

PATERSON NEWARK

Transit Market Study



Technical Advisory Committee

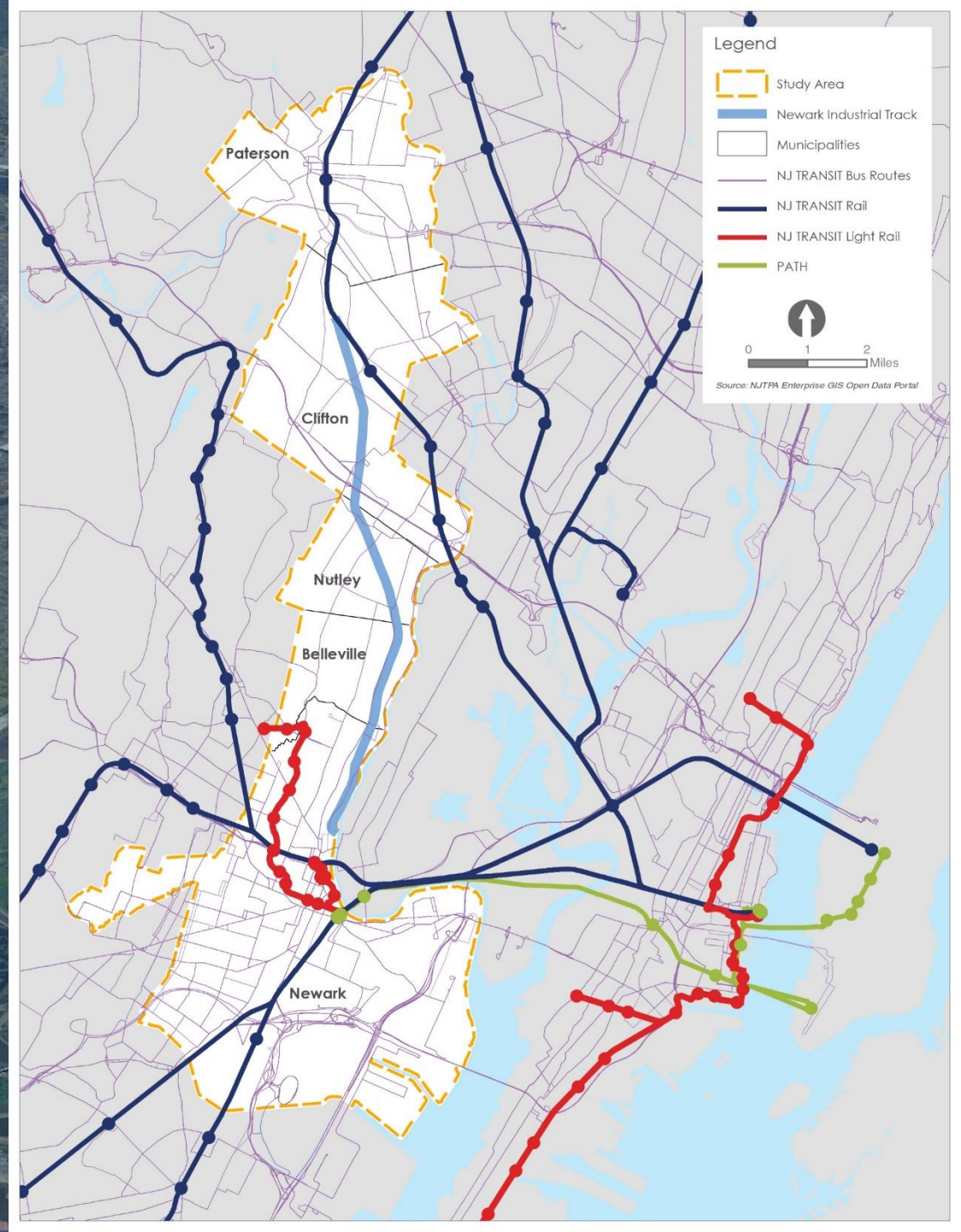
Meeting 2 – January 10, 2020

10:30am – 12:00pm



AGENDA

1. Study update
2. Stakeholder and public feedback
3. Mode/alignment options
4. Screening for demand model
5. Next steps



STUDY UPDATE

FALL 2019

WINTER 2019-2020

SPRING 2020

DATA COLLECTION

Community

Infrastructure

MARKET ASSESSMENT

Mode/Alignment

Demand Model

(We Are Here)

RECOMMENDATIONS

ENGAGEMENT

TAC

Pop-ups

TAC

TAC

Public

Focus Groups



POP-UP OUTREACH & E-SURVEY

October 8-9 in Newark and Paterson

- Newark Broad Street Station
- Paterson City Hall
- e-survey used as basis for interactions

Consistent Themes

- Provide better connections between Paterson and Newark
- Improve reliability of bus transit

FOCUS GROUP: ON3

November 15 at Prism Capital Partners

Key Takeaways

- Supportive of transit access to site from New Jersey and New York City
- No real preference in mode
- Drawing from regional labor pool
- Employees at site already taking advantage of alternatives to personal vehicles

MARKET OPPORTUNITIES

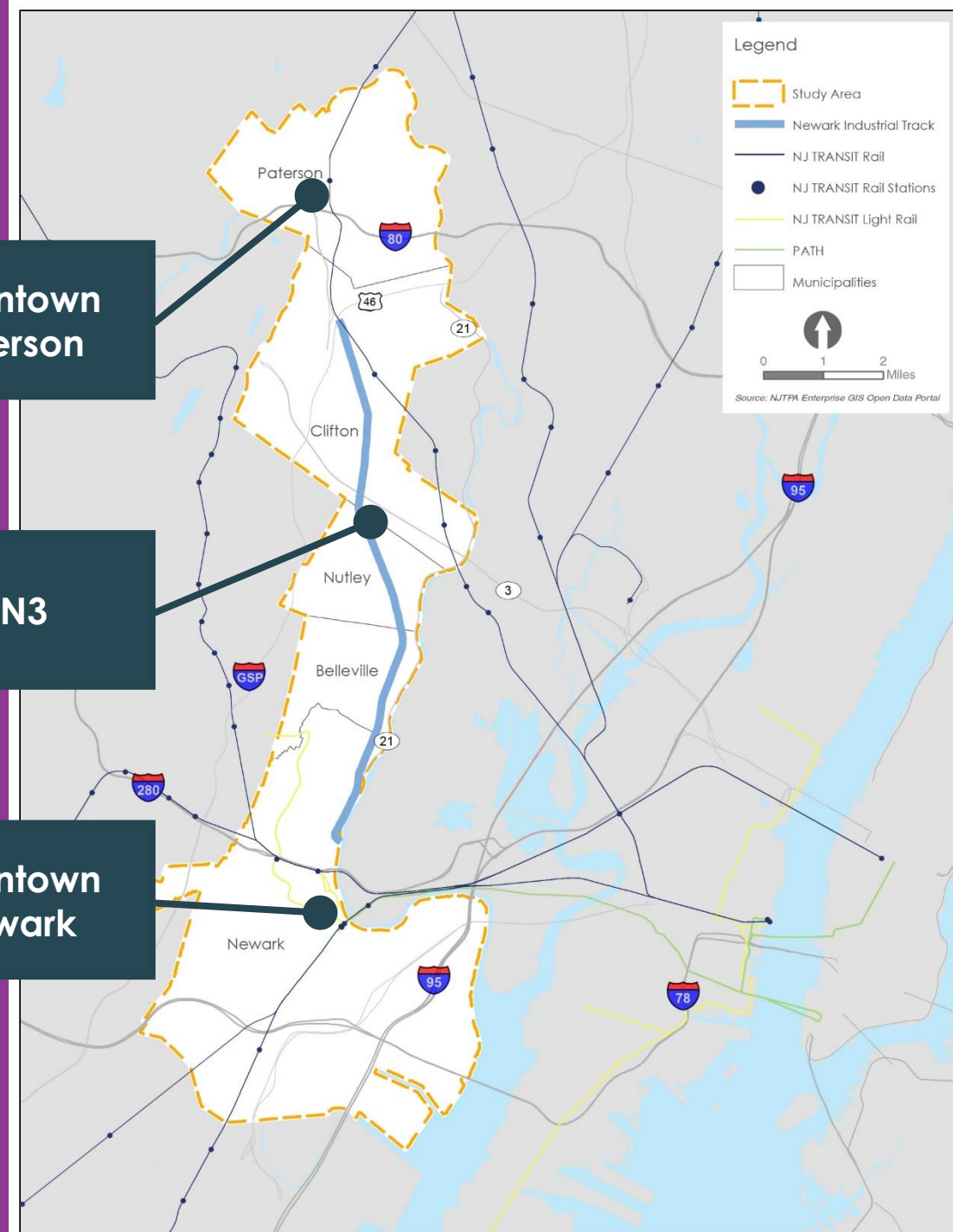
Corridor Anchors

Transit Network Opportunities
Mode/Alignment Options

Downtown Paterson

ON3

Downtown Newark

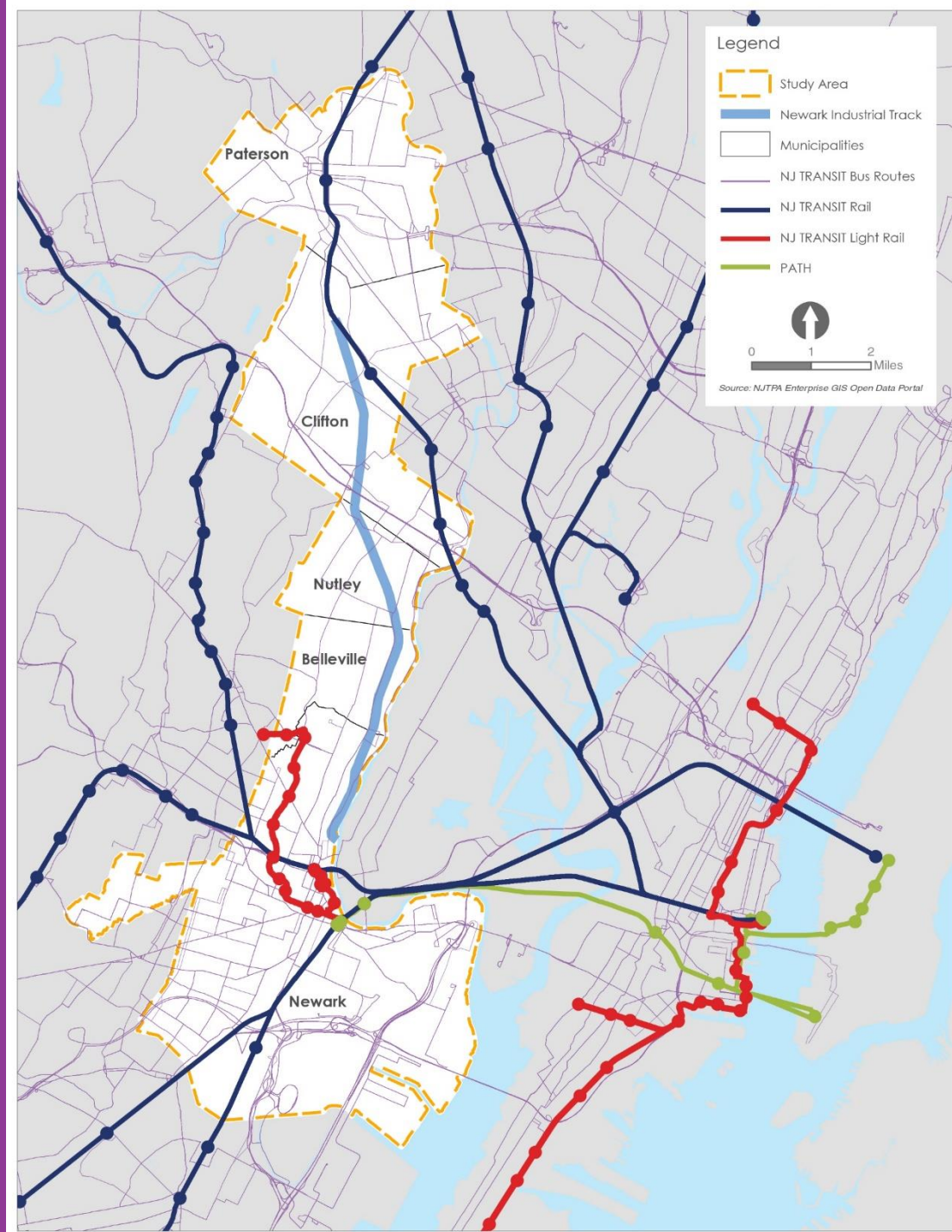


MARKET OPPORTUNITIES

Corridor Anchors

Transit Network Opportunities

Mode/Alignment Options



MARKET OPPORTUNITIES

Corridor Anchors
Transit Network Opportunities
Mode/Alignment Options

Bus Rapid Transit/Enhanced Bus



Light Rail (Electric)

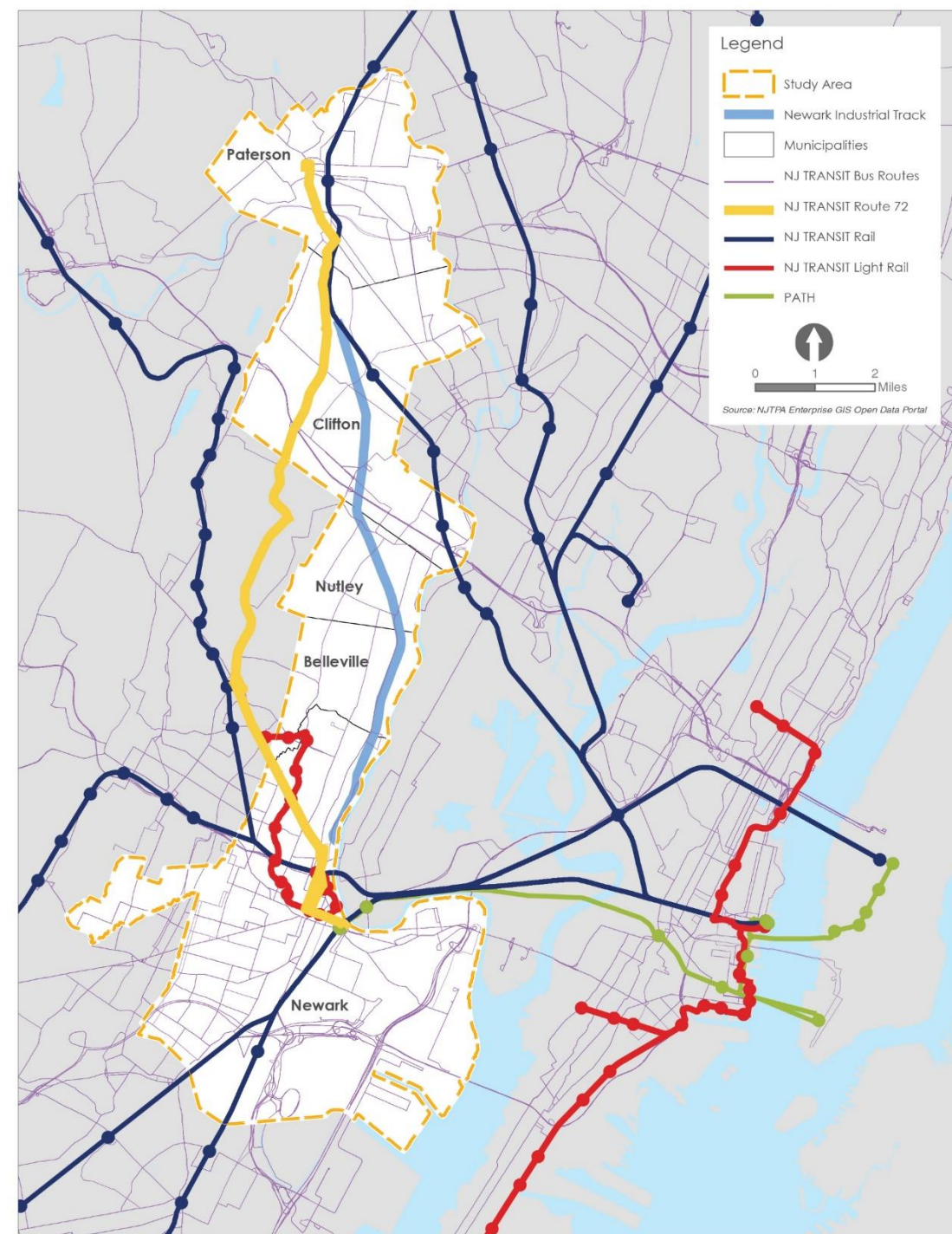


Commuter Rail (DMU/EMU)



EXISTING TRANSIT OPTIONS

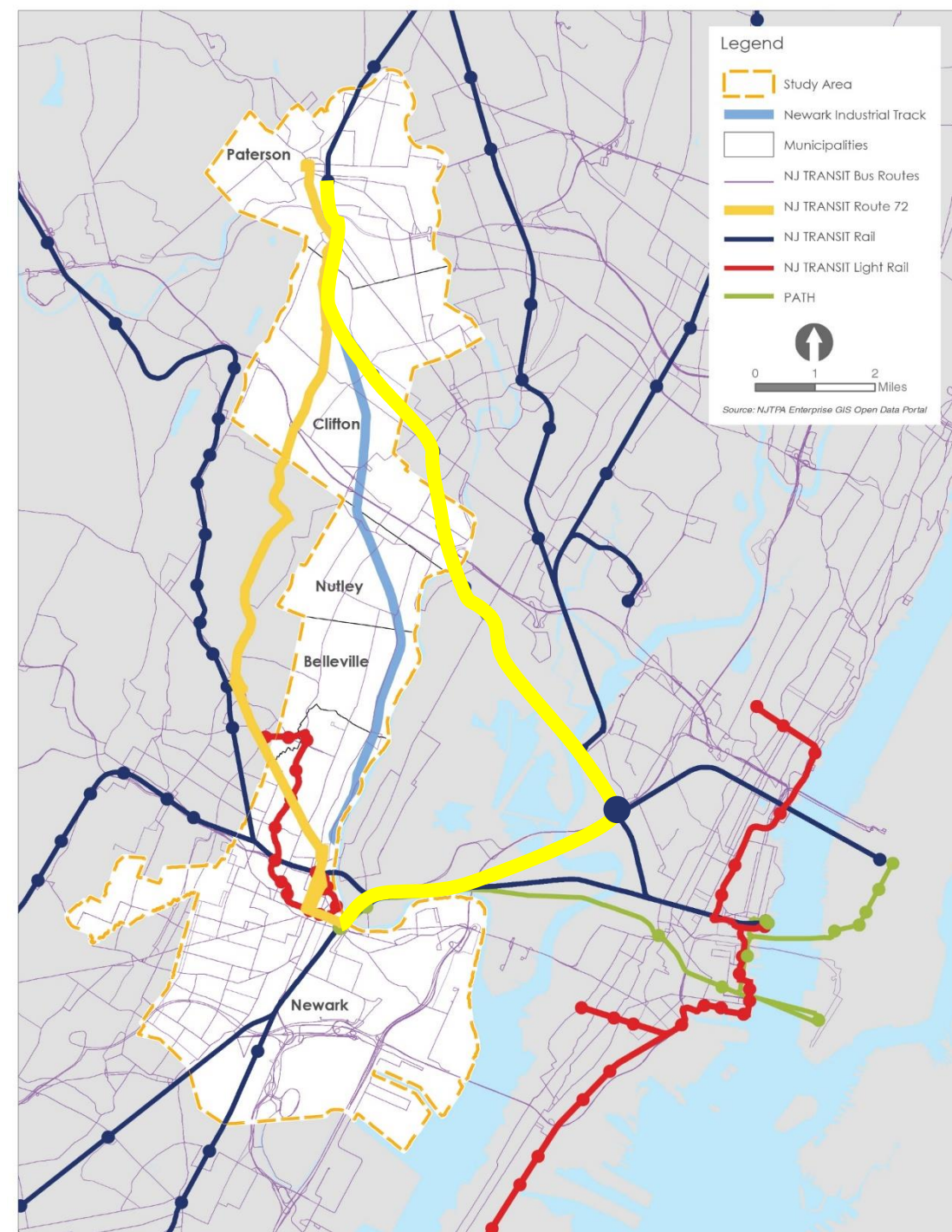
NJ TRANSIT Bus Route 72
~1 hour 10 minutes



EXISTING TRANSIT OPTIONS

NJ TRANSIT Bus Route 72
~1 hour 10 minutes

NJ TRANSIT Rail
~50 minutes with transfer



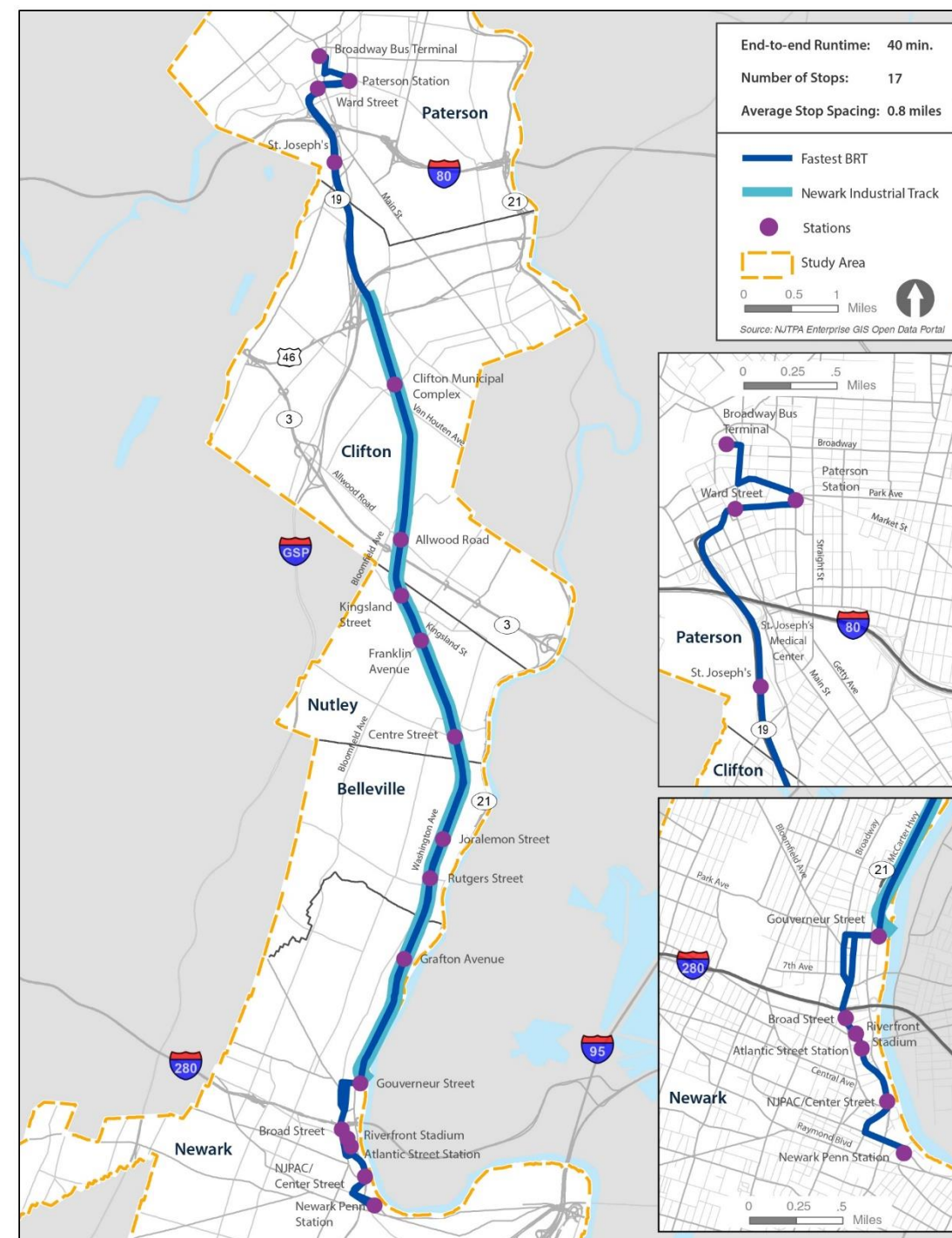
MODE/ALIGNMENT OPTIONS

1. Bus Rapid Transit Option A
2. Bus Rapid Transit Option B
3. Enhanced Bus
4. Light Rail Option A
5. Light Rail Option B
6. Commuter Rail (FRA-compliant DMU/EMU)



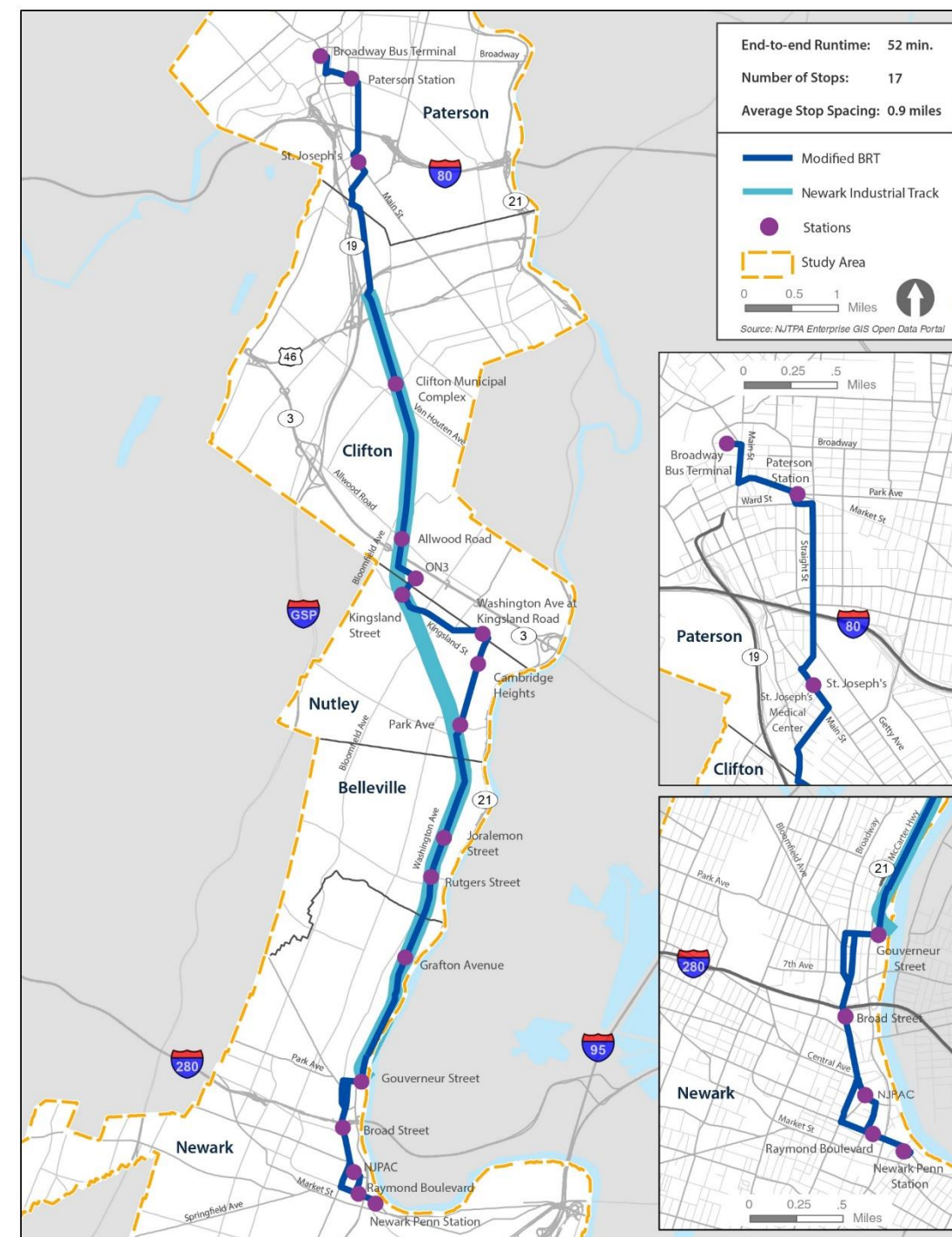
BUS RAPID TRANSIT (BRT) – Option A

- Uses Newark Industrial Track ROW
- Joins Newark Light Rail ROW to Penn Station
- Key nodes
 - Paterson Station
 - St. Joseph's Medical Center (on Route 19)
 - ON3
 - Newark Broad Street Station
 - Newark Penn Station



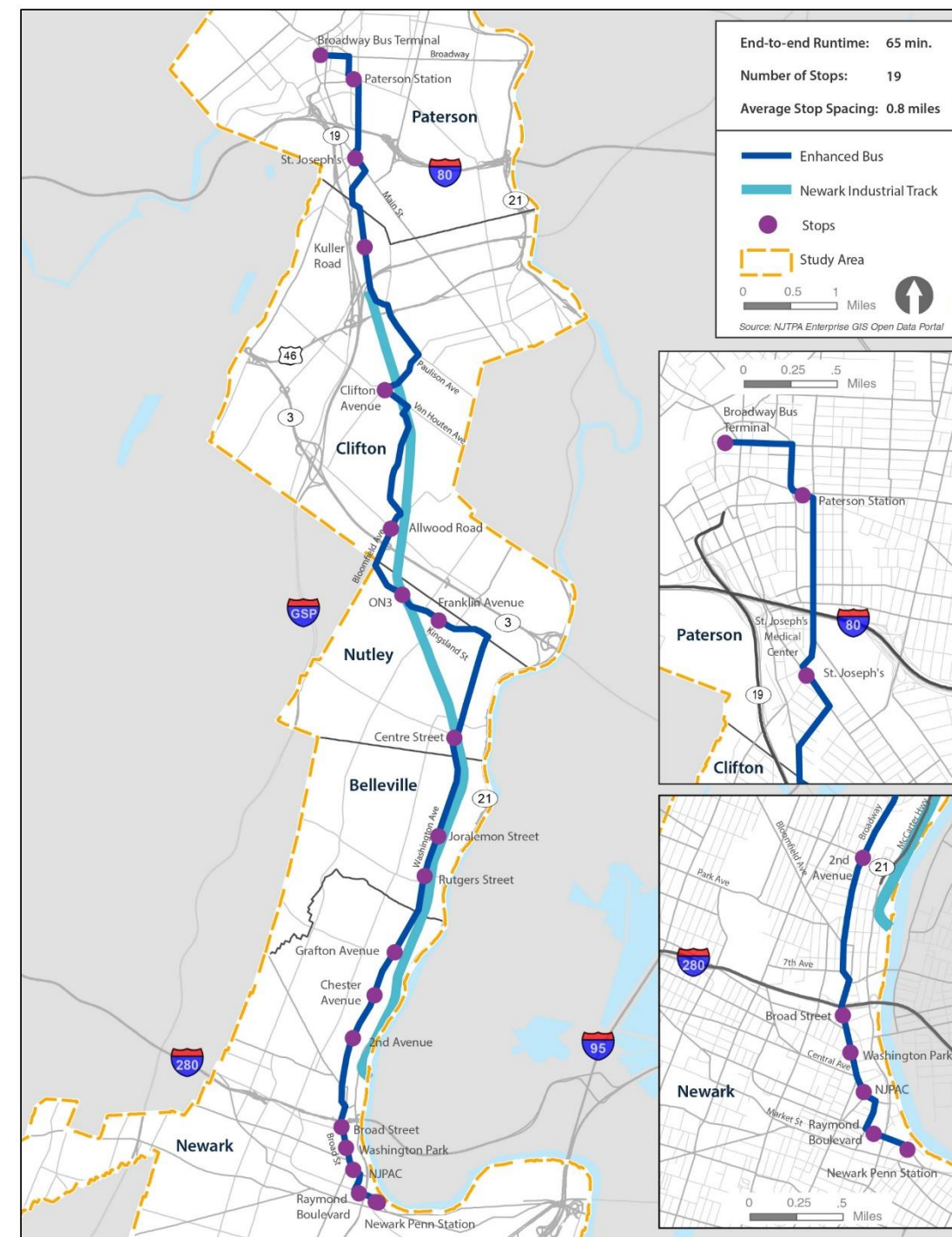
BUS RAPID TRANSIT (BRT) – Option B

- Uses Newark Industrial Track ROW
- On-street deviation in Nutley
- Key nodes
 - Paterson Station
 - St. Joseph's Medical Center (Main Street)
 - ON3
 - Newark Broad Street Station
 - Newark Penn Station



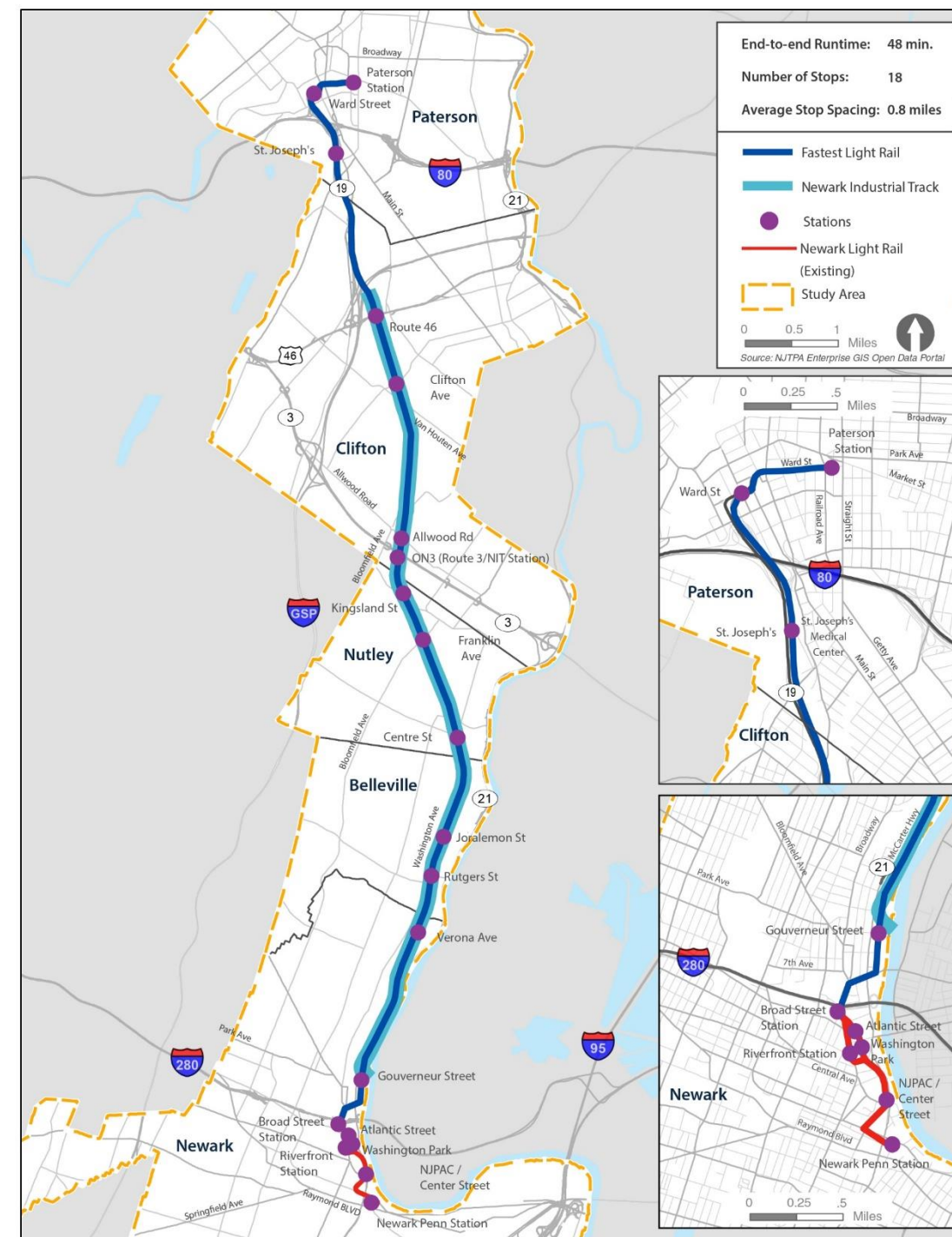
ENHANCED BUS

- Uses local streets instead of industrial track ROW
- Improves travel time relative to existing bus
- Key nodes
 - Paterson Station
 - St. Joseph's Medical Center (Main Street)
 - ON3
 - Newark Broad Street Station
 - Newark Penn Station



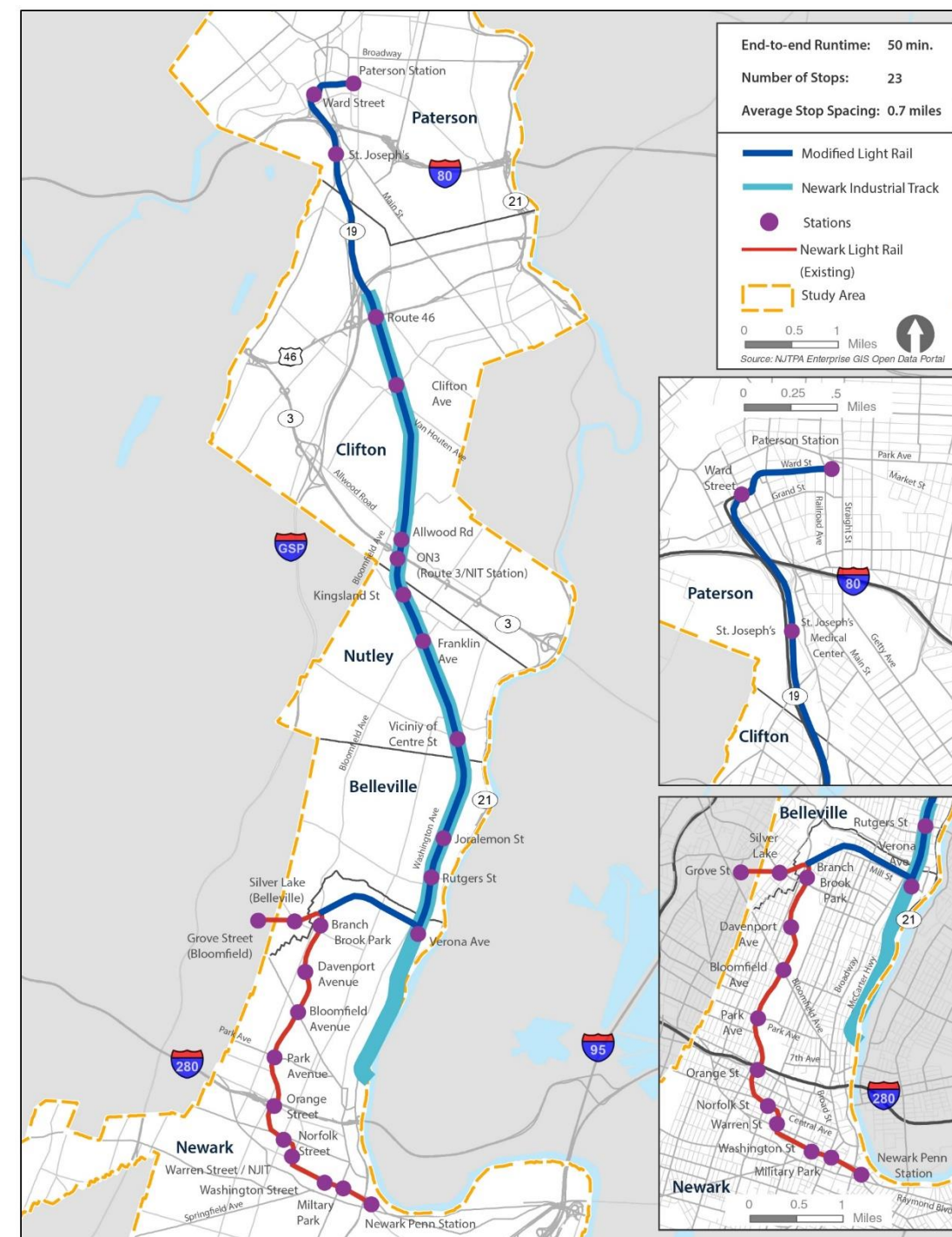
LIGHT RAIL – Option A

- Uses full Newark Industrial Track ROW
- Direct tie-in to Newark Light Rail
- Key nodes
 - Paterson Station
 - St. Joseph's Medical Center (Route 19)
 - ON3
 - Newark Broad Street Station
 - Newark Penn Station



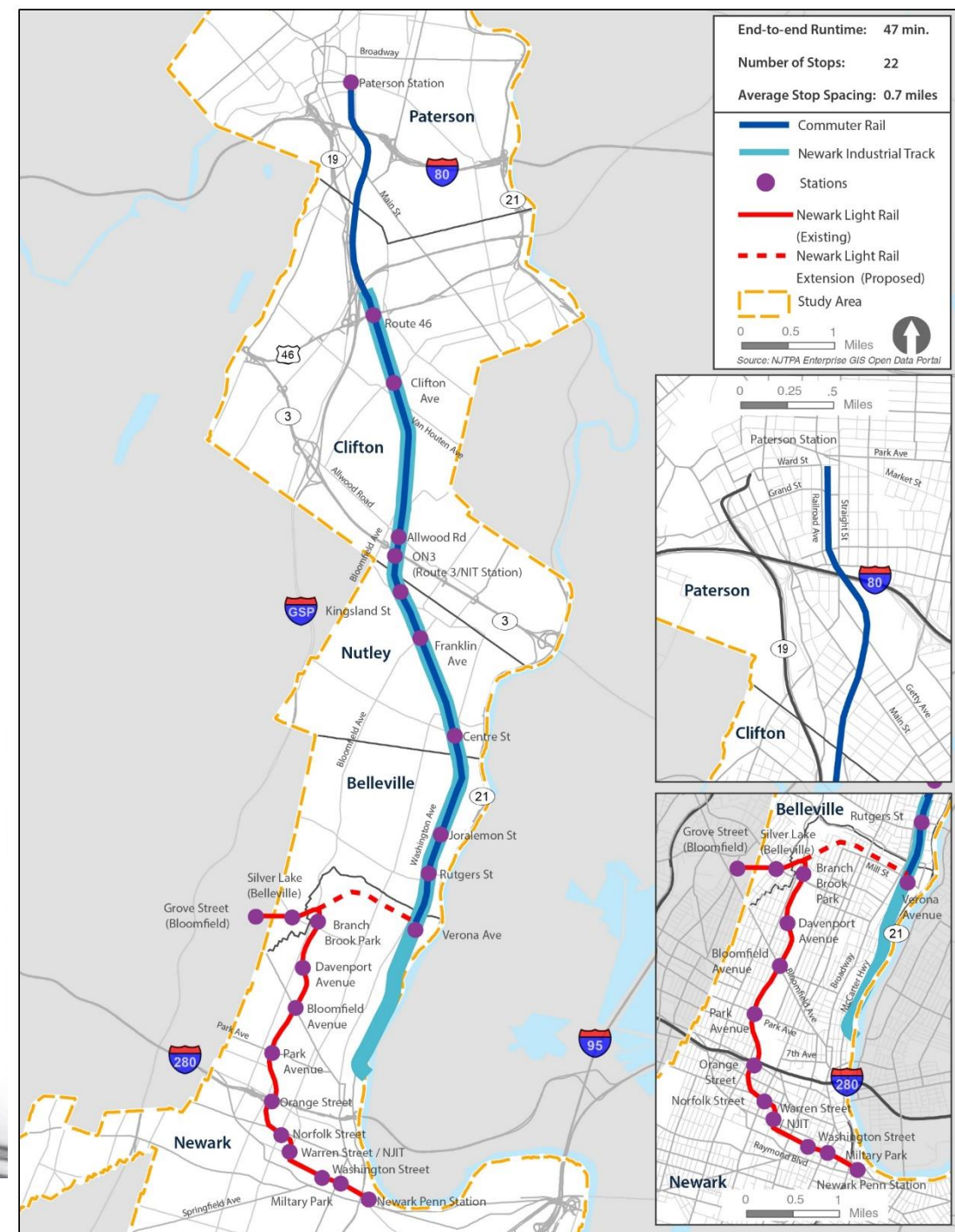
LIGHT RAIL – Option B

- Uses Newark Industrial Track ROW to Verona Ave
- Joins Newark Light Rail at Branch Brook Park
- Key nodes
 - Paterson Station
 - St. Joseph's Medical Center (Route 19)
 - ON3
 - Newark Penn Station



COMMUTER RAIL

- Uses Newark Industrial Track ROW to Verona Ave
- Shares/compatible with NJ TRANSIT Main Line
- Transfer to Newark Light Rail at Verona Ave
- Requires Newark Light Rail extension
- Key nodes
 - Paterson Station
 - ON3
 - Newark Penn Station



TRANSIT DEMAND FORECAST MODEL

Purpose & Functionality

INPUT

CURRENT YEAR TRIPS

Mode and Origin/Destination

FUTURE REGIONAL GROWTH

Population and
Employment Forecasts

FUTURE YEAR TRIPS

Origin/Destination

NEW MODE ATTRIBUTES

Stations/Stops, Fare, Frequency,
Travel Time, Mode Choice
Parameters

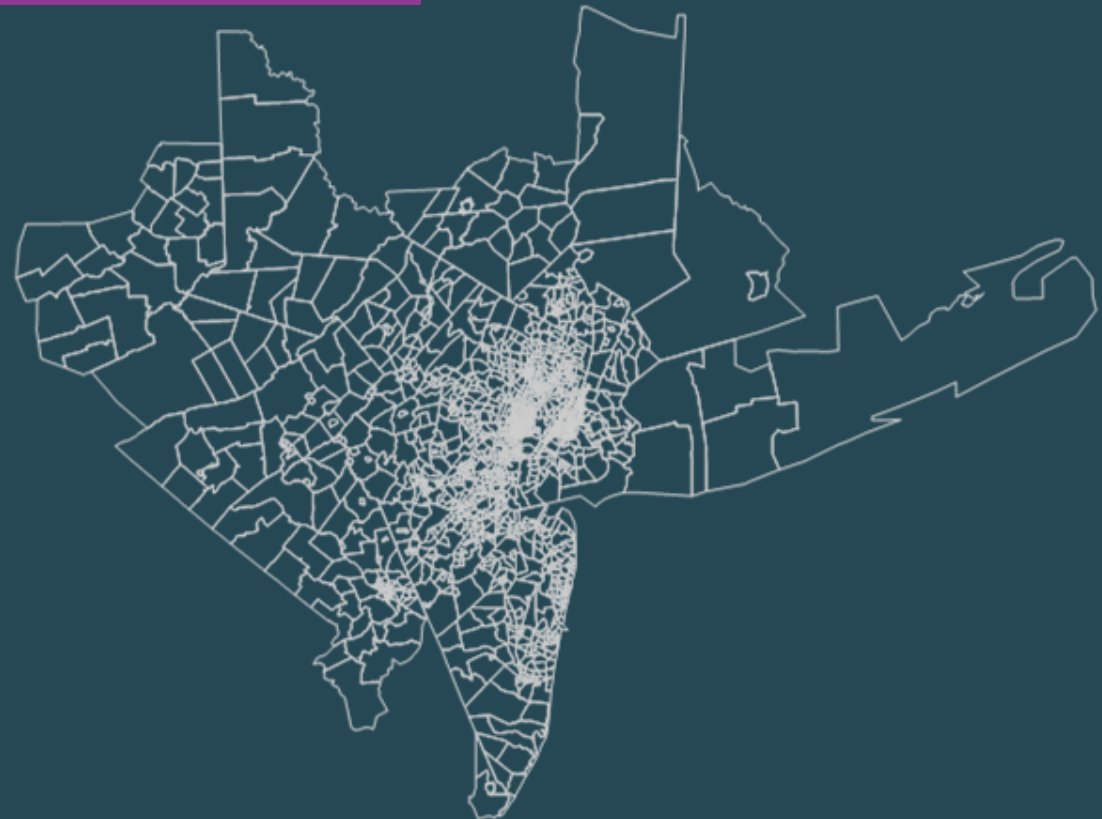
OUTPUT

FUTURE YEAR, NEW MODE TRIPS

Boardings by Station/Stop

EVALUATION CRITERIA

Trips by Station/Stop
New Mode Ridership
Total Transit Ridership
Changes in Auto Trips
Differences in Travel Time



COMMITTEE EXERCISE

*Mode/Alignment Screening and
Selection for Demand Forecast Model*

NEXT STEPS

1. Travel Demand Forecast Model Run
2. Development of Recommendations
3. TAC Meeting #3
4. Public Meetings
5. Final Report

NEXT STEPS

FALL 2019

WINTER 2019-2020

SPRING 2020

DATA COLLECTION

Community

Infrastructure

MARKET ASSESSMENT

Mode/Alignment

Demand Model

RECOMMENDATIONS

ENGAGEMENT

TAC

Pop-ups

TAC

TAC

Public

Focus Groups

PATERSON NEWARK

Transit Market Study



Technical Advisory Committee

Meeting 2 – January 10, 2020

10:30am – 12:00pm

