 for a monthly pass. The trip between Sparta and Parsippany lasts a little more than 1 hour. The 967 bus also serves Ross' Corner in Frankford for the same cost. The Frankford stop is approximately 15 minutes from the Sparta stop. The Sparta Diamond Express bus only operates Mondays through Fridays; there is no weekend service.

#### *Rail Service*

Rail service does not enter Sussex County so residents have to travel south to Morris and Warren Counties to use the service. The Netcong rail stop is located close to Stanhope, which is a Sussex County municipality.

Two New Jersey Transit rail lines reach the four stations that Sussex County residents use. Residents use the Hackettstown, Mt. Olive, Netcong, and Lake Hopatcong Stations, the stations located in closest proximity to the county border and major roadway connections. Hackettstown averages 91 daily boardings, Mount Olive averages 34, Netcong averages 277, and Lake

Hopatcong averages 138. Table 2-10 shows the number of incoming and outgoing trains for each of these four stations and lists the earliest and latest trains to each of these stops. Both the Montclair-Boonton and Morristown Lines are shown in the Table 2-10.

**Table 2-10: Trains Reaching Stations Closest to Sussex County**

<i>Montclair-Boonton Line</i>						
	Inbound Departures			Outbound Arrivals		
	# trains	earliest	latest	# trains	earliest	latest
Hackettstown	2	5:43 AM	8:11 AM	3	3:51 PM	10:50 PM
Mount Olive	6	5:10 AM	12:48 PM	8	11:41 AM	11:33 PM
Netcong	6	5:15 AM	12:52 PM	8	11:36 AM	11:28 PM
Lake Hopatcong	8	5:19 AM	12:58 PM	10	11:30 AM	1:28 AM
<i>Morristown Line</i>						
	Inbound Departures			Outbound Arrivals		
	# trains	earliest	latest	# trains	earliest	latest
Hackettstown	5	5:43 AM	6:46 PM	6	7:45 AM	10:50 PM
Mount Olive	12	5:10 AM	6:58 PM	13	7:30 AM	11:33 PM
Netcong	12	5:15 AM	7:02 PM	13	7:25 AM	11:28 PM
Lake Hopatcong	15	5:19 AM	7:06 PM	15	7:20 AM	1:28 AM

Using these four stations and two lines, Sussex County residents are able to get to Hoboken, Newark, and Penn Station in New York. The Montclair-Boonton Line provides midtown direct routes through Montclair during the day. Sussex County rail riders are able to leave the area as early as 5:10 AM and as late as 7:06 PM and are able to return to the area as early as 7:20 AM and as late as 1:28 AM.

Rail fares to reach Hoboken, New York, and Newark are available for one-way trips, reduced one-way trips (for eligible), off-peak roundtrip trips, and in weekly and monthly denominations. Table 2-11 describes the fare structure for New Jersey Transit Rail Service for Sussex County residents. All 4 stations used by Sussex County residents are in the same fare zone.

**Table 2-11: Fares for Trips between *any* of the Hackettstown, Mount Olive, Netcong or Lake Hopatcong Stations to New York, Hoboken and Newark**

<i>Fares to:</i>	one-way	one-way reduced	off-peak roundtrip	weekly	monthly
<b>New York</b>	\$9.80	\$4.40	\$14.75	\$83.50	\$274.00
<b>Hoboken</b>	\$7.30	\$3.30	\$11.00	\$62.00	\$204.00
<b>Newark</b>	\$6.10	\$2.75	\$9.25	\$52.00	\$171.00

Table 2-12 shows the distances between the 4 stations closest to Sussex County and the 3 metropolitan destination stations. The metropolitan stops are approximately 40-60 miles from the suburban stops closest to Sussex County.

**Table 2-12: Distances between Stations in Miles**

<i>Station</i>	<i>New York</i>	<i>Newark</i>	<i>Hoboken</i>
<i>Hackettstown</i>	59.9	49.6	57.4
<i>Mount Olive</i>	52.6	42.3	50.1
<i>Netcong</i>	50.9	40.6	48.4
<i>Lake Hopatcong</i>	48.4	38.1	45.9

Hackettstown is approximately 10 minutes from Mount Olive, and the times between the other two stations are approximately 5 minutes. In terms of total time spent on the train, the time it takes to get from Hackettstown to the metropolitan stations is:

- Newark: 1.5 hours
- Hoboken: 1.75 hours
- Penn Station: 2 hours

The shortest train trip is between Lake Hopatcong and Newark, which takes 1.25 hours. Therefore, the trips from the commuter stations to the metropolitan stations take between one and a quarter hours and 2 hours and range in mileage between 40 miles and 60 miles. These commute times are extremely long.

Parking at all 4 of the stations is free and is operated by NJ Transit. The public contact for each of the stations except Hackettstown is also NJ Transit. For Hackettstown parking information, the public contact is the Hackettstown town authority.

**Sussex County Transit (2003 Analysis)**

Sussex County Transit (SCT) provides both fixed route and demand response services. The fixed routes are open to the public but the demand response paratransit service is only open to senior citizens and persons with disabilities.

*Fixed Route Service*

Sussex County Transit operates 4 deviated fixed routes. The fare for the fixed route service is \$0.50. Route deviations cost \$1 per one-way trip. Monthly bus cards are also available for \$16. The vast majority of the routes are operated within county limits. The service extent is weekdays from 5:20 AM to 6:36 PM.

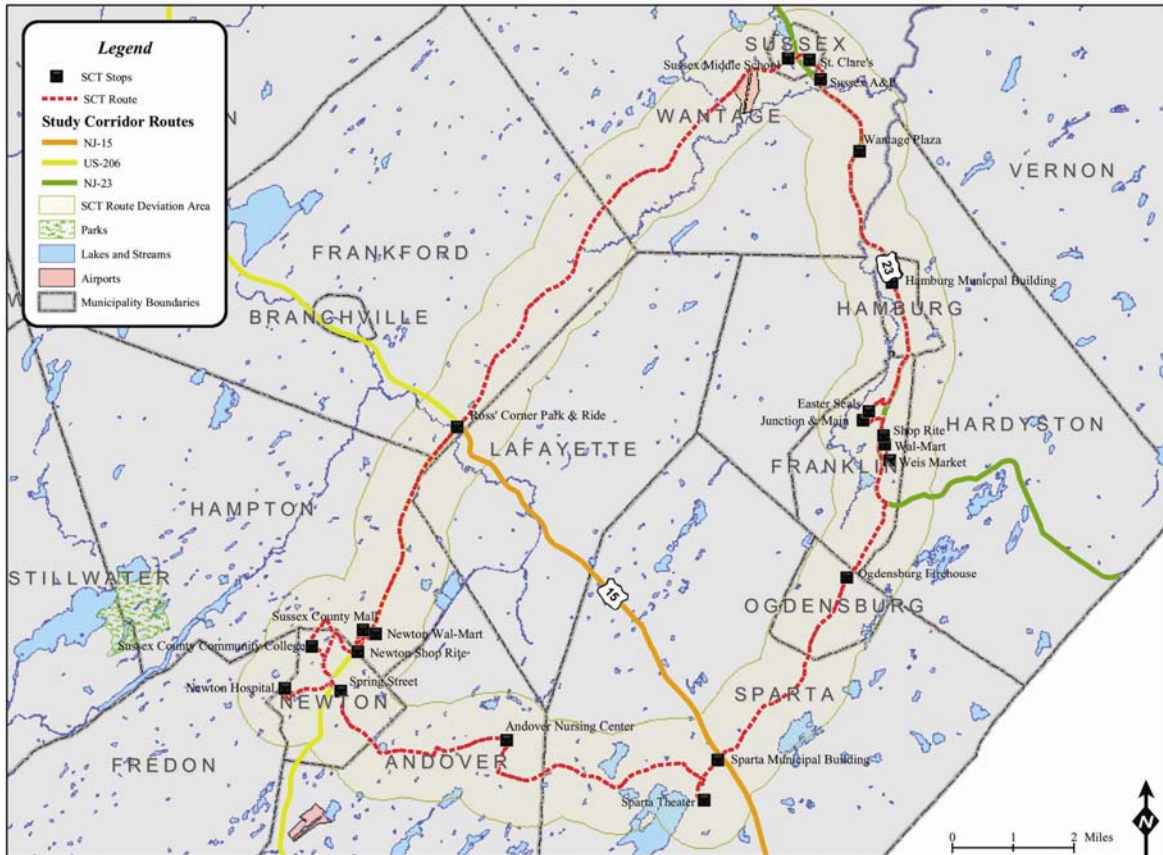
The Commuter Link A Loop is operated Monday through Friday as is the Commuter Link B (6:50 AM to 5:28 PM) and they both serve the same stops and run in opposite directions. The sidebar shows the main stops on the Commuter Link routes.

Figure 2-17 shows a map of the Sussex County Transit Route A/B Loop structure, stops, and route deviation zone. The route deviation

- S.C. Transit Main Stops  
 Spring St., Newton  
 Newton Hospital  
 County Administration  
 Andover Nursing Center  
 Sparta Theatre  
 Sparta Municipal Building  
 Ogdensburg F.H.  
 Franklin ShopRite  
 Highlands Wksp.  
 Hamburg Municipal Building  
 Sussex A&P Plaza  
 St. Clare's - Sussex  
 Sussex Middle School  
 Augusta Park & Ride  
 Sussex County Mall  
 Newton ShopRite

zone is ¾ mile from the A/B route structure. The loop and deviation zone serve several municipalities in the central/eastern portion of the county. The map also shows the location of the Sussex County Transit A/B Loop with respect to the roadway corridors of interest in this study (US-206, NJ-23, and NJ-15). Multiple portions of the A/B Loop operate on these roads.

Figure 2-17: Sussex County Transit Route A/B Loop, Stops, and Deviation Zone



Route 2 is operated on Thursdays only between 7:45 AM and 2:30 PM and serves some of the same stops as the Commuter Link but also serves additional stops towards Branchville and Lafayette. Route 5 is operated on Monday, Wednesday and Friday from 7:45 AM to 2:30 PM and serves stops with a concentration in Hopatcong, Stanhope, Netcong and Roxbury.

Route 2 serves these additional stops: Homestead, Crandon Lakes, Dales Market, Branchville Center, Park & Ride, and Lafayette Village. Route 5 serves these difference stops:

- Andover A&P
- Hopatcong – St. Judes
- Hopatcong Middle School
- Northwestern Way & Stanford, Hopatcong
- Brooklyn Mt. & Broadway, Hopatcong
- Brooklyn Mt. & Durban, Hopatcong
- Hopatcong Post Office
- Hopatcong Civic Center

- Rt. 602 & Sparta Rd., Stanhope
- Stanhope Municipal Building
- Netcong ShopRite
- Roxbury Mall
- Ledgewood Mall
- Shelby's, Stanhope

Figure 2-18 shows Sussex County Transit ridership for 2000 to 2002. Ridership fluctuated from a low at the earliest time point of 5,312 to a high of 12,003 at the end of 2002. The average number of monthly passengers is 8,691 for the period between 2000 and 2003.

**Figure 2-18: 2000-2003 Sussex County Transit Ridership by Month**

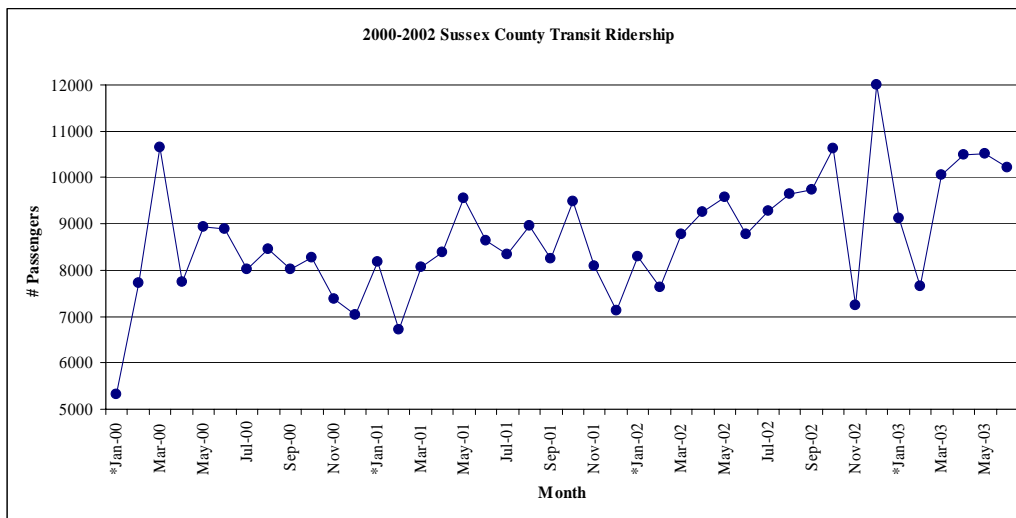
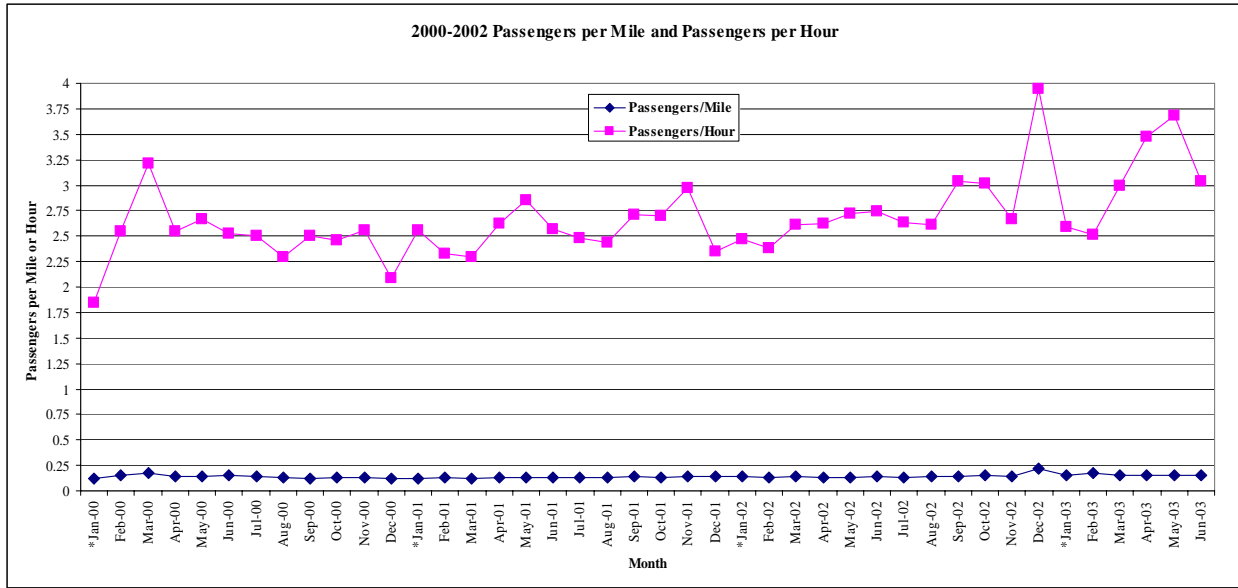


Figure 2-19 describes the efficiency of Sussex County Transit in terms of passengers per service mile and passengers per service hour. As can be seen in the Figure 2-19, passengers per hour has ranged from a little less than 2 to a little less than 4, with the highest and lowest numbers occurring at the earliest and latest dates shown. As far as the high and low is concerned, the same can be said about the passengers per mile. However, passengers per mile have been much more consistent at less than .25 passengers per mile during all of 2000, 2001, and 2002 and the beginning of 2003.

Figure 2-19: 2000-2003 Sussex County Transit Service Efficiency



Both Figures 2-18 & 2-19 take fixed route passengers and paratransit passengers and service into account. Paratransit service is discussed in detail in the next section.

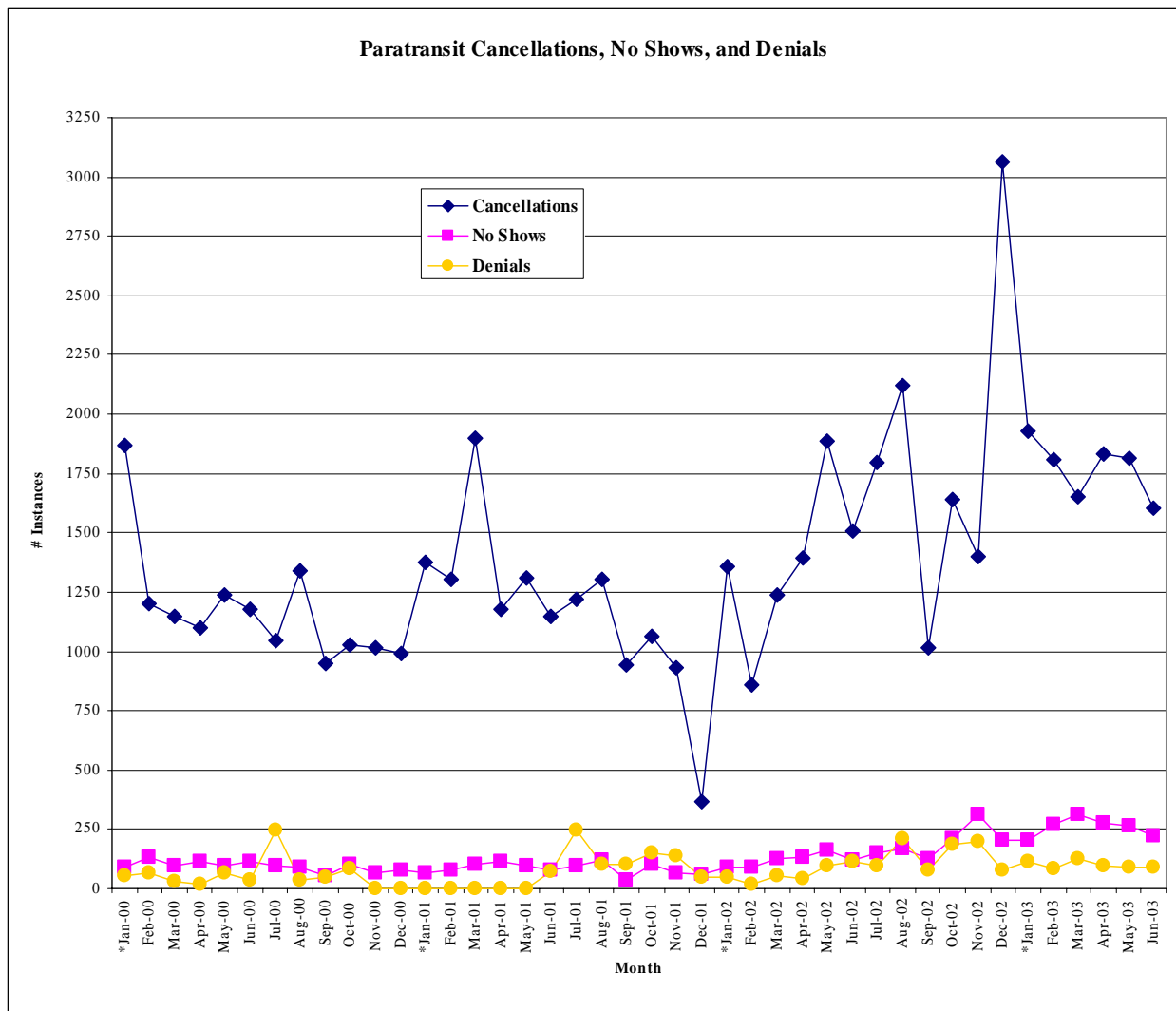
*Demand Response Service*

Sussex County Transit offers demand response service for elderly and disabled residents. The paratransit service is curb-to-curb service and makes trips for approved purposes both inside and outside the county. Reservations are required. Local errands allowed are: nutrition, medical appointments, shopping, hairdressers, bank, community services, education and training, and employment. Out of the county trips can be taken for non-emergency medical appointments. The paratransit service is operated Monday through Friday from 5:00 AM to 6:30 PM. There is no charge for the service, but SCTS has a suggested donation policy of \$1 per one-way trip inside the county and \$2 per one-way trip outside the county. Three vehicles and three drivers are assigned to the paratransit service everyday. Veterans transportation is another type of paratransit service offered by Sussex County Transit. Service is available for veterans with a minimum of 90 days of active U.S. Military service on Tuesdays and Thursdays. Veterans trips are allowed for medical appointments inside the county, out of the county and out of the state at VA facilities and State VSO offices.

Sussex County Transit operates its paratransit service under a variety of funding sources. The Highlands Workshop pays for client transportation to and from the facility. MEDIAID provides funding for in and out of county medical trips for low income eligible clients. The Newton Hospital Auxiliary pays for transportation to services at the facility. Peer Grouping provides funding for later day medical transportation in and out of Sussex County. SCADR TAP pays for out of county medical trips and local errands for persons with disabilities. The federal Title III (Older Americans Act) provides funding for transportation to and from nutrition sites, in-county medical appointments, food shopping, and other local errands for senior citizens. Finally, Veterans Affairs pays for transportation of veterans to medical facilities.

Figure 2-20 shows the number of monthly paratransit appointment cancellations, no shows and denials per month that Sussex County Transit experienced from 2000 to 2003. The service experiences an average of 1383 cancellations, 133 no shows, and 81 denials per month. These changes to and missed service instances decrease service efficiency, deny service to other riders, and complicate scheduling. Sussex County Transit has a progressive no show/cancellation policy based on quarterly missed appointments to try to cut down on the issue. Two no-shows in a quarter results in a written notice, 3 result in a 2-week service suspension, and 4 no-shows in a quarter results in permanent loss of service. Cancellations are easier to deal with because other appointments can be scheduled into the cancelled time spots. Five cancellations in a quarter results in a written notice, 10 result in a 2-week suspension, and 15 cancellations results permanent loss of service.

Figure 2-20: 2000-2003 Sussex County Transit Paratransit Cancellations, No Shows and Denials



*Anticipated Service Changes*

In August of 2003, Sussex County Transit anticipates making a couple of service changes. First, SCT plans to eliminate both routes 2 and 5, which currently run only 1 and 3 days per week, respectively. The service lost in certain municipalities from the elimination of routes 2 and 5 will be replaced with general public demand response service (Dial-A-Ride) available 5 days a week from 8 AM to 4 PM. One driver will be available to operate the demand response service. Second, SCT plans on making a change to the timetable of the Commuter Link (Routes A and B). The stops will remain the same but the timetable will be changed to improve service frequency. The A and B loops will be split in half and will turn into two legs out and back from the Newton area. The Commuter Link will continue to operate the same days of the week and for the same service span.

*TransOptions Customer Service Survey*

TransOptions, the Transportation Management Association (TMA) for Sussex County, was requested by the county administrator to evaluate the services provided by Sussex County Transit. TransOptions had two major tasks going into the analysis of Sussex County Transit. First, TransOptions needed to revise the appearance of the bus schedules, which had not been modified for several years, and second, TransOptions needed to develop a Customer Satisfaction Survey for the system.

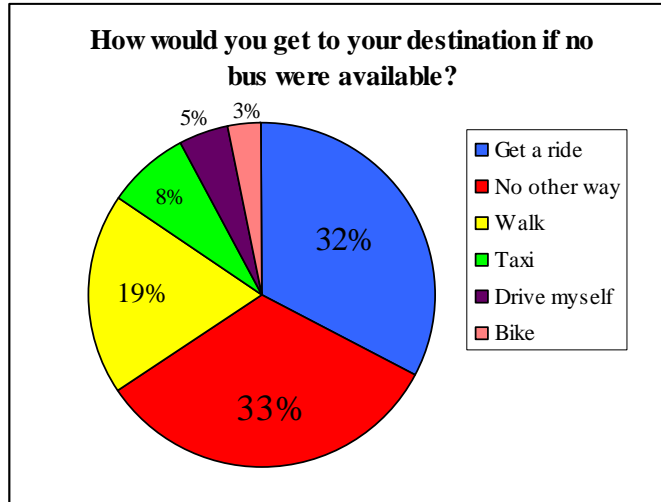
For the first task, changing the appearance of the schedule, the changes made by TransOptions were to the nomenclature of stops and to the SCT graphic. Future iterations would include schedules for separate routes with included maps. TransOptions also made suggestions for distributing schedules. They recommended placing the schedule on the county website as well as other pertinent sites and recreating a system of schedule distribution to public places.

For the second task, TransOptions created, distributed, and analyzed a customer service survey for Sussex County Transit. TransOptions staff rode SCT buses in April of 2003 and distributed 125 customer satisfaction surveys. A very high percentage of surveys, 85%, were returned. The following is a summary of the survey results:

- Commuter Links A and B were the most population routes (A: 46% of response)
- 65% of respondents rode the bus 3-5 times per week (33% rode 5 times per week)
  - of the people who rode 3 days or less, 66% had variable work/personal schedules
- 40% of the trips were for work and 32% were for personal reasons
- 44% of respondents worked outside their homes 5 days per week, 23% did 3-4 days
- 33% of respondents were transit-dependent and 33% said they could get a ride if there was no bus. Figure 2-21 shows the distribution of responses for this question. This question had 64 respondents.



Figure 2-21: TransOptions Survey Results for Question 6 – Transit Dependency



- all respondents were pleased with driver safety (92% very satisfied, 8% somewhat satisfied)
- most respondents were pleased with driver courtesy (95% very satisfied)
- most respondents were pleased with reliability/on-time performance (64% very satisfied, 26% somewhat satisfied)
- most people were pleased with route frequency (64% very satisfied, 22% somewhat satisfied)
  - however, the public mentioned in interviews that frequency is the major issue for the Sussex County Transit system
- most people were pleased with the comfort/appearance of the bus (82% very satisfied)
- the majority of responders were happy with the overall situation (73% very satisfied)
- when asked what they liked most about riding the bus, half of the respondents said they did not have a car or had no other choice, 42% cited convenience or cost savings
- when asked what they liked least about riding the bus, 47% were unhappy that it did not run on weekends and 31% were unhappy with the limited hours and service infrequency
- when asked if they could improve one thing, respondents said they would add service on the weekends (41%) and increase frequency (33%)

The following information summarizes the demographic characteristics of respondents;

- 26% were between 35 and 44, 21% were between 18 and 24, and 17% were 45-54
- 58% came from households without a vehicle, 23% came from households with 1
- 64% had annual household income less than \$20,000, 23% had annual household income between \$20,000 and \$29,999

Route deviations were of some concern to drivers and riders. TransOptions recommended three options: reduce the number of hours when deviation is permitted, reduce the number of deviations permitted per trip, or limit the distance a deviation can take the bus.

*Fleet*

Sussex County Transit has 30 vehicles in their fleet. Four of the vehicles are retired. Nine of the vehicles are buses, 2 are extended minibuses, and 17 are minibuses. Sussex County Transit also has a suburban and a truck. The oldest active members of the fleet are from 1996 and the newest is from 2002 (as of 1-17-03). Of the active fleet, 3 are considered to be in poor condition, 6 are in fair condition, 16 are in good condition, and 1 is in new condition. Seating capacity ranges from 8 to 33 passengers. Sussex County Transit has plans to replace 2 transit buses and 2 minibuses in 2003. In 2004, plans are in the works to replace 1 bus and 3 minibuses.

*Funding*

As noted, Sussex County Transit receives operating funds from a variety of sources. SCADRTAP and FTA 5311 provide the most support. Table 2-13 shows expenditures by funding source for 2000 and 2001. Between 2000 and 2001, operating expenses increased by 7% and revenue increased by 17%.

**Table 2-13: Expenditures by Funding Source, 2000-2001**

	2000	2001
<i>Operating</i>		
Personnel/Fringe	\$466,167.00	\$503,754.00
Contract Services	\$464,526.00	\$526,243.00
Revenue	(\$27,928.00)	(\$32,683.00)
<i>Administration</i>	\$102,553.00	\$110,334.00
<i>Capital (Rolling Stock)</i>	\$171,177.00	\$146,888.00
TOTAL	<b>\$1,176,495.00</b>	<b>\$1,254,536.00</b>

Funds for personnel, fringe benefits, and capital (rolling stock) are provided by SCADRTAP, FTA 5311, and the county. SCADRTAP is the only source of administration funds. Contract services funding comes from: Title III, Medicaid, Veterans Affairs, Peer Group, Newton Hospital, Highlands Workshop, Dawn, Homestead, NE Region, and other miscellaneous sources. In 2000 the largest contract other than SCADRTAP and the FTA was the NE Region. But in 2001, the largest contracts other than SCADRTAP and the FTA were Title III and Medicaid.

**Lakeland Bus Lines, Inc.**

Lakeland Bus Lines, Inc. operates 5 routes that are available to Sussex County residents under contract by NJ Transit. Two of the 5 routes are operated inside Sussex County. One is a local circulator and the other is a commuter service to New York. The other 3 provide commuter service to New York starting in Dover.

*Local Service*

Local route 46/80 provides service between Sussex and Morris counties. Lakeland provides local bus service to 6 Sussex County towns. The bar on the side of the page lists all of the towns served by this route.

- Lakeland Rt. 46/80 Stops
- Sparta
- Newton
- Andover
- Byram
- Stanhope
- Netcong
- Hopatcong
- Rockaway
- Dover
- Denville
- Mountain Lakes
- Boonton
- Parsippany
- Fairfield
- Wayne

Lakeland route 46/80 operates from 5:00 AM to 2:15 AM. The cost to ride between any 2 Sussex County towns is \$3. The cost to ride between Sussex County towns and towns in Morris County is between \$3 and \$5 depending on the distance. Table 2-14 describes the exact cost between the Sussex County towns (the columns across the top of the Table 2-14) and all other towns (the rows down the side, including Sussex County towns). Headways range between a half an hour and an hour depending on the location and the time of day. Local route 46/80 also operates on Saturdays, Sundays, and on holidays with a reduced schedule.

*Commuter Service*

Route 80 serves many of the same stops as local route 46/80 through Parsippany, but then travels directly to New York. The trip from Sparta Police Station to New York takes an hour and a half.

**Table 2-14: Lakeland Local Route 46/80 Fare Structure**

Stop	Sparta Police Station	Lakeside (Shop Center)	Picatinny	Newton Park & Ride	Springdale (Rt. 206 & Fredon Rd.)	Andover (diner)	Byram Park & Ride	Stanhope Park & Ride	Netcong (Rt. 206 shelter)	Budd Lake	Netcong (Quick Check)	Hopatcong / Landing
Sparta Police Station	\$3	\$3	\$3	\$3	\$3	\$3	\$3	\$3	\$3	\$3	\$3	\$3
Lakeside (Shop Center)	\$3	\$3	\$3	\$3	\$3	\$3	\$3	\$3	\$3	\$3	\$3	\$3
Picatinny	\$3	\$3	\$3	\$3	\$3	\$3	\$3	\$3	\$3	\$3	\$3	\$3
Newton Park & Ride	\$3	\$3	\$3	\$3	\$3	\$3	\$3	\$3	\$3	\$3	\$3	\$3
Springdale (Rt. 206 & Fredon Rd.)	\$3	\$3	\$3	\$3	\$3	\$3	\$3	\$3	\$3	\$3	\$3	\$3
Andover (diner)	\$3	\$3	\$3	\$3	\$3	\$3	\$3	\$3	\$3	\$3	\$3	\$3
Byram Park & Ride	\$3	\$3	\$3	\$3	\$3	\$3	\$3	\$3	\$3	\$3	\$3	\$3
Stanhope Park & Ride	\$3	\$3	\$3	\$3	\$3	\$3	\$3	\$3	\$3	\$3	\$3	\$3
Netcong (Rt. 206 shelter)	\$3	\$3	\$3	\$3	\$3	\$3	\$3	\$3	\$3	\$3	\$3	\$3
Budd Lake	\$3	\$3	\$3	\$3	\$3	\$3	\$3	\$3	\$3	\$3	\$3	\$3
Netcong (Quick Check)	\$3	\$3	\$3	\$3	\$3	\$3	\$3	\$3	\$3	\$3	\$3	\$3
Hopatcong / Landing	\$3	\$3	\$3	\$3	\$3	\$3	\$3	\$3	\$3	\$3	\$3	\$3
Rockaway Mall Lot 33	\$4	\$4	\$4	\$4	\$4	\$4	\$4	\$4	\$4	\$4	\$4	\$4
Dover (Warren & Blackwell St.)	\$4	\$4	\$4	\$4	\$4	\$4	\$4	\$4	\$4	\$4	\$4	\$4
Dover Terminal	\$4	\$4	\$4	\$4	\$4	\$4	\$4	\$4	\$4	\$4	\$4	\$4
Rockaway Center	\$4	\$4	\$4	\$4	\$4	\$4	\$4	\$4	\$4	\$4	\$4	\$4
Denville	\$4	\$4	\$4	\$4	\$4	\$4	\$4	\$4	\$4	\$4	\$4	\$4
Mountain Lakes (Rt. 46)	\$4	\$4	\$4	\$4	\$4	\$4	\$4	\$4	\$4	\$4	\$4	\$4
Mountain Lakes Blvd.	\$5	\$5	\$5	\$5	\$5	\$5	\$5	\$5	\$5	\$5	\$5	\$5
Boonton Post Office	\$5	\$5	\$5	\$5	\$5	\$5	\$5	\$5	\$5	\$5	\$5	\$5
Parsippany (Rt. 202 & Rt. 46)	\$5	\$5	\$5	\$5	\$5	\$5	\$5	\$5	\$5	\$5	\$5	\$5
Parsippany (Bev. Rd.)	\$5	\$5	\$5	\$5	\$5	\$5	\$5	\$5	\$5	\$5	\$5	\$5
Pine Brook (Hook Mt. Rd.)	\$5	\$5	\$5	\$5	\$5	\$5	\$5	\$5	\$5	\$5	\$5	\$5
Fairfield (Hollywood Ave.)	\$5	\$5	\$5	\$5	\$5	\$5	\$5	\$5	\$5	\$5	\$5	\$5
Wayne (WillowBrook Mall)	\$5	\$5	\$5	\$5	\$5	\$5	\$5	\$5	\$5	\$5	\$5	\$5

The route becomes direct to New York from Parsippany. The earliest bus leaves Newton at 5:05 AM and the earliest bus from Sparta leaves at 6:00 AM. The latest bus reaches Sparta at 9:30 PM, but the latest bus at all arrives in Rockaway at 10:50 PM. The route operates on varied headways between 15 minutes and many hours. Lakeland Route 80 runs on this schedule from Monday through Friday, but operates on a reduced schedule on Saturday, Sunday, and on holidays. Trips from/to Dover, Rockaway, and Mt. Arlington/Howard Blvd. cost:

<i>Single</i>	<i>Round</i>	<i>Ten-Trip</i>	<i>Senior</i>
\$7.40	\$14.25	\$63.55	\$3.70

Trips from/to Budd Lake, Byram, Jefferson, Lake Hopatcong, Netcong, Sparta and Stanhope cost:

<i>Single</i>	<i>Round</i>	<i>Ten-Trip</i>	<i>Senior</i>
\$7.90	\$15.30	\$67.60	\$3.95

Finally, trips to/from Andover and Newton cost:

<i>Single</i>	<i>Round</i>	<i>Ten-Trip</i>	<i>Senior</i>
\$8.50	\$16.55	\$72.70	\$4.25

Thus, trips on Lakeland buses from towns in Sussex County cost either \$7.90 or \$8.50, depending upon the location. The same cost structure works for Lakeland Route 46. Route 80 and Route 46 tickets can be purchased at:

- Byram Travel on Rt. 206
- Pathmark at Hopatcong/Landing
- Card and Gift in Netcong
- Newton News & Tobacco
- Acme in Rockaway
- The Plaza Deli in Sparta
- Arnold Travel in Dover

Route 46 operates between Dover and New York and serves many of the same stops as Route 80. Different stops that Route 46 serves are: Boonton, Montville, Towaco, Lincoln Park, Mt. Viewbridge, and Hiawatha-Knoll & Beverwyck. The trip becomes direct to New York in Wayne. The trip from Dover (Warren & Blackwell) takes an hour and 10 minutes. Route 46 uses 15-minute or 30-minute headways during peak travel times and one hour headways during the base times. The first bus leaves Dover at 5:00 AM and the latest bus returns at 2:15 AM on Mondays through Fridays. Route 46 is operated on a reduced schedule on Saturdays, Sundays, and on holidays.

Lakeland Bus Lines also runs two other routes to New York that are available to Sussex County residents. The Wall St. Route runs between the Howard Blvd. Park & Ride and New York (Greenwich St.) on 15-minute headways with 4 buses between 5:45 AM and 8:20 AM and between 4:30 PM and 7:10 PM. The trip takes one and three quarters hours and has minimal stops. The Midtown Manhattan bus operates between Howard Blvd. Park & Ride and several midtown stops along Madison Ave. and 8<sup>th</sup> Ave. The return trip serves midtown stops along 5<sup>th</sup> Ave. and 34<sup>th</sup> Ave. Three buses are operated between 5:50 AM and 8:02 AM and 1 bus is operated in the afternoon between 4:30 PM and 6:15 PM. The trip takes between one and a half and one and three quarters hours. Both routes also stop at the Rockaway Mall.

### *Ridership*

Ridership numbers on Lakeland Bus Lines for Sussex County were compiled for the most recent time period available, April 2003. Trips to and from New York are listed in Table 2-15, as are

trips made on the local routes. Overall, in the month of April 2003, there were 9,732 one-way trips made between a Sussex County municipality and New York City. Four hundred and eighty-six trips were made in Sussex County on the local routes.

**Table 2-15: Lakeland Bus Lines Passenger Count, April 2003**  
*Lakeland Bus Lines Passenger Count*

<i>April, 2003</i>			
Sussex Municipality	Eastbound to NY	Westbound from NY	Local
Andover	183	166	11
Byram	310	300	14
Hopatcong	979	1010	36
Netcong	419	465	49
Newton	1123	1143	247
Sparta	1630	1623	82
Stanhope	279	102	47
<b>TOTAL</b>	<b>4923</b>	<b>4809</b>	<b>486</b>

### **Sussex County Transit Management Association – TransOptions**

TransOptions serves as the Transit Management Association (TMA) for Sussex County as well as 3 other adjacent counties. TransOptions is an alliance of business and government partnerships created to provide commute options to people traveling into northwestern New Jersey, regardless of where they reside. TransOptions provides both commuter and employer services.

#### *Rideshare*

TransOptions operates a rideshare program for the region. Carpooling and vanpooling options are available. Carpooling is for 2 or more people sharing a ride to work. A vanpool is 5-15 commuters who share a ride to work. TransOptions keeps a current list of vanpools in operation and provides a vanpool support program. People who are interested in carpooling or vanpooling can submit a form with time of day traveling, home location and work location, and TransOptions will help match that person with other people interested in ridesharing. TransOptions also offers a free emergency ride home to employees who rideshare from certain companies.

#### *Park & Ride*

Sussex County has 6 park & ride lots available for commuters. Lots are located in Byram, Frankford, Newton, Sparta, Stanhope, and Sussex. Byram, Newton, and Sparta have named Park & Ride Lots. The Frankford Lot is located at Ross’s Corner, the second Sparta Park & Ride Lot

is located on Blue Heron Rd., and the Sussex Lot is the municipal lot at Newton Ave. and Bank St.

### *Marketing*

TransOptions also provides other convenience, quality of life and environmental information and special projects. TransOptions sends out monthly news flyers with information on new programs, health and environmental issues, and commuting tips. TransOptions also hosts junior solar car competitions and an annual gala fundraiser. The TransOptions website has several sections with facts related to alternative transportation modes such as biking and walking, telecommuting, electric and fuel cell cards, and facts related to the environmentally detrimental effects of automobiles.

### **Sussex County Agency-Based Transportation**

Sussex County residents with special needs have several options to use independently-operated transportation services from different agencies. Some municipalities also operate their own public transportation services for residents with special needs. The agency and municipality based services generally only operate certain days of the week during limited hours and for limited purposes. The 1998 *Community Transportation Plan for Sussex County* lists and describes agencies that provide transportation services for Sussex County residents. The list of agencies is as follows:

- Association for Retarded Citizens (ARC)
- Highlands Workshop – Easter Seal Society of New Jersey
- Northwest New Jersey Community Action Program (NORWESCAP)
- Domestic Abuse Services, Inc.
- Center for Mental Health
- Hope House
- Sussex County Division of Welfare
- Sussex County Technical School

Several municipalities also provide elderly or disabled transportation services:

- Byram
- Hopatcong
- Newton
- Sparta
- Vernon