

**Inventory
of
Special
Transportation
Services
for
The Elderly and Handicapped
in
New Jersey**



New Jersey Department of Transportation

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INVENTORY
OF
SPECIAL TRANSPORTATION SERVICES
for the
ELDERLY AND HANDICAPPED

Final Report

June, 1977

New Jersey Department of Transportation
Division of Transportation Systems Planning
Bureau of Common Carrier Planning



NEW JERSEY DEPARTMENT OF TRANSPORTATION

MEMORANDUM

TO Ms. Margaret Webb

FROM John B. Gutberlet

John Gutberlet

SUBJECT Attached - NJDOT Final Reports DATE 12-6-77 TELEPHONE NO. 292-0230

Attached, for your use, are three copies of the Final Report of the Inventory of Special Transportation Services for the Elderly and Handicapped in New Jersey, June 1977.

Attachments

JBG/JH/lap

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The first part of the report is devoted to a description of the work done during the year. It is divided into two main sections, the first of which deals with the general results of the work, and the second with the details of the experiments.

The second part of the report is devoted to a discussion of the results of the work, and to a comparison of the results with those obtained by other workers in the field.

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INTRODUCTION

In recent years, an increasing amount of attention has been given to the problems of the elderly and handicapped in modern society. One major problem that both groups share is a lack of adequate mobility as compared to the public at large.

The past 30 years have seen dramatic changes in the nature of our transportation systems. Widespread automobile ownership, a vigorous highway construction program and the resultant trend toward suburbanization have combined to cause large decreases in bus and rail patronage. As a result, transit operators have steadily cut back service to a point where only our largest cities have "blanket" coverage. Many suburban and most rural areas have no transit service at all. Also, a substantial proportion of the services that remain are geared primarily toward line haul work trips as opposed to providing for generalized trip purposes. Thus, what was initially a free choice to use the private auto evolved, to a large degree, into a forced dependence on it.

Our automobile dependent society causes severe hardships for many elderly and handicapped. Impairment of the senses and slowing of reaction time which often accompany the aging process make driving an automobile difficult or impossible for many of the elderly. Also, automobile ownership itself is not economically feasible for numerous elderly persons. In 1970, 18.1 percent of the State's elderly population, over age 65, had incomes below poverty level, by U.S. Census definition. Depending on the nature of their disability, numerous handicapped residents of New Jersey likewise either cannot physically drive an auto and/or afford to own one. Therefore, a significant segment of the elderly and handicapped population is "transit dependent" while transit itself is not prolific. For the handicapped, including elderly who also have a disability, the problem of mobility is often compounded in that they may not be physically able to use public transportation, even when transit is available, due to various physical or operational barriers to vehicle or facility usage that may exist.

Tables 1 and 2, taken from two separate U.S. Department of Transportation studies, categorize these barriers by disability, mode and area of impact. Naturally, it is understood that a disability may be so severe as to preclude the use of "normal" transit in any case.

TABLE 1

Typical Travel Barriers By Mode And
Disability Or Movement

<u>FUNCTIONAL/MODE DISABILITY</u>	<u>TRAIN</u>	<u>SUBWAY</u>	<u>BUS</u>	<u>AIRPLANE</u>
Walk more than one block	Walk from curb through concourse to platform	Walk from entrance to boarding platform	Walk from origin to stop or stop to destination	Walk from curb to gate
Self-propelled level change	Board train via steps	Enter or exit station	Board bus via steps	Board plane via stairs
Sit down, get up	Sit/rise from waiting room or train seats	Sit/rise from seat in car	Sit/rise from seat in car	Sit/rise from seat in lounge or on plane
Stoop, kneel, crouch	Pick-up baggage	Pick-up packages	Pick-up packages	Pick-up baggage
Reach-handle	Open terminal door. Enter restroom. Grasp handrail. Open compartment door. Lift suitcase to rack. Buy or turn in ticket.	Buy token. Operate turnstile. Hold overhead grip. Use exit turnstile.	Signal bus. Deposit fare. Grasp overhead grip. Pull signal cord.	Buy ticket. Handle baggage. Fasten seatbelt. Reach overhead switches. Hold oxygen mask. Lower tray table.
Carry 10-pound weight	Carry baggage. Use overhead baggage rack.	Carry packages	Carry packages	Handle own baggage.
Move in crowds	Terminals	Platform and vehicle	Terminal vehicle	Ticket counter, boarding area

TABLE 1 (continued)

<u>FUNCTIONAL/MODE DISABILITY</u>	<u>TRAIN</u>	<u>SUBWAY</u>	<u>BUS</u>	<u>AIRPLANE</u>
Identify visual and audio cues	Read direction signs, clocks. Locate gates, restrooms, seats, exits. Hear announcements and warnings.	Read direction signs. See arriving train. Locate platform edge. Hear announcements and warnings.	See approaching bus. Read bus destination. Locate bus stop, curb stop. Hear announcements, ask directions.	Locate counters, gates. See schedule displays. Hear P.A. system onboard announcements.
Wait standing	Wait on platform	Wait on platform	Wait outdoors	Stand in boarding or ticket line

SOURCE: Department of Transportation, Office of the Secretary, Travel Barriers, study prepared by ABT Associates, May 1970, page 11

TABLE 2

Major Travel Barriers
Listed By Area of Impact

PHYSICAL BARRIERS

VEHICLES

High step required to enter
Difficult to get into or out of seats
Seats not available/forced to stand
Difficult to reach handholds
Cannot see out for landmarks
No place to put packages
Cannot see or hear location information
Nonvisible signs

TERMINALS

Long stairs
Long walks
Poor fare collection facilities
Poor posting of information
Poor crowd flow design
Insufficient seating
Little interface with other modes

TRANSIT STOPS

Insufficient shelter
Platform incompatible with vehicle
Inadequate posting of information

OPERATIONAL BARRIERS

VEHICLES

Frequency of service
Driver assistance/attitude
Acceleration/deceleration
Information presentation
Schedules maintenance
Inadequate or inappropriate routes
Too many transfers

TERMINALS

Employee assistance/attitude poor
Information clarity and dissemination
Length of stops too short
Crowd flow non-directed
Little or no interface with other modes

TRANSIT STOPS

Poor location: for safety and/or convenience
Not enough stops
Information displayed insufficient or confusing

SOURCE: U.S. Department of Transportation, Urban Mass Transportation Administration, Transportation System Center, The Handicapped and Elderly Market for Urban Mass Transit, October, 1973, Page 13.

In recognition of the mobility problems of the elderly and handicapped, the Urban Mass Transportation Act of 1970, and subsequent rules and regulations published jointly by UMTA/FHWA in the April 30, 1976 Federal Register, mandates special consideration of the needs of the elderly and handicapped in the planning and design of public transportation systems and facilities. UMTA also has noted that planning and coordination of specialized paratransit type services, as operated either by public bodies or private non-profit organizations, is needed for their effective and efficient operation.

One of the first steps in planning for any transportation improvement is to acquire data concerning the user group(s) in question and existing facilities and services within the service area; i.e., an inventory. The purpose of this report is to provide a macro level Statewide data base in that respect. It is understood that it is not all inclusive as to data items that would ideally be desired and that a finer level of detail concerning information presented may be required for specific planning purposes. However, it does serve as a starting point in the identification of relative needs throughout the State and provides county planners with an initial means of evaluating existing conditions and problems within their locality on both an absolute basis and relative to other counties within the State.

INVENTORY REPORT GUIDE

Content

This report consists of a series of 21 discrete "interim" inventory reports; i.e., one for each New Jersey county. This format was used to permit distribution and utilization of the reports on an independent basis. The method accounts for the occasional unavoidable redundancies in text found among the individual reports. Each county inventory contains the following sections:

- A brief demographic description of the county, focusing on the elderly and handicapped population, including a tabulation of elderly and handicapped population data by municipality.
- An overview inventory of the existing fixed-route public transportation system serving the county.
- A summary scope of specialized transit services available to the elderly and handicapped within the county.
- A description of each known specialized transit service operated within the county, including operational and financial data to as great a degree of detail as available.

Elderly and Handicapped Definition

Neither "elderly" nor "handicapped" are precise terms which define a readily identifiable population. Varying interpretations are given as to who should be included in these categories. For purposes of transportation studies, an elderly person should ideally be defined as one whose mobility is limited due to factors accompanying the aging process. However, the difficulties in gathering statistics based on such individualized criteria preclude the use of this definition. Attainment of the age 65 has been used in this inventory to define elderly persons. Although this age does not necessarily represent a physiological or emotional turning point, it is still the most common retirement age and is the break-off point used by the Social Security Administration and other service agencies.

It is even more difficult to define limits to determine who can be considered handicapped. Section 16 (d) of the Urban Mass Transportation Act of 1964, as amended, defines the term "handicapped person" as:

any individual who, by reason of illness, injury, age, congenital malfunctioning or other permanent or temporary incapacity or disability is unable without special facilities or special planning or design to utilize mass transportation facilities as effectively as persons who are not so affected.

A data base for this broad category does not currently exist. The only reliable statistics available on handicapped persons are in the 1970 U.S. Census reports. Answers to question number 28 on the census form identified the total number of persons in each household having a "health or physical condition which limits the kind or amount of work he can do at a job." Cross tabulation of this data with information on type of residence and age produced the category "Disabled or handicapped, aged 16 to 64, not inmates and not attending school." By excluding those persons aged under 16 or over 64 and those 16-64 in school or in institutions for the physically or mentally handicapped, the definition obviously significantly understates the total number of handicapped within a given population. However, it at least provides an indication of relative orders of magnitude for the purpose of determining where concentrations of the State's handicapped are located; i.e., within counties relative to the State as a whole and within municipalities relative to their parent counties. It also provides a reasonable approximation of the number of handicapped within the age group who would have a need for transportation services and who would, at least potentially, have the greatest need for work-trip transportation regardless of age group. An attempt at a more rigorous identification of the number of handicapped within the State, as well as the number of specific types of handicaps involved, is beyond the scope of this inventory.

A tabulation of elderly and handicapped population data for the State, by county, is shown in Table 3.

TABLE 3
NEW JERSEY

Statewide Elderly and Handicapped Data	1 Total Population	2POPULATION AGED 65 OR OVER			3AGED 65 OR OVER BELOW POVERTY			4HANDICAPPED		
		a. Number of Persons	b. % of County Population	c. % of State Elderly	a. Number of Persons	b. % of County Elderly	c. % of State Elderly In Poverty	a. Number of Persons	b. % of County Population	c. % of State Handicapped
Atlantic	175,043	28,318	16.1	4.1	6,428	22.7	5.1	10,397	5.9	3.0
Bergen	898,012	84,716	9.4	12.2	11,087	13.1	8.8	37,494	4.2	10.7
Burlington	323,132	19,265	6.0	2.8	2,947	15.3	2.3	14,169	4.4	4.0
Camden	456,291	41,161	9.0	5.9	7,904	19.2	6.3	23,755	5.2	6.8
Cape May	59,554	11,832	19.9	1.7	2,665	22.5	2.1	2,839	4.8	0.8
Cumberland	121,374	12,107	9.9	1.7	2,983	24.6	2.4	7,498	6.2	2.1
Essex	929,986	99,020	10.6	14.2	19,319	19.5	15.4	52,301	5.6	14.9
Gloucester	172,681	13,295	7.7	1.9	2,510	18.9	2.0	8,630	5.0	2.5
Hudson	609,266	69,195	11.4	9.9	15,599	22.5	12.4	34,097	5.6	9.7
Hunterdon	69,718	6,995	10.0	1.0	1,282	18.3	1.0	3,196	4.6	0.9
Mercer	303,968	29,603	9.7	4.2	4,830	16.3	3.8	15,018	4.9	4.2
Middlesex	583,813	37,363	6.4	5.4	6,385	17.1	5.1	26,034	4.5	7.4
Monmouth	459,379	44,919	9.7	6.4	8,396	18.7	6.7	21,119	4.6	6.0
Morris	383,454	28,465	7.4	4.2	3,390	11.9	2.7	15,174	4.0	4.3
Ocean	208,470	32,920	15.8	4.7	5,176	15.7	4.1	11,482	5.5	3.3
Passaic	460,782	47,753	10.4	6.9	10,086	21.1	8.0	21,615	4.7	6.2
Salem	60,346	5,607	9.3	0.8	1,373	24.5	1.1	3,806	6.3	1.1
Somerset	198,372	14,229	7.2	2.0	2,193	15.4	1.7	7,847	4.0	2.2
Sussex	77,528	7,194	9.3	1.0	1,386	19.3	1.1	3,326	4.3	0.9
Union	543,116	54,636	10.1	7.8	8,379	15.3	6.7	27,651	5.1	7.9
Warren	73,879	8,385	11.3	1.2	1,506	18.0	1.2	3,735	5.1	1.1
STATE TOTAL	7,168,164	696,978	9.7% of State Pop.	100.0%	125,824	18.1% of State Elderly	100.0%	350,183	4.9% of State Pop.	100.0%

Source: U.S. Census of Population, 1970
 Cols. 1, 2A-C: PC(1) B 32 General Population Characteristics
 Cols. 3A-C: P4M 86, 90 (estimated from 20% sample)
 Cols. 4A-C: P4M 52 (estimated from 5% sample, ages 16-64)
 data for handicapped under 16 not available

Specialized Transit Services Data Sources

With the exception of the ten counties¹ within the Tri-State Regional Planning Commission (TSRPC) area, all specialized transit services data was compiled by the NJDOT, with the assistance of the county planning boards and offices on aging and the Delaware Valley Regional Planning Commission (DVRPC) for the four New Jersey counties² within the DVRPC area (see Figure 1 for a location map of the three major planning regions in the State). Data was predominantly obtained through interviews with each service provider. All data was compiled, and updated as required, during 1976 and early 1977.

In the case of the TSRPC region, the TSRPC Subregional Planning Program for FY '77 included provision for the development of county Elderly and Handicapped Transportation Plans. These plans include an inventory of existing specialized transit services for these groups. Data presented in this report was excerpted from those inventories to avoid duplication of effort. The one exception to this procedure was for Union County. In the case of this County, inventory work was initiated prior to the subregional program effort. With the cooperation of the Union County Planning Board, an inventory of this County was performed by NJDOT, to supplement an earlier County survey. The NJDOT survey effort consisted of mail-out questionnaires and telephone follow-ups.

A statewide summary of organizations providing elderly and handicapped transportation service by type and vehicles owned, is shown in Table 4.




¹Bergen, Essex, Hudson, Middlesex, Monmouth, Morris, Ocean, Passaic, Somerset, and Union Counties

²Burlington, Camden, Gloucester, and Mercer Counties

FIGURE 1

Location Map

PLANNING REGIONS
IN
NEW JERSEY

-  Tri-State Regional Planning Commission (TSRPC)
-  Delaware Valley Regional Planning Commission (DVRPC)
-  Remaining New Jersey Counties

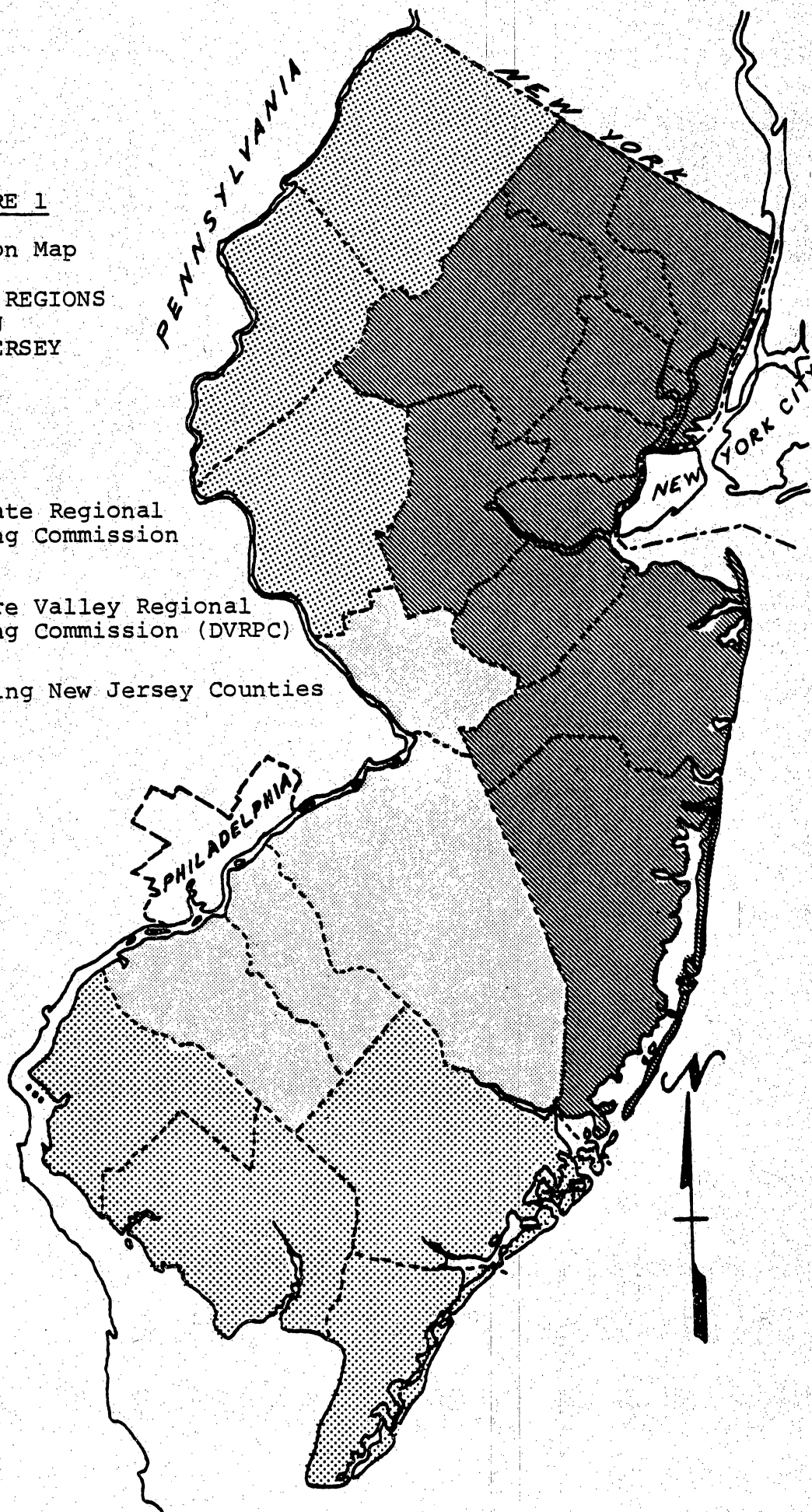


TABLE 4

State Summary of Elderly and Handicapped Transit
Service Providers and Vehicles by County

COUNTY	NUMBER OF SERVICE OPERATORS				NUMBER OF VEHICLES						
	PRIVATE ORGANIZATION	PUBLIC AGENCY	VOLUNTEER GROUP ⁽⁶⁾	TOTAL	STATION WAGON	VAN	VAN WITH LIFT OR RAMP	SMALL BUS	SMALL BUS WITH LIFT	LARGE BUS	TOTAL
Atlantic	3	4	0	7	0	6	0	0	0	8	14
Bergen	28	12	5	45	32	14	9	17	10	5	87
Burlington	3	3	0	6	1	15	0	0	0	2	18
Camden ⁽¹⁾	6	7	0	13	0	20	0	12	0	3	35
Cape May	2	1	0	3	1	9	0	0	0	5	15
Cumberland	3	3	0	6	0	6	0	1	0	2	9
Essex	20	12	1	33	28	39	0	18	0	2	87
Gloucester	3	10	0	13	3	3	1	13	0	6	26
Hudson ⁽²⁾	7	14	0	21	10	27	0	18	2	1	58
Hunterdon	4	0	1	5	32	7	0	0	0	0	39
Mercer	10	6	0	16	8	25	1	3	0	1	38
Middlesex	11	23	0	34	9	40	16	3	0	1	69
Monmouth	22	35	0	57	16	107	39	26	6	12	206
Morris	13	5	6	24	NA	NA	NA	NA	NA	NA	NA
Ocean ⁽³⁾	37	6	0	43	4	4	0	0	0	0	8
Passaic	23	7	2	32	7	33	0	1	0	2	43
Salem	2	0	2	4	0	2	0	0	0	1	3
Somerset ⁽⁴⁾	5	6	1	12	25	11	0	1	0	2	54
Sussex	5	11	0	16	22	17	0	5	0	0	44
Union ⁽⁵⁾	17	10	3	30	18	44	3	16	2	5	96
Warren	2	0	1	3	19	5	0	0	0	0	24
TOTAL	226	175	22	423	226	394	53	131	20	57	973

(1) Includes 1 organization which leases buses

(2) Includes a half-fare taxi program

(3) Includes only partial vehicle data

(4) Total vehicles includes 15 vehicles not specified by type

(5) Total vehicles includes 8 vehicles not specified by type

(6) Volunteer groups operate privately owned vehicles which are not included in this table.

ATLANTIC COUNTY

County Demographics

Atlantic County is divided into two distinct areas; the small, relatively dense, coastal resort communities along the ocean and bay areas, and the large, sparsely populated municipalities to the west. The ten Atlantic County communities which are completely contained within the Atlantic City Urban Area Transportation Study (ACUATS) area¹ occupy only 7.9% of the total County land area but contain 68.6% of the total population. The density of the ACUATS area is 2673.4 persons per square mile, compared to 105.3 persons per square mile for the remainder of the County.

The tendency for retired persons to settle in resort communities has lead to a relatively high concentration of elderly citizens within Atlantic County. Residents aged 65 or older comprise 16.1% of the population, compared to 9.7% of the total State population which falls in this range. Atlantic City contains 41.9% of the County elderly, with an additional 37.7% in the remainder of the ACUATS area. By Census Bureau standards, 23.6% of the County elderly live in poverty, half of whom live in Atlantic City.

The 1970 Census lists 5.9% of the county population as being disabled or handicapped. A minimum of 38,715 persons, or 22.1% of the population are therefore considered either elderly or handicapped. Table 1 presents base data on the elderly and handicapped on a municipal basis. Figures 1 and 2 are general location maps and are provided for reference purposes.

Regular Transit Service

Four bus companies, a railroad, and 190 independent jitney men supply transit service to residents of Atlantic County. Frequent service between Atlantic City and New York is provided by both Lincoln Transit and Transport of New Jersey (TNJ). Additional New York service is provided to Hammonton and Buena Vista by Garden State Coachways. The Atlantic City-Philadelphia corridor is served by local and express TNJ buses plus three round trips a day by the Pennsylvania Reading Seashore Line, during commuter hours (see Figure 3 for a location map of the County's rail routes and stations). The above carriers primarily serve destinations outside the county, although some services can be used for local trips. The primary intra-county carriers are the Atlantic City Transportation Company (ACTC) and the jitney men. ACTC's routes radiate from Atlantic City, and with the exception of one route to Mays Landing, serve only the ACUATS area. The ten-passenger jitneys serve only Atlantic City.

¹Also included in ACUATS are Ocean City, located in Cape May County, and a portion of Egg Harbor Township, Atlantic Co.

TABLE 1
ATLANTIC COUNTY

Municipality	Total Population	POPULATION AGED 65 OR OVER			AGED 65 OR OVER BELOW POVERTY			HANDICAPPED		
		Number of Persons	% of Total Population	% of County Elderly	Number of Persons	% Municipal Elderly	% of County Elderly In Poverty	Number of Persons	% of Total Population	% of County Handicapped
Absecon ¹	6,094	604	9.9	2.1	109	18.1	1.7	362	5.9	3.5
Atlantic City ¹	47,859	11,855	24.8	41.9	3,291	27.8	51.2	2,866	6.0	27.6
Brigantine ¹	6,741	858	12.7	3.0	145	16.9	2.3	402	6.0	3.9
Buena	3,283	302	9.2	1.1	67	22.2	1.0	322	9.8	3.1
Buena Vista	4,239	382	9.0	1.4	147	38.5	2.3	221	5.2	2.1
Corbin	258	51	19.8	0.2	14	27.5	0.2	24	9.3	0.2
Egg Harbor	9,882	1,003	10.1	3.5	97	17.9	1.5	467	4.8	4.6
Egg Harbor City	4,304	543	12.6	1.9	270	26.9	4.2	388	9.0	3.7
Estell Manor	539	69	12.8	0.2	6	8.7	0.1	47	8.7	0.4
Folsom	1,767	124	7.0	0.4	9	7.3	0.1	118	6.7	1.1
Galloway	8,276	852	10.3	3.0	241	28.3	3.7	419	5.1	4.0
Hamilton	6,445	815	12.6	2.9	235	28.8	3.7	395	6.1	3.8
Hammonton	11,464	1,044	9.1	3.7	252	24.1	3.9	717	6.3	6.9
Linwood ¹	6,159	585	9.5	2.1	53	9.1	0.8	214	3.5	2.1
Longport ¹	1,225	363	29.6	1.3	30	8.3	0.5	75	6.1	0.7
Margate ¹	10,576	1,788	16.9	6.3	215	12.0	3.3	335	3.2	3.2
Mullica	3,391	404	11.9	1.4	117	29.0	1.8	246	7.3	2.4
Northfield ¹	8,875	927	10.4	3.3	98	10.6	1.5	390	4.4	3.8
Pleasantville ¹	13,778	1,877	13.6	6.6	417	22.6	6.5	1,094	7.9	10.5
Port Republic	586	87	14.8	0.3	14	16.1	0.2	22	3.8	0.2
Somers Point ¹	7,919	1,440	18.2	5.1	102	7.1	1.6	590	7.5	5.7
Ventnor City ¹	10,385	2,237	21.5	7.9	450	20.1	7.0	515	5.0	5.0
Weymouth	<u>998</u>	<u>108</u>	<u>10.8</u>	<u>0.4</u>	<u>49</u>	<u>45.4</u>	<u>0.8</u>	<u>159</u>	<u>15.9</u>	<u>1.5</u>
County Total	175,043	28,318	16.1	100.0	6,428	22.7	100.0	10,397	5.9	100.0
ACUATS AREA	120,061	22,534	18.8	79.6	4,910	21.8	76.4	6,843	5.7	65.8
Remainder of County	54,982	5,784	10.5	20.4	1,518	26.2	23.6	3,554	6.5	34.2

¹Included in ACUATS TOTALS

A-2

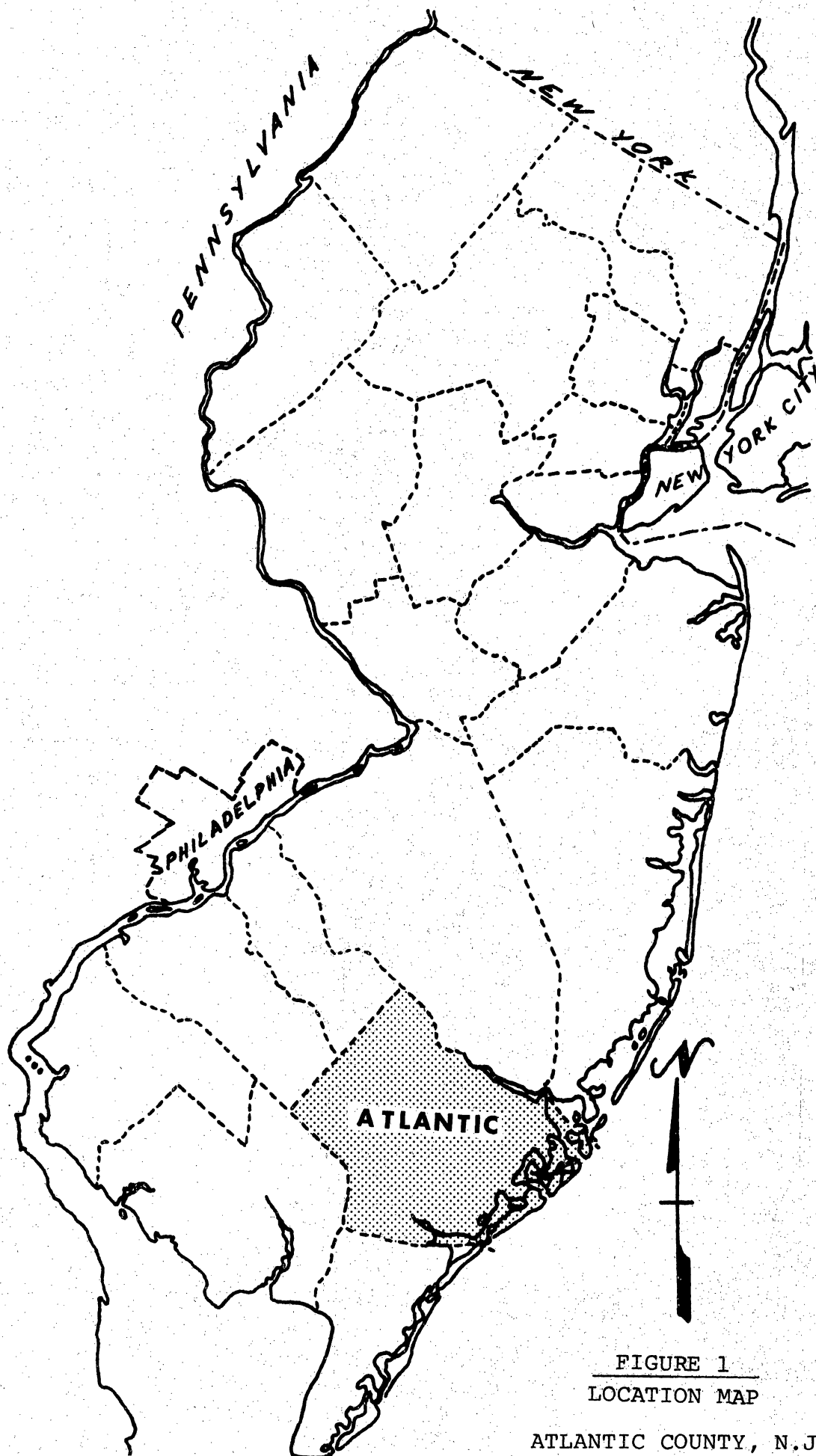


FIGURE 1
LOCATION MAP

ATLANTIC COUNTY, N.J.

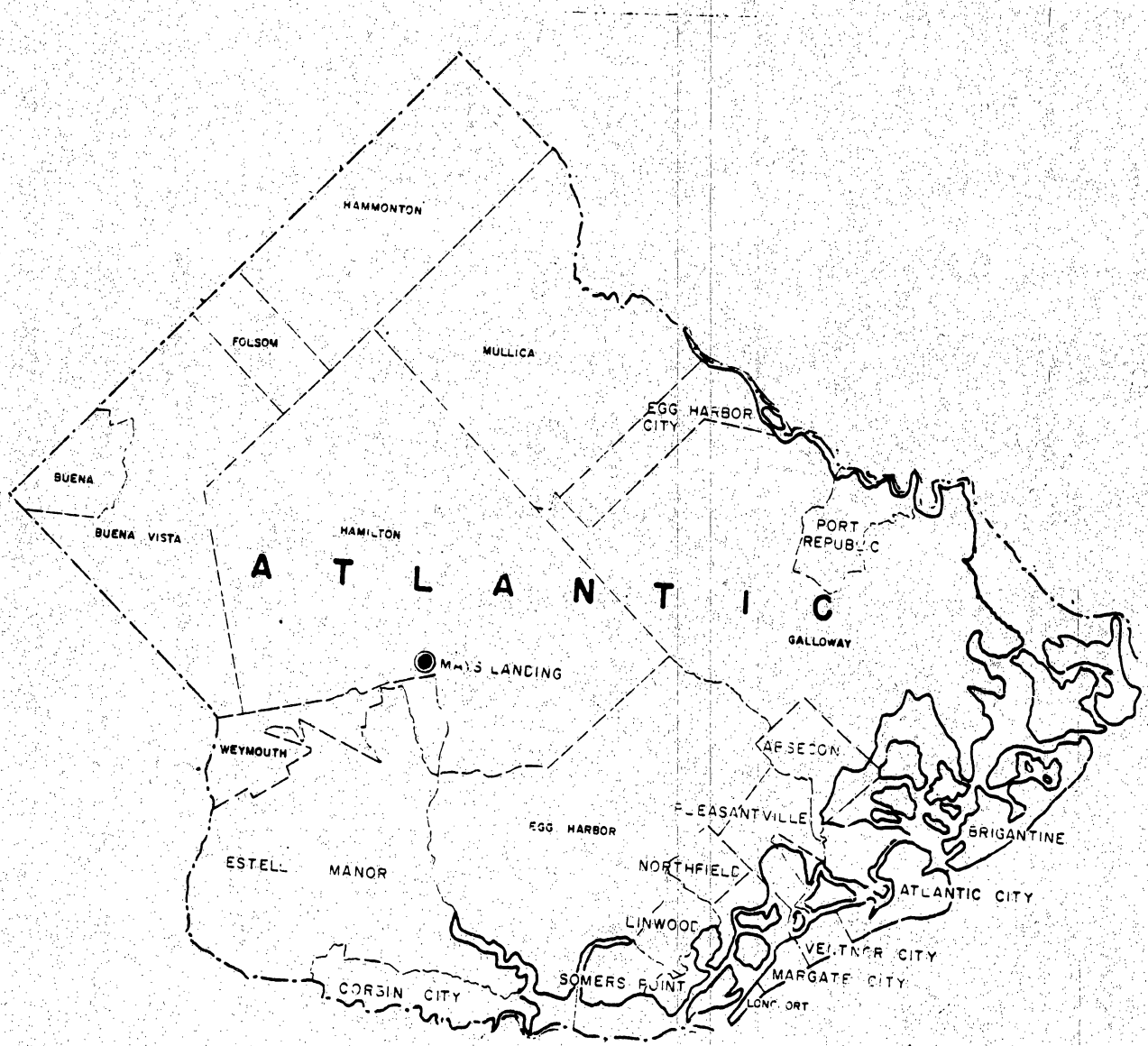
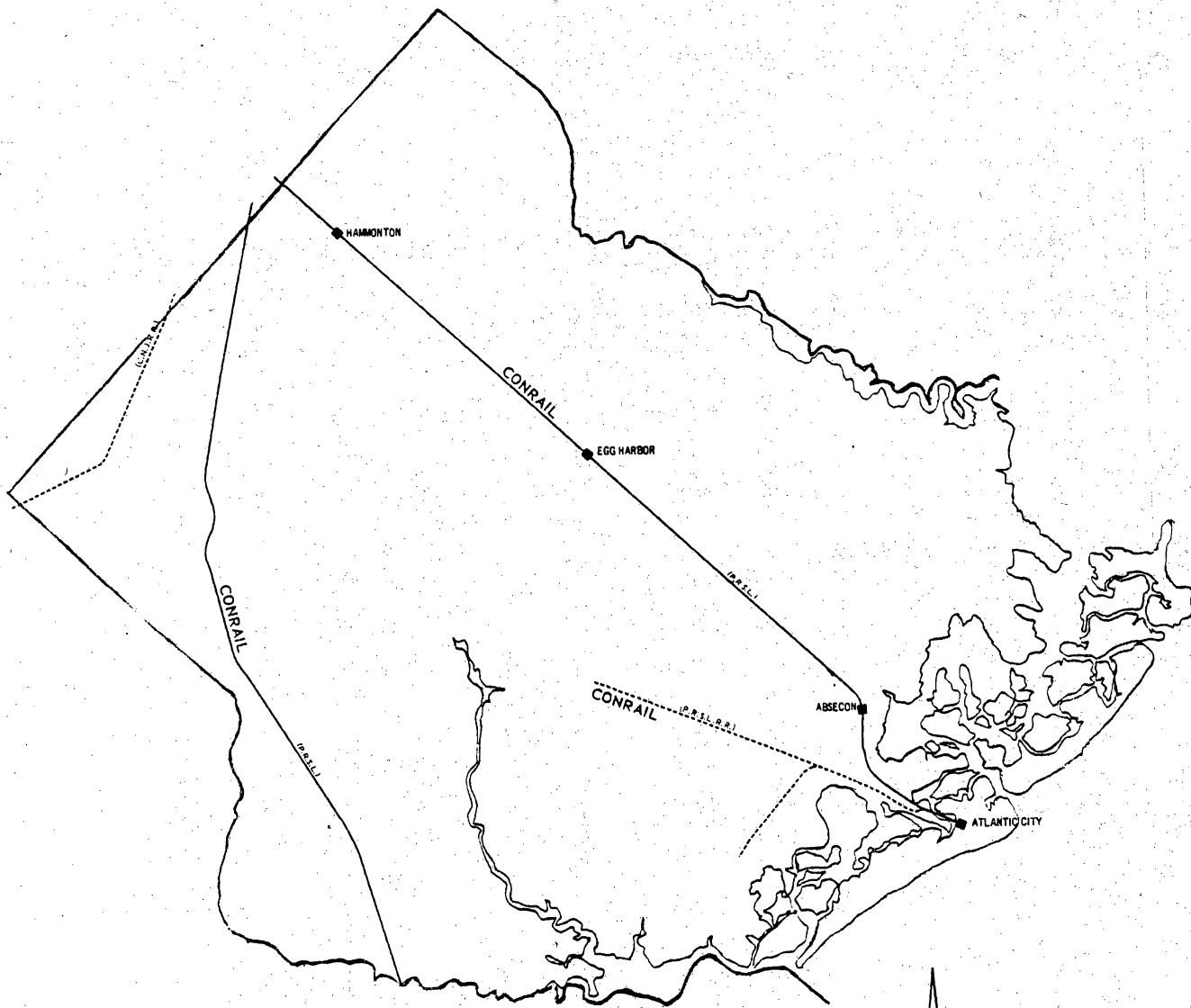


FIGURE 2
LOCATION MAP
ATLANTIC COUNTY
MUNICIPALITIES





LEGEND




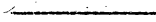
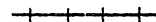
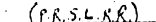


-  PASSENGER STATIONS
-  PASSENGER & FREIGHT LINES
-  RAPID TRANSIT
-  FREIGHT SERVICE
-  ABANDONED LINES
-  PREVIOUS NAME OF LINE
-  LIGHT DENSITY (PASSENGER & FREIGHT)
-  LIGHT DENSITY (FREIGHT)



FIGURE 3
RAIL ROUTES AND STATIONS
IN ATLANTIC COUNTY

With the exception of the jitneys, all of the above transit services pose the standard barriers to the elderly and handicapped. Since the jitneys are built lower to the ground, they provide easier entrance and exit for persons with limited physical mobility. As of May, 1975, approximately 60% of the County elderly had registered for the Senior Citizen Reduced Fare Program.

Scope of Existing Service

There are seven transportation systems currently providing transit service to the elderly of Atlantic County. Four are run by Senior Citizens Outreach Centers, funded under Title III of the Older Americans Act. The service areas of these four systems cover the entire County with the exception of Hammonton, Brigantine, Ventnor, Margate and Longport. Municipal systems are operated in Hamilton Township and Margate. Both run scheduled routes within their municipal limits. A private, non-profit organization provides limited service to the elderly of Hammonton. There is no service in Brigantine, Ventnor, and Longport.

Only the Hamilton Township van is operated on a full time weekday basis. The other services range from a two bus, five afternoons per week "dial-a-ride" system to scheduled shopping trips one day a week. Most of the vans are used occasionally on evenings or weekends for special, recreational trips, and many can be used for individual medical trips at any time, when no other transportation is available. All of the vans will pick up handicapped persons, but none have any provision for wheel chairs.

Cross-county transportation is hampered by a lack of coordination among the systems. This tends to isolate the elderly in the western rural areas from the medical, shopping and social service facilities in the eastern section of the county. No organizations with the county applied for vehicles under UMTA's 16 (b)(2) grant program for FY 75.

Inventory of Existing Services

1. The Hamilton Twp. Sr. Citizens Center operates a 7 passenger van for use by the elderly of Hamilton Township. The service consists of four scheduled routes radiating from the Center of Mays Landing. The van is in service from 8:30 to 4:30, 5 days per week. It travels 80 miles and serves 4 to 5 passengers on an average day. The van was donated by the Kiwanis Club and is run by the Township.
2. The Alman Terrace Center on Aging and Outreach operates a limited demand-responsive system serving the elderly of Atlantic City. The Center's two vans are available for transporting the elderly and handicapped from noon to 4:30 each day, after completion of outreach services. The vans carry about five passengers per day, primarily to health service destinations. Capital and operating costs are funded by Title III of the Older Americans Act.

3. The Buena Boro Outreach/Resource Center serve the south western portion of the county, including Buena, Buena Vista, Folsom, Weymouth and part of Estelle Manor. As the Center reduces its backlogged demand for outreach services, it is placing more emphasis on transportation for the elderly. During April, its 12 passenger van was used 16 hours for transit service out of a total of 45 hours of operation. Thirty-six passengers were transported, mostly on scheduled shopping trips to Vineland. The van is also used for clubs and outings, and provides individual service when needed. Capital and operating expense are funded by Title III of the Older Americans Act.
4. The Egg Harbor Outreach/Resource Center has a service area of 73 square miles, including Egg Harbor Twp., Corban City Linwood, Northfield, Somers Point and parts of Hamilton Twp. and Estelle Manor. Its 14 passenger van is used three days a week for outreach service, and 2 days a week for transportation for the elderly. Service is operated on a demand responsive basis, and has been averaging about three passengers per day. The Center is attempting to organize group trips from the many trailer camps within the area. The van was purchased with funds from Title III of the Older Americans Act. Operating expenses are subsidized by Egg Harbor Twp. and Title III funds, and the driver is provided by the Comprehensive Educational and Training Act (CETA).
5. The Galloway Area Outreach/Resource Center has recently purchased a 12 passenger van to provide outreach and transportation services in the Galloway, Port Republic, Egg Harbor City area. Currently, shopping trips are scheduled on Thursdays, and other trips on demand. It is anticipated that two days per week will eventually be spent on transportation. The service was averaging about six passengers per operating day one month after its initiation. The van was purchased with Title III funds and is operated with Title III funds and subsidies from Galloway Township.
6. The Community Action Center of Hammonton provides transportation for the elderly approximately 2 1/2 days per week, using a 40 passenger bus owned by a nearby church. Included in the service are a weekly congregant meal trip, bi-weekly shopping trips, and special excursions. Three hundred and sixty-five passengers were transported during a recent month, mostly to the meal program. The service is supported by a donation box on the bus and proceeds from a thriftshop run by the Center.
7. The City of Margate has a 44 passenger school bus and driver available for transportation of the elderly. Until recently the service consisted of scheduled route service within the City two days per week. The City is currently attempting to revamp the service to better meet the needs of its elderly.

BERGEN COUNTY

County Demographics

According to the 1970 U.S. Census, Bergen County had a population of 898,012, making it the second most populous county in New Jersey. With a land area of 234.57 square miles the County ranks seventh in size. Bergen is the fourth most densely populated county with 3,326 persons per square mile, compared to an overall statewide density of 958.

The 1970 Census indicates that 84,716 County residents were aged 65 or over. This represents 9.4 percent of the County's population, which is somewhat lower than the statewide average of 9.7 percent. On a municipal basis, the elderly are fairly evenly distributed throughout the County; i.e., there is no apparent concentration of elderly in any particular municipality. Of the County's elderly, 13.1 percent are below poverty level.

With regard to the handicapped, the 1970 Census identified 37,494 County residents as handicapped or disabled. This represents 4.2 percent of the County's population (the second lowest in the State) which is considerably lower than the statewide value of 4.9 percent. Like the elderly, on a municipal basis, the handicapped are fairly uniformly distributed throughout the County. Thus, according to 1970 Census data, at least 122,210 County residents, accounting for 13.6 percent of total County population, were either elderly or handicapped. Base data for the elderly and handicapped, by municipality, is shown in Table 1. Figures 1 and 2 are general location maps provided for reference purposes.

Regular Transit Service

Bergen County is well served by mass transit. Rail service is provided by Conrail on its Atlantic Region, Hoboken Division line (former Erie Lackawanna Mainline, Pascack Valley and Bergen County Lines). Figure 3 shows Conrail's routes in Bergen County along with the location of stations along each route. Though the main function of Conrail's service, from the standpoint of Bergen County residents, is to carry commuters to places of employment in New York City, it also provides transportation for intra-county trips.

Bus service in the County is extensive. Eleven carriers, operating 86 routes, provide service to all parts of the County. A majority of the routes have their final destination in Manhattan. Several routes connect the County with neighboring Passaic, Hudson, and Essex Counties.

TABLE 1
BERGEN COUNTY

Municipality	1 Total Population	2 POPULATION AGED 65 OR OVER			3 AGED 65 OR OVER BELOW POVERTY			4 HANDICAPPED		
		a. Number of Persons	b. % of Municipal Population	c. % of County Elderly	a. Number of Persons	b. % of Municipal Elderly	c. % of County Elderly In Poverty	a. Number of Persons	b. % of Municipal Population	c. % of County Handicapped
Allendale	6,240	476	7.6	0.6	5	1.1	0.1	371	5.9	1.0
Alpine	1,344	99	7.4	0.1	0	0	0	34	2.5	0.1
Bergenfield	33,131	3,298	10.0	3.9	407	12.3	3.7	1,405	4.8	3.7
Bogota	8,125	953	11.7	1.1	104	10.9	0.9	344	3.8	0.9
Carlstadt	7,947	846	10.6	1.0	151	17.9	1.4	275	4.1	0.7
Cliffside Pk.	14,387	1,898	13.2	2.2	383	20.2	3.4	658	3.5	1.8
Closter	8,604	681	7.9	0.8	62	9.1	0.6	328	3.8	0.9
Cresskill	7,164	676	9.4	0.8	58	8.6	0.5	183	2.2	0.5
Demarest	6,262	562	9.0	0.7	32	5.7	0.3	62	1.2	0.2
Dumont	17,534	1,571	9.0	1.9	203	12.9	1.8	733	3.6	2.0
E. Paterson*	22,749	1,965	8.6	2.3	209	10.6	1.9	1,396	6.8	3.7
E. Rutherford	8,536	896	10.5	1.1	183	20.4	1.7	391	4.6	1.0
Edgewater	4,849	462	9.5	0.5	95	20.6	0.9	268	5.4	0.7
Emerson	8,428	513	6.1	0.6	31	6.0	0.3	191	2.3	0.5
Englewood	24,985	3,160	12.6	3.7	452	14.3	4.1	1,049	4.2	2.8
Englewood Cliffs	5,938	428	7.2	0.5	22	5.1	0.2	167	2.8	0.5
Fair Lawn	37,975	3,423	9.0	4.0	413	12.1	3.7	1,460	3.8	3.9
Fairview	10,698	1,251	11.7	1.5	200	16.0	1.8	547	5.1	1.5
Fort Lee	30,631	3,487	11.4	4.1	391	11.2	3.5	1,191	3.9	3.2
Franklin Lakes	7,550	404	5.4	0.5	20	5.0	0.2	256	3.4	0.7
Garfield	30,722	3,575	11.6	4.2	1,009	28.2	9.1	1,430	4.6	3.8
Glen Rock	13,011	1,166	9.0	1.4	60	5.2	0.5	597	4.6	1.6
Hackensack	35,911	4,340	12.1	5.1	820	18.9	7.4	2,290	6.4	6.1
Harrington Pk.	4,841	303	6.3	0.4	12	4.0	0.1	256	5.3	0.7
Hasbrouck Hts.	13,651	1,490	10.9	1.8	125	8.4	1.1	535	3.9	1.4
Haworth	3,760	281	7.5	0.3	16	5.7	0.1	53	1.4	0.1
Hillsdale	11,768	782	6.6	0.9	70	9.0	0.6	391	3.3	1.0
Ho-Ho-Kus	4,348	395	9.1	0.5	15	3.8	0.1	166	3.8	0.4
Leonia	8,847	1,099	12.4	1.3	108	9.8	1.0	315	3.6	0.8
Little Ferry	9,042	768	8.5	0.9	125	16.3	1.1	376	4.1	1.0
Lodi	25,213	1,974	7.8	2.3	488	24.7	4.4	1,537	6.1	4.1
Lyndhurst	22,729	2,154	9.5	2.5	424	19.7	3.8	1,212	5.3	3.2
Mahwah	10,539	690	6.4	0.8	120	17.4	1.1	296	2.7	0.8
Maywood	11,087	1,268	11.4	1.5	144	11.4	1.3	540	4.6	1.4

TABLE 1 (continued)
BERGEN COUNTY (continued)

Municipality	1 Total Population	2POPULATION AGED 65 OR OVER			3AGED 65 OR OVER BELOW POVERTY			4HANDICAPPED		
		a. Number of Persons	b. % of Municipal Population	c. % of County Elderly	a. Number of Persons	b. % of Municipal Elderly	c. % of County Elderly In Poverty	a. Number of Persons	b. % of Municipal Population	c. % of County Handicapped
Midland Pk.	8,159	769	9.4	0.9	56	7.3	0.5	470	5.8	1.2
Montvale	7,327	430	5.9	0.5	23	5.4	0.2	260	3.5	0.7
Moonachie	2,937	166	5.6	0.2	42	25.3	0.4	180	6.1	0.5
New Milford	20,201	1,889	9.4	2.2	307	16.3	2.8	788	4.1	2.1
N. Arlington	18,096	1,975	10.9	2.3	328	16.6	3.0	1,020	5.6	2.7
Northvale	5,177	301	5.8	0.4	32	10.6	0.3	167	3.2	0.4
Norwood	4,398	286	6.5	0.3	10	3.5	0.1	178	4.0	0.5
Oakland	14,420	505	3.5	0.6	22	4.4	0.2	438	3.0	1.2
Old Tappan	3,917	254	6.5	0.3	18	7.1	0.2	113	2.9	0.3
Oradell	8,903	793	8.9	1.0	71	9.0	0.6	237	2.7	0.6
Palisades Pk.	13,351	1,657	12.4	2.0	213	12.9	1.9	731	5.5	2.0
Paramus	29,495	2,052	7.0	2.4	184	9.0	1.6	1,186	4.2	3.2
Park Ridge	8,709	594	6.8	0.7	67	11.3	0.6	130	1.5	0.4
Ramsey	12,571	831	6.6	1.0	77	9.3	0.7	342	2.7	0.9
Ridgefield	11,308	1,269	11.2	1.5	183	14.4	1.6	499	4.4	1.3
Ridgefield Pk.	14,453	1,697	11.7	2.0	267	15.7	2.4	760	5.4	2.0
Ridgewood	27,547	2,914	10.6	3.5	267	9.2	2.4	816	3.0	2.2
River Edge	12,850	1,379	10.7	1.6	87	6.3	0.8	568	4.4	1.5
River Vale	8,883	437	4.9	0.5	31	7.1	0.3	154	1.7	0.4
Rochelle Pk.	6,380	699	11.0	0.8	83	11.9	0.7	283	4.4	0.8
Rockleigh	308	27	8.8	0	5	18.5	0.1	0	0	0
Rutherford	20,802	2,730	13.1	3.2	332	12.5	3.0	1,069	5.1	2.8
Saddle Brook	15,098	814	5.4	1.0	90	11.1	0.8	510	3.2	1.4
Saddle River	2,437	282	11.6	0.3	35	12.4	0.3	17	0.7	0.1
S. Hackensack	2,459	175	7.1	0.2	32	18.3	0.3	0	0	0
Teaneck	42,355	4,520	10.7	5.3	489	10.8	4.4	1,930	4.6	5.2
Tenafly	14,827	1,730	11.7	2.1	97	5.6	0.9	396	2.7	1.1
Teterboro	14	2	14.3	0	0	0	0	0	0	0
Upper Saddle Rv.	7,949	308	3.9	0.4	25	8.1	0.2	301	3.8	0.8
Waldwick	12,313	606	4.9	0.7	46	7.6	0.4	417	3.4	1.1
Wallington	10,284	1,063	10.3	1.3	218	20.5	2.0	587	5.7	1.6
Washington	10,577	411	3.9	0.5	31	7.5	0.3	263	2.5	0.7

TABLE 1 (continued)
BERGEN COUNTY (continued)

Municipality	1 Total Population	2POPULATION AGED 65 OR OVER			3AGED 65 OR OVER BELOW POVERTY			4HANDICAPPED		
		a. Number of Persons	b. % of Municipal Population	c. % of County Elderly	a. Number of Persons	b. % of Municipal Elderly	c. % of County Elderly In Poverty	a. Number of Persons	b. % of Municipal Population	c. % of County Handicapped
Westwood	11,105	1,401	12.6	1.7	154	11.0	1.4	395	3.6	1.0
Woodcliff Lake	5,506	272	4.9	0.3	10	3.7	0.1	231	4.2	0.6
Wood Ridge	8,311	864	10.4	1.0	124	14.4	1.1	328	3.9	0.9
Wyckoff	16,039	1,280	8.0	1.5	74	5.8	0.7	427	2.7	1.1
TOTAL	898,012	84,716	9.4% of County Population	100.0%	11,087	13.1% of County Elderly	100.0%	37,494	4.2% of County Population	100.0%

Source: U.S. Census of Population, 1970
 Cols. 1, 2A-C: PC(1) B 32 General Population Characteristics
 Cols. 3A-C: P4M 86, 90 (estimated from 20% sample)
 Cols. 4A-C: P4M 52 (estimated from 5% sample, ages 16-64)
 data for handicapped under 16 not available

* Name changed to Elmwood Park Borough, January 1, 1973

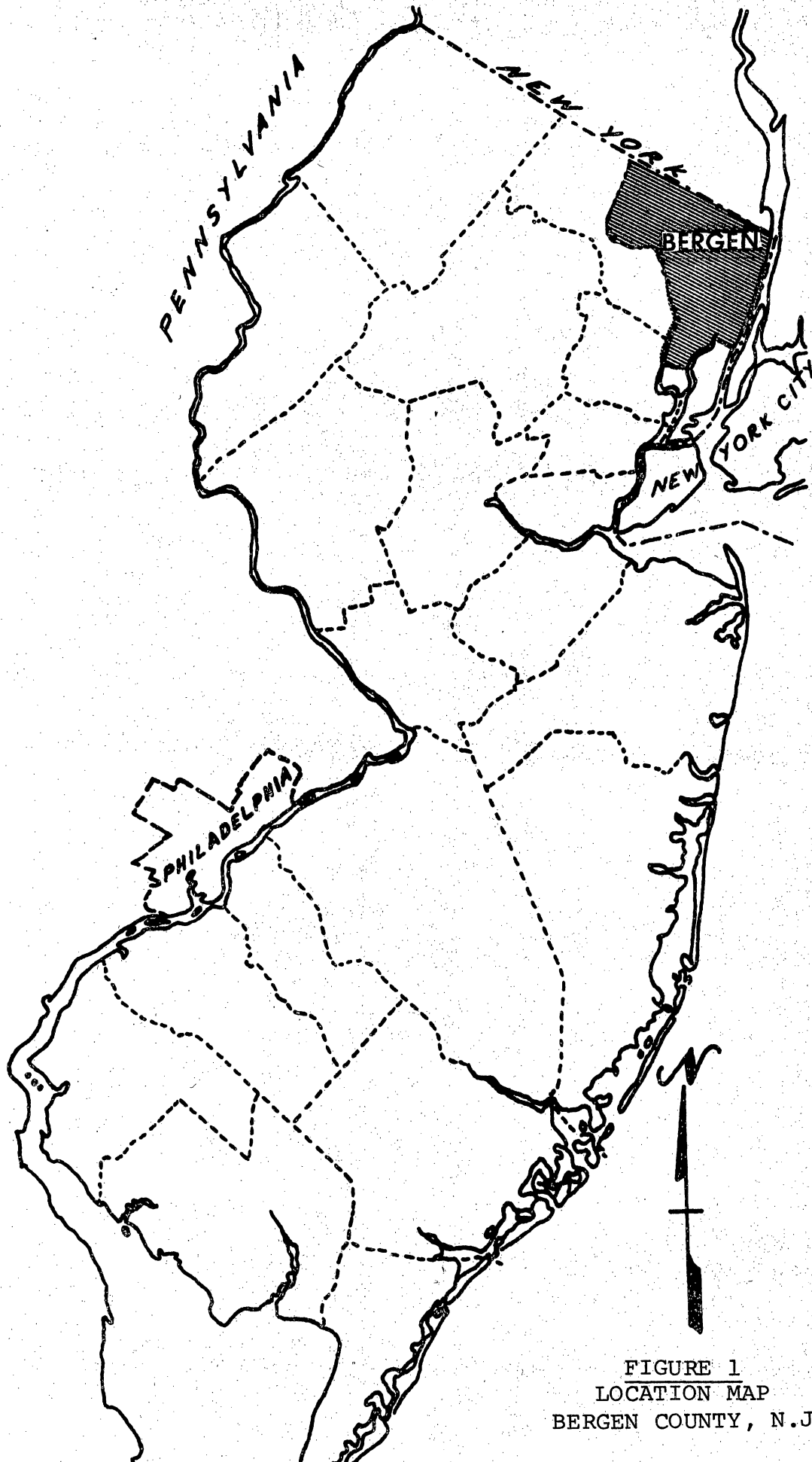


FIGURE 1
LOCATION MAP
BERGEN COUNTY, N.J.

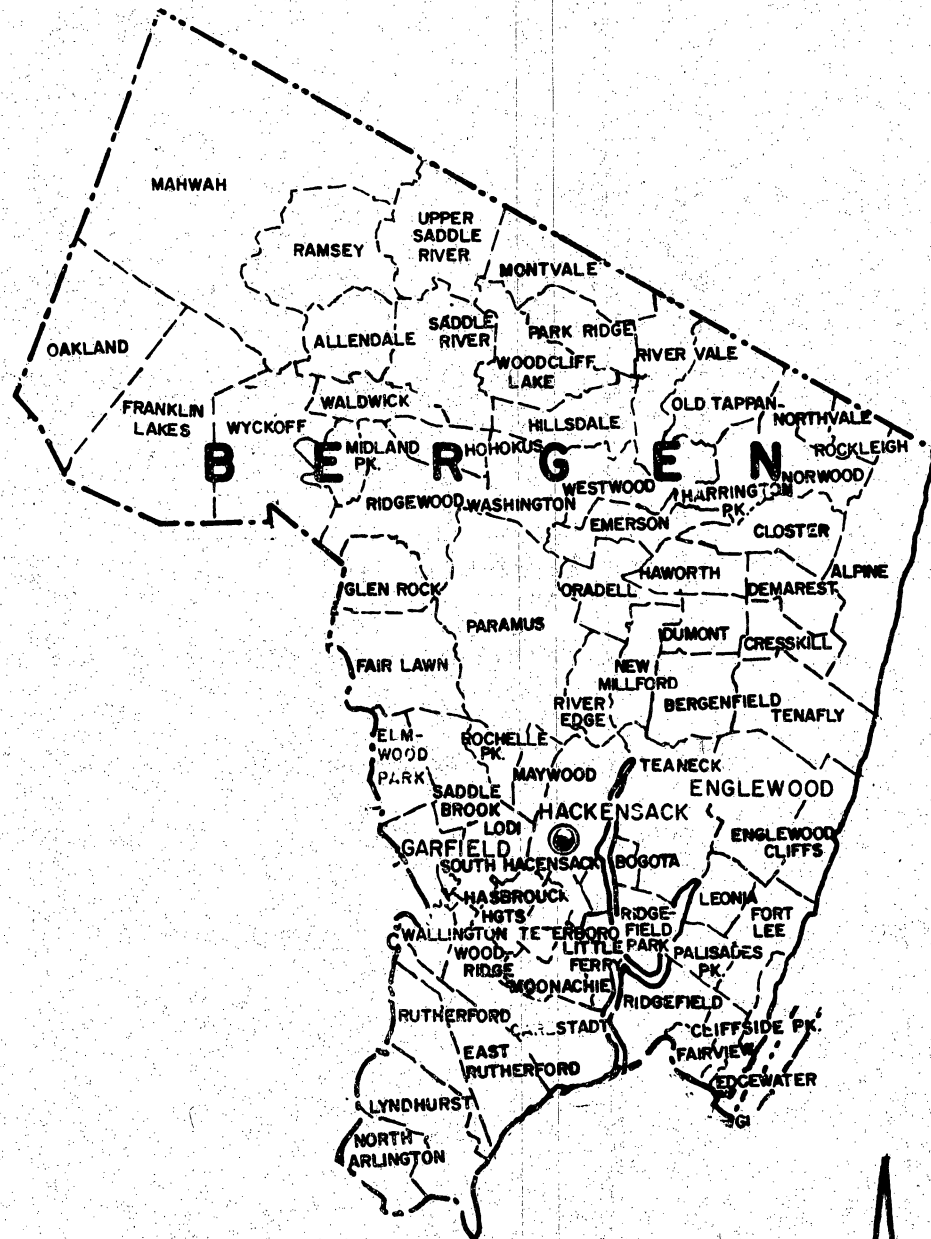
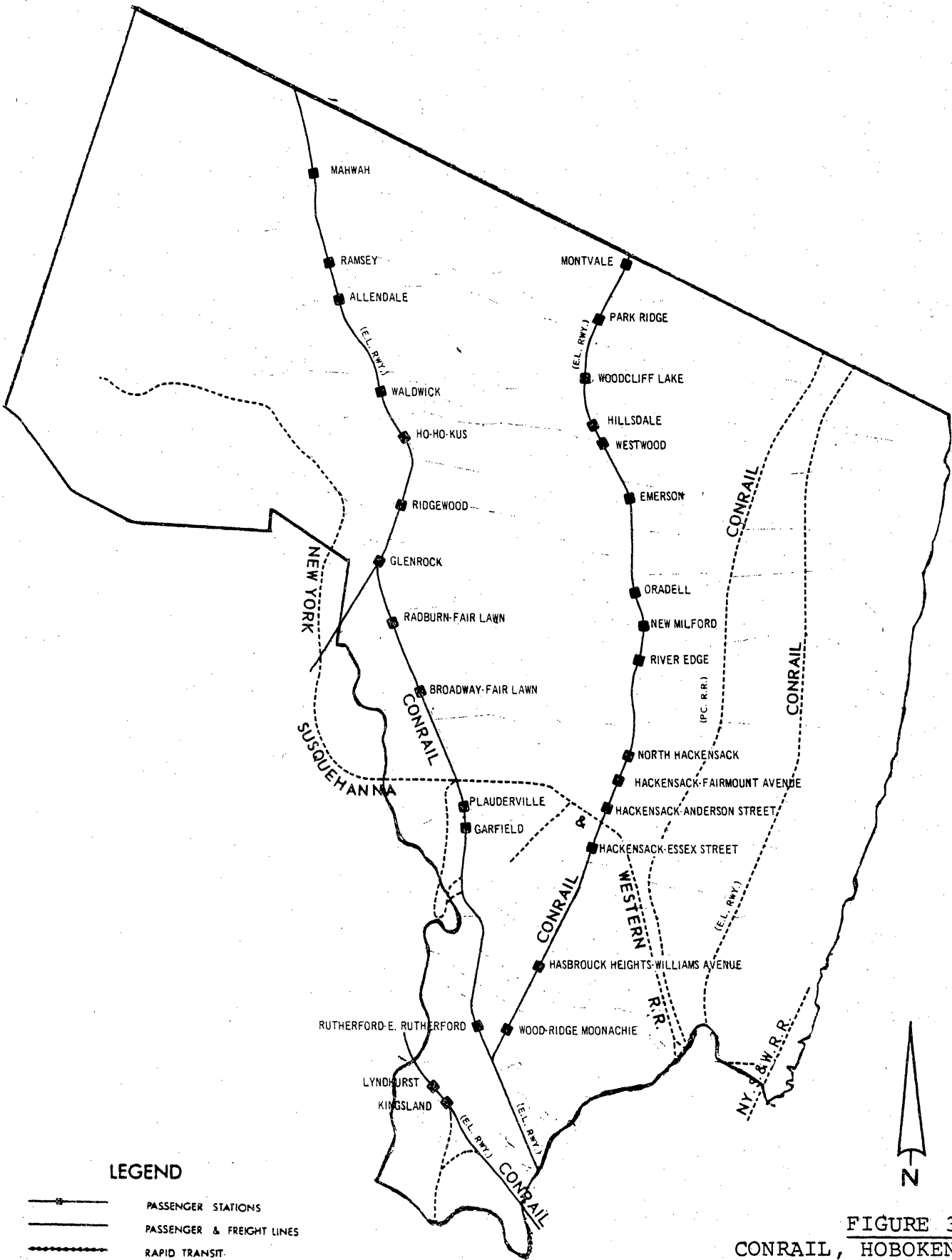


FIGURE 2
 LOCATION MAP
 BERGEN COUNTY MUNICIPALITIES



LEGEND







-  PASSENGER STATIONS
-  PASSENGER & FREIGHT LINES
-  RAPID TRANSIT
-  FREIGHT SERVICE
-  ABANDONED LINES
-  PREVIOUS NAME OF LINE

FIGURE 3
CONRAIL, HOBOKEN DIVISIO
ROUTES AND STATION STOPS
IN BERGEN COUNTY

At present, there are over 150 taxicab companies serving Bergen County. Company fares vary from one municipality to another since fares are regulated by municipal ordinance.

As of March, 1976, 40,899 of the County's elderly had registered for the Senior Citizen Half-Fare Program and as of January 18, 1977, 274 of the County's handicapped had registered for the Handicapped Half-Fare Program.

Scope of Existing Services

Currently, there are 41 organizations providing transportation services to the elderly and handicapped of Bergen County. Of these, 12 are operated by governmental agencies, 20 are operated by private non-profit organizations and 8 are run by private, for-profit concerns. A majority of the services offered cater to the elderly while a small number serve only the handicapped.

Under Section 16 (b) (2) of the Urban Mass Transportation Act of 1964, as amended, private, non-profit organizations can apply for capital assistance grants for the purchase of vehicles and equipment to provide transportation services to the elderly and handicapped. Through participation in this program, the following organizations in Bergen County acquired the following vehicles under the fiscal year 1975 program: American Red Cross, Northwest Chapter - 1 station wagon, New Jersey Association for Retarded Citizens, Bergen-Passaic Chapter - 3 vans.

Inventory of Existing Services

The most extensive transportation service available to the County's elderly and handicapped (those aged 60 or over) is provided by the County. The Bergen County Senior Citizens Minibus service provides free non-emergency transportation to elderly County residents who have no other means of transportation available to them. The County owns five 16-passenger minibuses each equipped with a wheelchair ramp. The 5 buses are operated in 4 service areas. The American Red Cross operates 1 bus for the County in an area centered around Ramsey and another in an area centered around Ridgewood. The Englewood Social Services Federation operates 1 County bus in the most densely populated eastern portion of the County. The County's Board of Transportation operates 2 buses serving the central portion of the County.

Hours of operation are from 9:00 a.m. to 4:00 p.m. Monday through Friday. However, service is not available to every municipality every day. Rather, it is provided on a rotating basis so that certain municipalities are served on Monday, others on Tuesday and so on throughout the week. Reservations for this dial-a-ride service must be made in advance. Trips are made for medical, shopping, and social-recreational purposes. From its debut in April, 1976 to August 31, 1976 the minibus service had transported 1,623 riders in 80 days of operation. This amounts to an average ridership of approximately 20 persons per day or 100 persons per week. The service is financed by the County with funds obtained under Title III of the Older Americans Act of 1965, as amended.

The Tri-State Regional Planning Commission Subregional Planning program for FY 1977 included provision for the development of county Elderly and Handicapped Transportation Plans. The plans include an inventory of existing specialized transit services for these groups. Table 2 presents excerpted survey tabulations from the inventory prepared by the Bergen County Planning Board.

TABLE 2

COUNTY OF BERGEN

<u>Name</u>	<u>Address</u>	<u>Phone</u>	<u>Type Of Service</u>	<u>Type Of Vehicles</u>	<u>Special Vehicles For Handicapped</u>
Bergen County Board Of Chosen Freeholders	Administration Bldg. Hackensack, N. J.	646-2000	Demand Response	5, Sixteen Passenger Buses	All Equipped With Wheelchair Ramps

ELDERLY AND HANDICAPPED SERVICES PROVIDED BY MUNICIPALITIES

<u>Towns</u>	<u>Service (For Elderly And Handicapped)</u>	<u>Description</u>
Bergenfield	Yes	1 Van For Nutrition Program Only
Dumont	Yes	1 School Bus; No Scheduled Route
Fair Lawn	Yes	1 Bus Scheduled Route
Fairview	Yes	1 Bus Scheduled Route
Lyndhurst	Yes	1 Bus Scheduled Route
Oakland	Yes	1 School Bus Utilized For Shopping Thursdays during September - June 1 School Van Utilized By "Helping Hand".
Paramus	Yes	3 School Buses. No Regular Route
Rutherford	Yes	2 Buses; Scheduled Route
Teaneck	Yes	1 Van Owned And Operated By Senior Citizen CTR; For Bringing Seniors To Meeting, And Food Program At Center
Wood-Ridge	Yes	1 Bus Will Operate On Scheduled Route Presently In Planning Stage

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TABLE 2 (continued)

MEDICAL FACILITIES

NAME	ADDRESS	TELEPHONE NO.	VEHICLES	PURPOSE	HANDICAPPED FEATURES	COMMENTS
<u>MENTAL HEALTH CENTERS</u>						
Dumont	200 Park Avenue Dumont	385-4400	2 minibuses	medical, social, shopping	No	No income requirement
Paramus	26 Park Place Paramus	265-8200	2 vans	medical only	No	Used by financially disadvantaged only

AMERICAN RED CROSS

Chapter	Address	Telephone No.	Vehicles	Purpose	Handicapped Features	Comments
Central Bergen	345 Union St. Hackensack	487-7470	4 Station Wagons	Medical Only	No	
Northern Valley	60 Grand Avenue Englewood	568-8787	5 Station Wagons	Medical Only	No	
North West Bergen	74 Godwin Avenue Ridgewood	652-3210	3 Station Wagons 1 MiniBus	Medical Only Medical, Social, Shopping	MiniBus only	Wheelchair Ramp
Passaic Chapter	128 Passaic Ave. Passaic	777-1730	None	---	---	Only Has Vehicles For Meals on Whee
Passaic Valley	661 14th Ave. Paterson	684-5830	1 Station Wagon	Medical Only	No	
Ramapo Valley	YMCA Bldg. Ramsey	327-0336	2 Station Wagons 1 MiniBus	Medical Only Medical, Social, Shopping	MiniBus Only	Wheelchair Ramp
Rutherford	176 Park Ave. Rutherford	939-2455	3 Station Wagons	Medical Only	No	

TABLE 2 (continued)

HANDICAPPED SCHOOLS IN BERGEN COUNTY

Name	Address	Phone	Transportation Service	Type Of Service	Type Of Vehicle	Special Vehicles For Handicapped
N. J. Association For Retarded Children	30 Newman St., Hackensack	488-9300	Yes	Special Trips "Social"	1 Van 1 Station Wagon	No
Bergen County Special Services	327 E. Ridge-wood Avenue, Paramus	265-6300	Yes	School Bus	2 School Buses	1 School Bus For Wheel Chairs
Bergen-Passaic Unit, New Jersey Associates for Retarded Children, Inc.	Summit Ave. & Passaic Street, Hackensack	488-4460	Yes	To & From School	1 Van 5 School Buses	Wide Door
St. Joesph Village	Piermont Road, Rockleigh	768-4000 07647	Yes	Field Trips & Medical	1 Station Wagon, 1 Bus	None
Janet Memorial Home	700 Salem Ave., Elizabeth 07208	354-9393	Yes	Medical, Social, Home Visits	2 Vans	None

INVALID COACH SERVICE

Name	Address	Phone	Vehicles	Purpose	Handicapped Features	Comments
Ambu-Coach Ambulance	2500 Lemoine Ave. Fort Lee, N. J.	461-8900	4 Vans	Medical, Social, Educational	Yes	All Vehicle Are Equipp With Wheel chair Ramp
Medicab Of North Jersey	N-93 Farview Ave. Paramus, N. J.	661-1060	4 Vans	Medical Social Educational	Yes	All Vehicle Are Equipp With Wheel

TABLE 2 (continued)

NURSING HOMES AND DAY CARE FACILITIES

Name	Address	Phone	Transportation Service	Type Of Vehicles	Special Vehicle For Handicapped	Trips	Comments
Allendale Nursing Home	55 Harreton Rd. Allendale	852-0660	Yes	1 Limousine	No	Medical, Social	-----
Bergen County Comm. Action Program	36 Van Brunt St. Englewood	568-5155	Yes	2-Station Wagons 1-Car	No	Medical	Elderly Over 60: Dial-A-Ri
Christian Health Care Center	301 Sicomac Ave. Wyckoff	427-2816	Yes	1 Minibus	No	Social	-----
Delridge Nursing Home	532 Fairview Ave. Paramus	261-1589	Yes	1 Station Wagon	No	Medical, Social	-----
Hartwyck Nursing Home	593 Paramus Road Paramus	444-1341	Yes	1 Minibus	No	Medical, Social	-----

HOMES FOR THE AGED

Name	Address	Phone	Transportation Service	Type Of Service	Type Of Vehicle	Special Vehicles For Handicapped	Comments
The CUPOLA	100 Ridgewood Ave. Ridgewood	444-8200	Yes	Special Trips	2 Limosines	No	Social
Homes For The Aged	155 W. Hudson Ave. Englewood	568-3762	Yes	Special Trips	1 Car	No	Medical, Social
Mt. St. Andrew Villa	Midland Ave. Paramus	261-5950	Yes	Special Trips	2 Cars	No	Medical, Social
River Vale Manor	585 River Vale Rd. River Vale	391-9030	Yes	Special Trips	1 Car	No	Medical, Social
The Residence	266 Passaic St. Hackensack	342-3876	Yes	Special Trips	1 Van	No	Medical, Social Shopping
Wakefield Boarding Home	101 Lindwood Ave. Emerson	262-3636	Yes	Special Trips	1 Car	No	Medical, Social

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TABLE 2 (continued)

SOCIAL ORGANIZATIONS

Name	Address	Phone	Vehicles	Purpose	Handicapped Features	Comments
Social Service Federation Of Englewood	44 Armory St. Englewood	568-0817	3 Vans 1 Mini-Bus	1-Nutrition Program 2-Social Trips Demand Response	No Yes	Wheel Chair Ramp
Pastoral Counseling Service of Northern New Jersey, Inc.	Calvary United Methodist Church Cooper and West Aves., Dumont	384-3630	Volunteers Private Cars	Church Activities Medical	---	
Seek-Education and Rehabilitation Services, Inc.	14 Ward St., Hackensack	489-1856	15 Seat Van	Social	---	
Easter Seal Skills Evaluation and Training Program	817 Main Street Hackensack	342-5739	1 Van	Transportation To Organizations Office	Yes	Wheel Chair Lift
Volunteer Bureau of B.C., Inc. Voluntary Action Center	389 Main St., Hackensack	489-9459	Volunteer's Private Cars	Medical	---	
Paramus Social Service & Welfare Department	West Jockish Sq. Municipal Bldg., Paramus	262-4578	Volunteer's Private Car	Medical & Meals on Wheels	---	Aged only; refer handicapped to Red Cross or Ambulance Corps
Associated Catholic Charities, Archdiocese of Newark	234 Fairview Ave. Paramus	265-0630	Parishoners Private car only	Shopping & Medical Social	---	Voluntary Assistance from Parishoners
Englewood Comm. House of the Social Service Foundation	44 Armory St., Englewood	568-0817	1 Nutrition Van 1 Mini Bus	Hot Lunch Program Shopping & Medical	Ramp for Mini Bus Only	Mini Bus owned by B.C. Board of Chosen Freeholders
Jewish Family & Childrens Service	390 Broadway, Paterson	595-0111	Volunteer's Private Cars	Emergencies	---	Proposed Mini Bus Service for Future

BURLINGTON COUNTY

County Demographics

With an area of 817.64 square miles, Burlington County is by far the largest New Jersey county. It is, however, one of the most sparsely populated counties in the State, with 395 persons per square mile, as compared to the Statewide gross density of about 958. In fact, about 85 percent of the County's land area is considered to be rural. The County's urban population is clustered mainly along the New Jersey Turnpike and the Delaware River.

Based on the 1970 Census, Burlington County contains nearly 20,000 elderly people (aged 65 or over), about 6 percent of the total County population. This percentage is somewhat lower than the statewide value of 9.7 percent. Persons in this category are generally evenly distributed throughout the County, although about 30 percent of these people are concentrated, aggregately, in Mount Holly, Moorestown, Maple Shade, and the City of Burlington. Approximately 15.3 percent of the County's elderly people live below the poverty level defined by the Census with roughly one-tenth of these residing in Burlington City.

An additional 14,169 people have been identified by the 1970 Census as being handicapped or disabled. About 29 percent of these handicapped people reside in either Burlington City, New Hanover, or Willingboro. According to 1970 Census data then, at least 33,434 people, or about 10 percent of the County population, are either elderly or handicapped. Base data for the elderly and handicapped population, by municipality, is shown in Table 1. Figures 1 and 2 are general location maps provided for reference purposes.

Regular Transit Service

Due to the predominantly rural character of Burlington County, the coverage of existing transit services is much less extensive than that of neighboring Mercer and Camden Counties. Rail passenger service is not offered within the County and local bus service is confined mainly to the more heavily settled communities in the northwestern portion of the County.

Bus service is provided primarily by Transport of New Jersey (TNJ), which has eight routes serving the County. Route coverage is basically as follows: local service between Burlington's riverfront communities and Camden and Philadelphia; local service between residential areas and major trip generators such as the Moorestown Mall; express service from Fort Dix/McGuire AFB to Philadelphia and New York. Some routes also serve as feeders to the PATCO High Speed Line, which runs between Lindenwold, in Camden County, and Philadelphia. Mercer Metro also operates one route, the "V", between Trenton and Fort Dix/McGuire AFB via Bordentown,

TABLE 1
BURLINGTON COUNTY

Municipality	1 Total Population	2 POPULATION AGED 65 OR OVER			3 AGED 65 OR OVER BELOW POVERTY			4 HANDICAPPED		
		A Number of Persons	B % of Munic. Population	C % of County Elderly	A Number of Persons	B % Municipal Elderly	C % of County Elderly In Poverty	A Number of Persons	B % of Munic. Population	C % of County Handicapped
Bass River	815	165	20.2	0.9	27	16.4	0.9	60	7.4	0.4
Beverly	3,105	314	10.1	1.6	80	25.5	2.7	128	4.1	0.9
Bordentown City	4,490	557	12.4	2.9	139	25.0	4.7	296	6.6	2.1
Bordentown Twp.	7,303	336	4.6	1.7	26	7.7	0.9	275	3.8	1.9
Burlington City	11,991	1,379	11.5	7.2	320	23.2	10.9	1,006	8.4	7.1
Burlington Twp.	10,612	732	6.9	3.8	30	4.1	1.0	361	3.4	2.5
Chesterfield	3,190	175	5.5	0.9	16	9.1	0.5	177	5.5	1.2
Cinnaminson	16,962	865	5.1	4.5	123	14.2	4.2	493	2.9	3.5
Delanco	4,157	378	9.1	2.0	39	10.3	1.3	164	3.9	1.2
Delran	10,040	492	4.9	2.6	61	12.4	2.1	397	4.0	2.8
Eastampton	2,284	132	5.8	0.7	8	6.1	0.3	90	3.9	0.6
Edgewater Park	7,412	304	4.1	1.6	62	20.4	2.1	155	2.1	1.1
Evesham	13,477	647	4.8	3.4	77	11.9	2.6	358	2.7	2.5
Fieldsboro	615	80	13.0	0.4	17	21.3	0.6	21	3.4	0.1
Florence	8,560	865	10.1	4.5	121	14.0	4.1	391	4.6	2.8
Hainesport	2,990	326	10.9	1.7	67	20.6	2.3	322	10.8	2.3
Lumberton	3,945	205	5.2	1.1	46	22.4	1.6	79	2.0	0.6
Mansfield	2,597	212	8.2	1.1	40	18.9	1.4	170	4.6	1.2
Maple Shade	16,464	1,334	8.1	6.9	183	13.7	6.2	739	4.5	5.2
Medford Lakes	4,792	196	4.1	1.0	28	14.3	1.0	270	5.6	1.9
Medford	8,292	539	6.5	2.8	52	9.6	1.8	278	3.4	2.0
Moorestown	15,577	1,791	11.5	9.3	165	9.2	5.6	562	3.6	4.0
Mount Holly	12,713	1,017	8.0	5.3	191	18.8	6.5	798	6.3	5.6
Mount Laurel	11,221	651	5.8	3.4	78	12.0	2.6	325	2.9	2.3
New Hanover	27,410	82	0.3	0.4	12	14.6	0.4	1,759	6.4	12.4
North Hanover	9,858	177	1.8	0.9	24	13.6	0.8	263	2.7	1.9
Palmyra	6,969	767	11.0	4.0	191	24.9	6.5	453	6.5	3.2
Pemberton Bor.	1,344	116	8.6	0.6	14	12.1	0.5	82	6.1	0.6

C-2

TABLE 1 (continued)

BURLINGTON COUNTY (continued)

Municipality	1 Total Population	2 POPULATION AGED 65 OR OVER			3 AGED 65 OR OVER BELOW POVERTY			4 HANDICAPPED		
		A Number of Persons	B % of Munic. Population	C % of County Elderly	A Number of Persons	B % Municipal Elderly	C % of County Elderly In Poverty	A Number of Persons	B % of Munic. Population	C % of County Handicapped
Pemberton Twp.	19,754	948	4.8	4.9	197	20.8	6.7	864	4.4	6.1
Riverside	8,616	991	11.5	5.1	210	21.2	7.1	731	8.5	5.2
Riverton	3,412	406	11.9	2.1	40	9.9	1.4	19	0.6	0.1
Shamong	1,318	91	6.9	0.5	14	15.4	0.5	20	1.5	0.1
Southampton	4,982	394	7.9	2.0	95	24.1	3.2	177	3.6	1.2
Springfield	2,244	177	7.9	0.9	30	16.9	1.0	55	2.5	0.4
Tabernacle	2,103	168	8.0	0.9	27	16.1	0.9	125	5.9	0.9
Washington	673	72	10.7	0.4	10	13.9	0.3	42	6.2	0.3
Westampton	2,680	131	4.9	0.7	15	11.5	0.5	275	10.3	1.9
Willingboro	43,414	868	2.0	4.5	53	6.1	1.8	1,318	3.0	9.3
Woodland	2,032	144	7.1	0.7	17	11.8	0.6	14	0.7	0.1
Wrightstown	2,719	41	1.5	0.2	2	4.9	0.1	57	2.1	0.4
COUNTY TOTAL	323,132	19,265	6.0% of County residents	100.0	2,947	15.3% of County elderly	100.0	14,169	4.4% of County Residents	100.0

Source: U.S. Census of Population, 1970
 Cols. 1-2A-C: PC(1) B 32 (General Population Characteristics)
 Cols. 3A-C: P4M86,90 (estimated from 20% sample)
 Cols. 4A-C: P4M52 (estimated from 5% sample)
 Figures for handicapped persons under 16 not available.

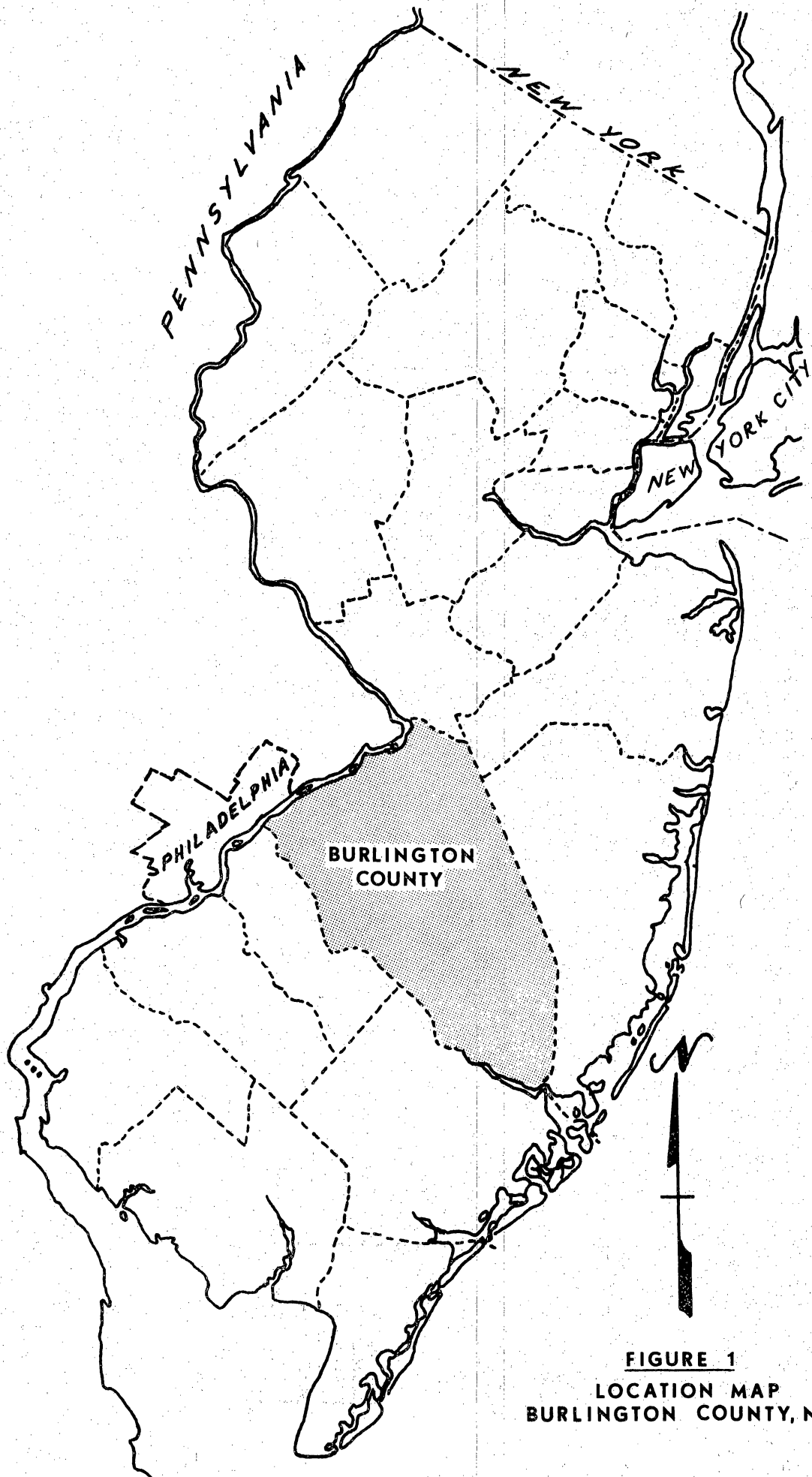


FIGURE 1
LOCATION MAP
BURLINGTON COUNTY, N.J.

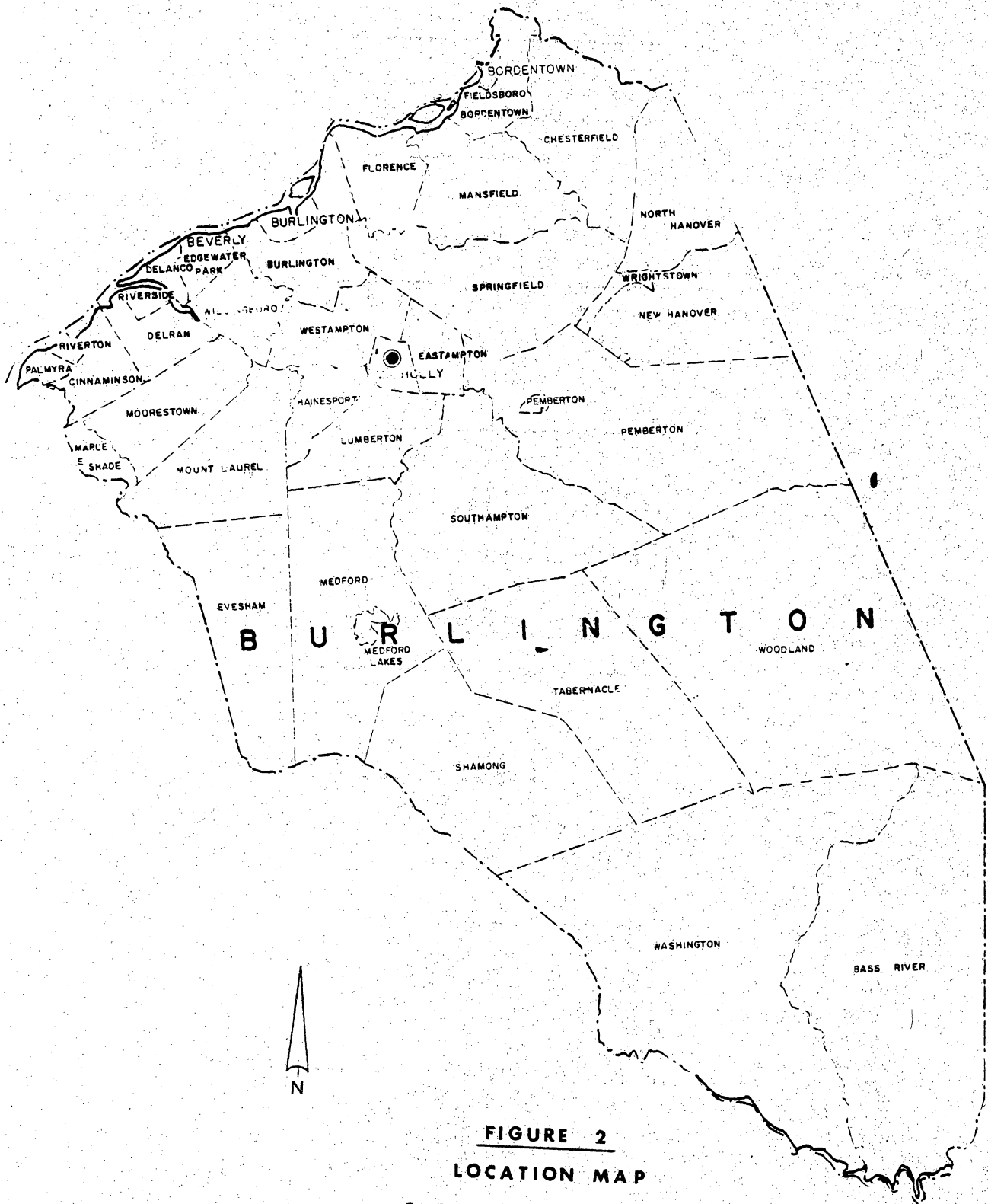


FIGURE 2
LOCATION MAP
BURLINGTON COUNTY
MUNICIPALITIES

providing local service within Burlington County. All existing public transit services within the County present the usual hindrances to persons with mobility limitations.

By March 17, 1976, approximately 35 percent of elderly (65 and over) persons in the County had registered for the Senior Citizen Reduced Fare Program.

Scope of Existing Service

In Burlington County, there are six organizations which provide transportation services catering to the needs of the elderly and handicapped. For the most part, these agencies serve the more populated northwestern region of the County, the townships in the southeastern end of the County being somewhat remote and sparsely settled. The most extensive of these services is that offered by the Burlington County Community Action Program. It furnishes a demand-responsive service to all 40 municipalities in the County for low-income persons of all ages. The Burlington County Office on Aging provides a similar service to 34 municipalities on a rotational basis, five days per week. This service is the only one in the County geared specifically to the needs of senior citizens. The remaining four organizations primarily serve the mentally retarded or emotionally disturbed. At the present time, none of the preceding organizations have vehicles equipped with wheelchair lifts.

As noted previously, the rural areas in southeastern Burlington County receive little transportation service from these organizations. As a result, the elderly and handicapped in this region tend to be isolated from elderly and handicapped programs and services physically located in the more populous areas.

Inventory of Existing Services

1. The Burlington County Office on Aging operates four 12-passenger vans for the purpose of transporting senior citizens to various destinations. This service is offered to 34 of the 40 municipalities in the County, each receiving demand-responsive service on one weekday of each week. The remaining six communities (New Hanover, North Hanover, Wrightstown, Chesterfield, Mansfield, and Springfield) do not receive service on a regular basis. However, transportation can usually be made available to residents of this area who request it. Hours of operation are from 8:00 a.m. to 5:00 p.m. No fare is charged. The Office on Aging also provides for occasional special Saturday excursions. A total of roughly 300 round-trip passengers are carried on all services each week.

Operating expenses for this program are budgeted at \$99,000.00 for the 1976 operating year. Capital expenses for van purchases were originally funded by a combination of 70 percent funding under Title III of the Old Americans Act and 30 percent funding of the local share by the County freeholders. The stipulations of this funding policy have since resulted in an adjustment to 44 percent under Title III and 56 percent provided by the County. Plans have been made by the Office on Aging to purchase an additional van by the end of 1976 under the FY 1976 budget, and to buy a sixth vehicle under the FY 1977 budget.

2. The Burlington County Association for Retarded Children (ARC) provides transportation for handicapped (mentally retarded) youngsters, up to age 20, to the ARC day care and preschool center in Hainesport. This service is offered free of charge, five days per week. Three 16-passenger vans make one round trip each day, bringing passengers to the facility between 7:00 a.m. and 9:00 a.m. and returning them between 2:00 p.m. and 4:00 p.m. About 42 riders are handled daily. These scheduled runs are not extended to the rural townships in southeastern Burlington County at the present time, since it is extremely difficult to provide transportation for retarded children over long distances without special care.

Capital expenditures are financed by funding obtained through the Division of Mental Retardation, New Jersey Department of Institutions and Agencies. Title XX (Social Security Act) funds are also used, to a very limited extent, for the same purpose. The above two sources also provide operating funds.

3. The Burlington County Occupational Training Center (OTC) operates a transportation service to and from its facility at Mount Holly for its clients. A 16-passenger van and a 40-passenger school bus are used to transport handicapped (primarily mentally retarded) adult clients. The OTC will also shortly receive a 28-passenger bus from the NJDOT, under a grant from the UMTA 16(b)(2) program for FY 1975. One round trip each is made over two scheduled routes: one serving communities along the Delaware River, the other serving Pemberton and New Lisbon (Pemberton Twp.). Door-to-door service is not available unless a client is physically disabled. A route may also be slightly altered to pick up a newly referred client.

Normal service involves a five-day operation, carrying about 55 round-trip riders daily. The vans are not used between 9:30 a.m. and 2:30 p.m. No fare is charged. Capital and operating costs are defrayed by a combination of funds provided through the Division of Vocational Rehabilitation of the New Jersey Department of Labor and Industry

and a smaller funding share provided by the County.

4. The Children's Home of Burlington County does not support a regular transportation service per se. However, it uses two 15-passenger vans and a 54-passenger school bus to carry its children to outings, other center activities, and to deliver those children who attend public schools. These children are considered handicapped in the sense that they are emotionally disturbed and must be kept under supervision.

All trips originate at the Children's Home in Mount Holly. No fare is charged for transportation. Operating statistics vary widely, since the service is run on a frequent but irregular basis. Funding is accomplished by means of an appropriation from the State Law Enforcement Planning Agency through the Division of Youth and Family Services, Department of Institutions and Agencies and a matching appropriation from the County freeholders.

5. Delaware House is a mental health center which provides free transportation to and from its facility for mentally retarded clients. Three 15-passenger vans are used to make scheduled trips in the morning and afternoon each weekday. A daily round trip is also made to the State Mental Hospital at Ancora, in Winslow Township, Camden County. The coverage area of this service encompasses primarily those communities west of the New Jersey Turnpike, adjacent to the Delaware River.

Capital costs are defrayed by Catholic Charities. Two vans were also purchased with Title XX monies under special approval. Operating expenses are met by funds appropriated from charity and Title XX sources.

6. The Burlington County Community Action Program (CAP) provides transportation to medical and social services for low-income residents of Burlington County. The only limitation to ridership stipulates that users be below the "poverty level" of family income recognized by the agency. No fare is charged for the service, which has carried 350 passengers in the six months since its establishment. Operation extends to all Burlington County municipalities, between 9 a.m. and 5 p.m. on weekdays. Service is provided on a demand-responsive basis; reservations must be made 48 hours in advance. In addition, patrons may subscribe to the service if they make certain trips on a regular basis.

The CAP uses two 12-15 passenger vans and a 6-passenger station wagon for its "dial-a-ride" service. Both vans were provided by the New Jersey Department of Transportation under the UMTA 16(b)(2) program for FY 1975. The station wagon was purchased by the CAP with reprogrammed funds from its own budget. Tentative plans also call for the addition of two 6-passenger vans, equipped to load and carry two wheelchairs apiece, to the existing fleet. Operating expenses are funded primarily through a combination of UMTA and County grants.

CAMDEN COUNTY

County Demographics

Camden County is the most populous New Jersey county in the Delaware Valley, with 480,800 people. With a land area of 227 square miles its gross population density is 2,118 persons per square mile. The heaviest concentrations of people are located in the City of Camden and other municipalities within the metropolitan Philadelphia area, especially in those communities which are contiguous to Philadelphia-oriented transportation links such as the PATCO High-Speed Line. There are also, however, areas of relatively low gross density, represented by municipalities in the southeastern portion of the County, with concentrations as low as 121 persons per square mile.

Persons aged 65 or over account for 9.0% of the population of Camden County, which is roughly equivalent to the New Jersey average of 9.7%. However, the elderly are not uniformly distributed on a municipal basis. The City of Camden contains the greatest portion of this age group in the County. Other significant concentrations of elderly (about 8%) are located in Cherry Hill, Collingswood, and Pennsauken. According to Census Bureau definition, 19.2% of Camden County elderly persons are living below the poverty level. This is especially true in Camden, which contains 40.5% of the County total for this group. The next highest concentration of elderly in poverty is in Pennsauken, which houses 8.0% of the County total.

According to the 1970 Census, approximately 5.2% of Camden County residents are classified as handicapped. Again, Camden City houses the greatest proportion of such persons: 7,386, or 31.1 percent of the County total. Significant percentages (8-9%) of handicapped Camden County residents also reside in Cherry Hill and Pennsauken. Table 1 shows base data for elderly and handicapped residents on a municipal basis. Figures 1 and 2 are general location maps provided for reference purposes.

Regular Transit Service

Camden County is served by three bus companies, a rail rapid transit line, a commuter rail line, and a number of taxi and limousine operators, which provide various levels of transit service to residents of the County. Several municipalities also provide limited forms of transit to their residents.

Transport of New Jersey (TNJ) provides local and commuter

TABLE 1
CAMDEN COUNTY

Municipality	1. Total Population	2. POPULATION AGED 65 OR OVER			3. AGED 65 OR OVER BELOW POVERTY			4. HANDICAPPED		
		a. Number of Persons	b. % of Total Population	c. % of County Elderly	a. Number of Persons	b. % Municipal Elderly	c. % of County Elderly In Poverty	a. Number of Persons	b. % of Total Population	c. % of County Handicapped
Audubon	10,302	1,477	13.7	3.6	188	12.7	2.4	519	4.8	2.2
Audubon Park	1,492	154	10.3	0.4	14	9.1	0.2	115	7.7	.5
Barrington	3,409	561	6.7	1.4	99	17.7	1.2	425	5.1	1.8
Bellmawr	15,618	635	4.1	1.5	86	13.5	1.1	1,015	6.5	4.3
Berlin Boro.	4,997	357	7.1	0.9	70	19.6	0.9	226	4.5	.9
Berlin Twp.	5,692	360	6.3	0.9	46	12.8	0.6	274	4.8	1.1
Brooklawn	2,370	256	8.9	0.6	41	16.0	0.5	210	7.3	.9
Camden	102,551	10,656	10.4	25.9	3,202	30.0	40.5	7,386	7.2	31.1
Cherry Hill	64,395	3,297	5.1	8.0	388	10.3	4.9	2,119	3.3	8.9
Chesilhurst	801	41	5.1	0.1	14	34.2	0.2	45	5.6	.2
Clementon	4,492	424	9.4	1.0	17	16.9	0.2	288	6.4	1.2
Collingswood	17,422	3,015	17.3	7.3	382	12.7	4.8	857	4.9	3.6
Gibbsboro	2,634	102	3.9	0.2	11	10.8	0.1	68	2.6	.3
Gloucester City	14,707	1,530	10.4	3.7	380	24.8	4.8	1,155	7.9	4.9
Gloucester Twp.	26,511	1,879	7.1	4.6	360	19.2	4.6	873	3.3	3.7
Haddon Twp.	18,192	2,167	11.9	5.3	321	14.8	4.1	805	4.4	3.4
Haddonfield	13,118	1,702	13.0	4.1	139	8.2	1.8	528	4.0	2.2
Haddon Heights	9,365	1,195	12.8	2.9	127	10.6	1.6	396	4.2	1.7
Hill-Nella	1,195	39	3.3	0.1	-	-	-	67	5.6	.3
Laurel Springs	2,566	199	7.8	0.5	20	10.1	0.3	102	4.0	.4
Lawnside	2,757	334	12.1	0.8	103	30.8	1.3	220	8.0	.9
Lindenwold	12,199	617	5.1	1.5	98	15.9	1.2	612	5.0	2.6
Magnolia	5,893	352	6.0	0.9	99	23.1	1.2	284	4.8	1.2
Merchantville	4,425	819	18.5	2.0	143	17.5	1.8	228	5.2	1.0
Mt. Ephraim	5,625	528	9.4	1.3	91	17.2	1.2	253	4.5	1.1

D-2

TABLE 1 (continued)

CAMDEN COUNTY (continued)

D-3

1. Municipality	2. POPULATION AGED 65 OR OVER	3. AGED 65 OR OVER BELOW POVERTY			4. HANDICAPPED					
		a. Number of Persons	b. % of Total Population	c. % of County Elderly	a. Number of Persons	b. % of Total Population	c. % of County Handicapped			
Daklyn	4,626	710	15.3	1.7	93	13.1	1.2	264	5.7	1.1
Pennsauken	36,394	3,448	9.5	8.4	630	18.3	8.0	1,953	5.4	8.2
Pine Hill	5,132	398	7.8	1.0	115	28.9	1.5	269	5.2	1.1
Pine Valley	23	8	34.8	*	*	*	*	*	*	0
Runnemede	10,475	640	6.1	1.5	91	14.2	1.2	433	4.1	1.8
Somerdale	6,510	342	5.3	0.8	63	18.4	0.8	483	7.4	2.0
Stratford	9,801	502	5.1	1.2	34	6.8	0.4	241	2.5	1.0
Tavistock	12	4	33.3	*	*	*	*	*	*	0
Voorhees	6,214	325	5.2	0.8	41	12.6	0.5	192	3.1	.8
Waterford	4,073	412	10.1	1.0	160	38.8	2.0	201	4.9	.8
Winslow	11,202	1,390	11.6	3.2	175	13.5	2.2	595	4.5	2.1
Woodlyne	3,101	376	12.1	0.9	59	15.7	0.7	164	5.3	.7
County Total	456,291	41,161	9.0	100.0	7,904	19.2	100.0	23,755	5.2	100.0

* Not Available

Source: US Census of Population, 1970
 Cols. 1, 2A-C: PC(1) B-32 General Population Characteristics
 Cols. 3A-C: P4M 86, 90 (estimated from 20% sample)
 Cols. 4A-C: P4M 52 (estimated from 5% sample, ages 16-64)
 Data for handicapped under 16: not available

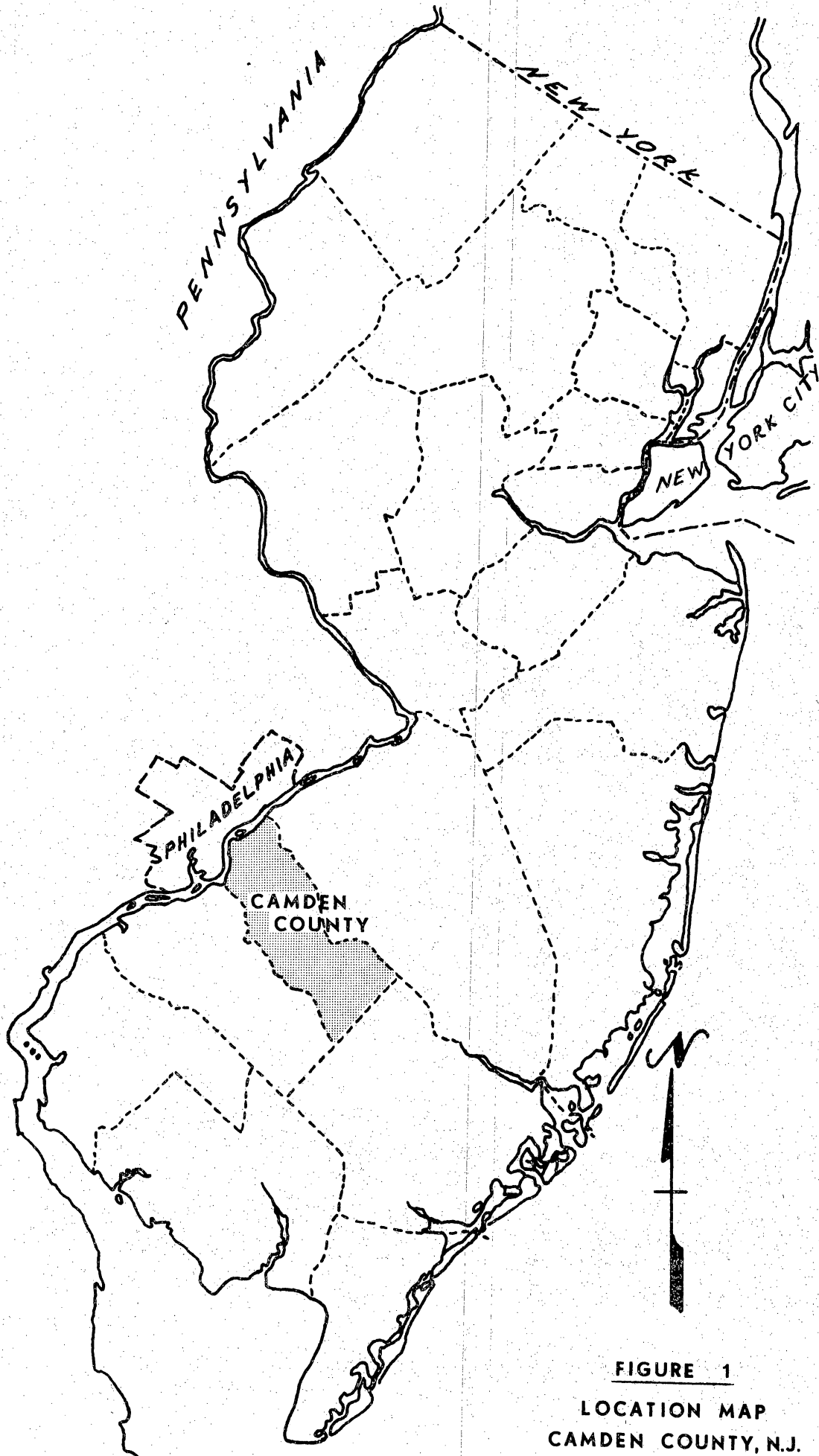


FIGURE 1
LOCATION MAP
CAMDEN COUNTY, N.J.

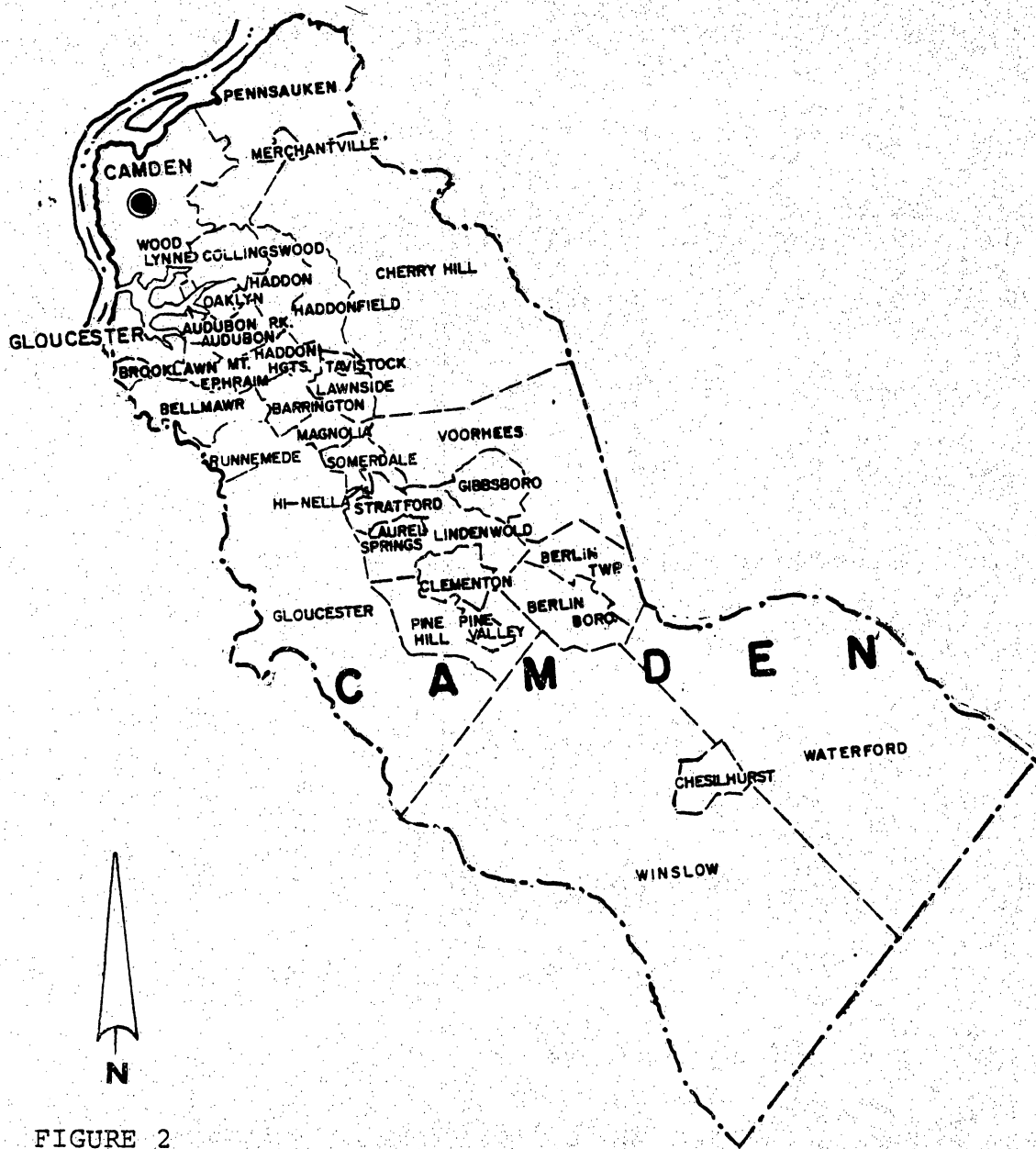


FIGURE 2

CAMDEN COUNTY MUNICIPALITIES

bus service in the County over 27 of its routes. These focus mainly on downtown Camden or Philadelphia, or provide feeder service to New Jersey stations of the PATCO High-Speed Line. Cherry Hill Transit operates express service between Cherry Hill Township and Philadelphia, New York, and Fort Monmouth. In addition to the foregoing operations, limited fixed-route services are provided by the municipalities of Lindenwold, Mount Ephraim, Haddon Heights, Runnemede, and Bellmawr. Since such services operate on a tight budget, and therefore do not possess backup vehicles, vehicle breakdowns can result in a cessation of service until the equipment can be repaired or replaced.

Rail rapid transit service is provided by the PATCO High-Speed Line, which offers frequent service between Lindenwold and Philadelphia. Commuter rail service is provided by Conrail, formerly the Pennsylvania-Reading Seashore Lines, between Lindenwold and communities in Atlantic and Cape May Counties. This service caters, for the most part, to passengers traveling to or through Camden County, rather than County residents themselves. This is due to minimal scheduling tailored primarily to Philadelphia commutation trips. The Lindenwold terminus, the only stop in Camden County, serves mainly as a transfer point to PATCO for commuters from outside the County (see Figure 3 for a location map of the County's rail routes and stations).

The various taxi and limousine services in the County offer demand-responsive service at a premium fare. Limousine trips typically operate between local points and Philadelphia International Airport or New York City.

As of April, 1976, approximately 52% of the County's elderly had registered for the Senior Citizen Reduced Fare Program.

Scope of Existing Service

The elderly and handicapped of Camden County are currently provided with specialized transit service by 13 agencies, including the municipalities noted in the previous section as providing regular transit service. The service areas of four of these organizations cover the entire County, while the remaining services cater primarily to the residents of the communities in which they are based. Three such agencies (Archway School, Lakeland Hospital Center, Camden County Council on Economic Opportunity) offer service every weekday. Most of the other services also operate on weekdays but for a lesser number of days. Most are for the exclusive use of handicapped and/or elderly persons.

Inventory of Existing Services

1. The Camden County Council on Economic Opportunity (CEO) operates four 14-passenger vans on a county-wide basis. Two of these vans serve a Head Start program at six

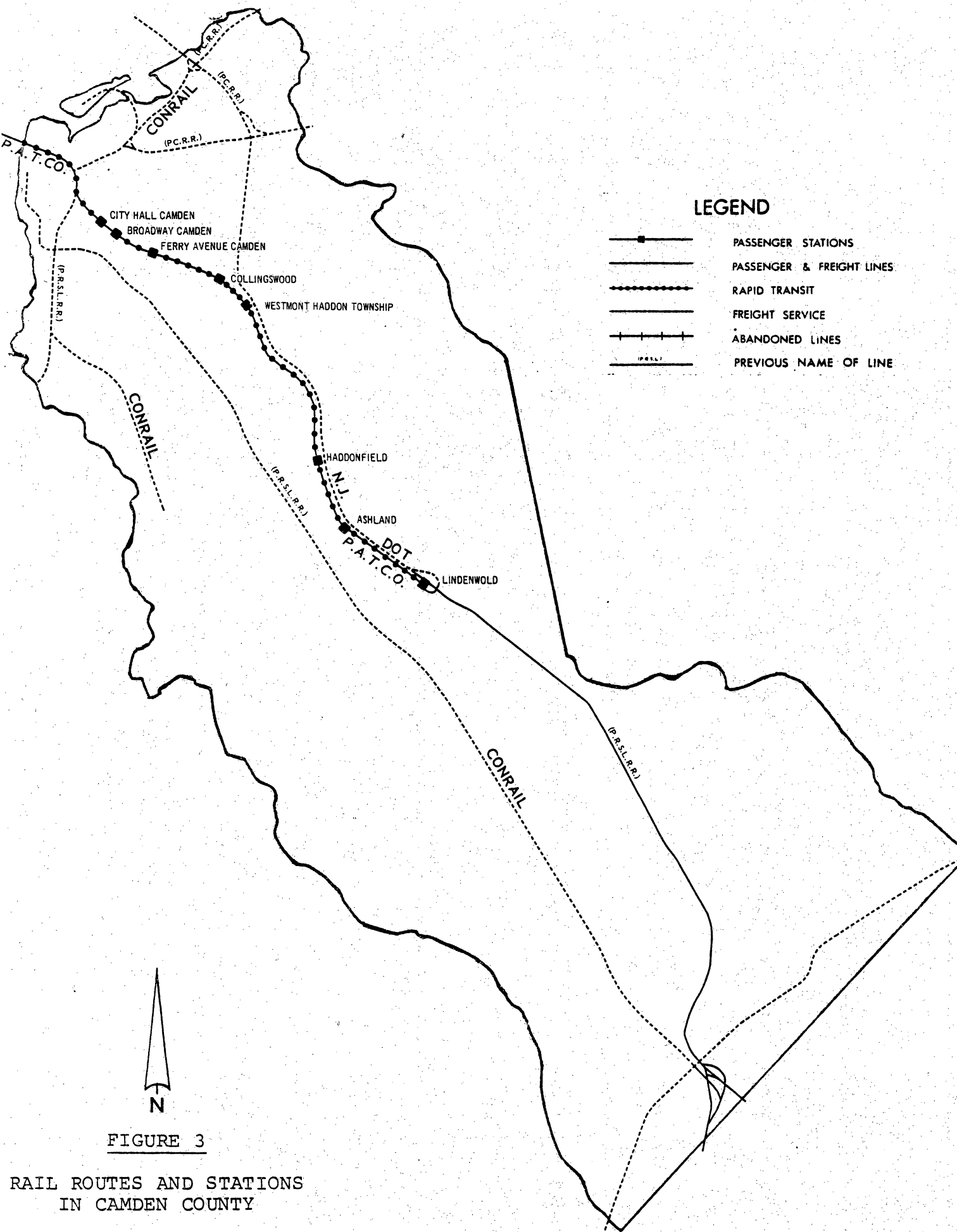


FIGURE 3

**RAIL ROUTES AND STATIONS
IN CAMDEN COUNTY**

centers. The other two are used for a nutrition program for the elderly (home-delivered meals) and to provide a free dial-a-ride service to senior citizens. The dial-a-ride service operates from 9 to 11 a.m. and 2 to 4 p.m. each weekday, with most trips oriented toward health or social welfare purposes. Financing for this transportation program is provided by general funds from a Community Service Administration grant and from Title III of the Older Americans Act. Pending fulfillment of contractual stipulations, the OEO will soon obtain two additional vehicles under the 16(b)(2) program of UMTA, funded in FY-75, and also will lease, from the NJDOT, a vehicle formerly used in the Haddonfield Dial-a-Ride (DAR) experiment.

2. The Archway School, of Atco, provides a county-wide service, using a fleet of 16 vehicles ranging in capacity from 13 to 54 passengers. This fleet was recently expanded with the delivery of a former Haddonfield DAR vehicle, leased from the NJDOT, and a van obtained through an UMTA 16(b)(2) grant from FY-75. The organization provides transportation for a total clientele of about 400 special education students and 200 senior citizens. Service is provided free of charge, and is available to senior citizens between 8:30 a.m. and 4:30 p.m. on weekdays. About 135 elderly persons use this scheduled service each day for transportation to a seniors' center; also, excursions are operated about twice a week. Capital expenditures have been covered by funds appropriated by the School. Operating costs are funded in part by the School and in part by Title XX (Social Security Act) grants.
3. The Lakeland Hospital Center operates a county-wide service every weekday, between 7:45 a.m. and 4:30 p.m. Scheduled runs are made with a 40-passenger school bus and a 15-passenger van, on a fixed route. Approximately 60 senior citizens use this service each day for trips to the Hospital's day care center, shopping trips, or periodic excursions from the Center. Capital and operating expenses are defrayed by funds provided by Title III of the Older Americans Act. Title XX funds have been used for the purchase of one vehicle on the basis of the special approval of the U.S. Department of Health, Education, and Welfare (HEW). Operating expenses are compensated by a combination of Title III, Title XX, and Freeholder appropriations.
4. The North Camden Elders provides a transportation service, five days per week, on a demand-responsive basis as well as over a scheduled, fixed route. This operation uses one 15-passenger van to furnish free transportation to the elderly for shopping, health care, educational and special trips, in addition to a congregant meals program. Approximately 600 senior citizens make use of this program each month. Capital expenses are funded under Title III, while operating expenses are defrayed with Title XX funds.

5. Lindenwold Borough offers a mini-bus service to residents of the municipality, using three 15-passenger vans. One phase of the service uses two vans to provide a scheduled fixed-route service, within the municipality, available to the general population. Also available is a dial-a-ride service for citizens aged 55 and over. Reservations for the service are made 24 hours in advance. The dial-a-ride van operates within a five-mile radius of Borough Hall and also is used for special excursions. Operating each weekday between 9:00 a.m. and 3:30 p.m., the fixed route "Serve-a-Ride" service transports about 550 passengers per month, while about 75 persons use the dial-a-ride each month. Operating funds are provided through CETA and municipal sources. Fares are not charged.
6. The Borough of Bellmawr operates a 29-passenger bus along a scheduled, fixed route within the Borough, with additional extended-route trips to Echelon and Deptford Malls. No fare is charged for this service, which operates daily (except Sundays) between 7:00 a.m. and 7:30 p.m. The service, which passes within two blocks of each residence in the Borough, is available to the general public and is used by approximately 300 persons daily. Capital and operating funds are provided by the Borough.
7. The Borough of Pine Hill operates a free limited service for elderly riders over age 60, using a 54-passenger school bus. The bus travels to area shopping centers Tuesday through Thursday, leaving at about 10 a.m. and returning by 2 p.m. About 20 persons use this service each day. The bus is also used to transport school children who live near school, but in hazardous traffic areas. Funds for capital and operating expenses are furnished by the Borough.
8. The Borough of Clementon has begun efforts to inaugurate a mini-bus service. Although the vehicle has been purchased, operational plans have not been finalized. The service will be made available to the general public. Borough officials have requested a grant (possibly to be funded under Title III) to cover salaries related to the transit service.
9. Voorhees Township provides free transportation service to its senior citizens, using a 16-passenger van owned by the Township. This service is rather limited, with one round trip made on Thursday afternoon and one on Saturday morning for those who wish to attend senior citizen activities at the Community Center, located adjacent to Township Hall. About 15 passengers are carried on each trip. Operating funds are furnished by the Township.

10. The Jewish Community Center (JCC) of Cherry Hill, leases buses in order to provide transportation for its members living in the urban areas of Camden and Burlington Counties. While elderly persons generally make the most use of this service, it is also used by teenagers and other school children. Up to 1,000 passengers are transported by this service each week. The buses provide free transportation along a scheduled route, operating on Mondays and Wednesdays, for persons traveling to activities at the JCC. The heavy demand for the service has prompted JCC officials to consider expansion to Thursdays and evenings. Financing is done entirely by the Jewish Community Center.
11. The Borough of Haddon Heights has recently inaugurated a loop bus service, effective July 14, 1976. Using a former Haddonfield DAR bus leased from the NJDOT, the Borough operates a scheduled route between 7:25 a.m. to 4:05 p.m., Monday through Saturday. The route operates entirely within Haddon Heights, although it is proposed to operate one weekly round trip to one of the nearby shopping malls. The service is available to the general public and is initially free of charge; however, a voter referendum has favored a fare, and Borough officials are making arrangements to impose a user charge. Operating expenses and additional capital costs not covered by revenues will be defrayed by the Borough.
12. The Health and Welfare Council of Camden County provides a transportation service for the Retired Senior Volunteer Program (RSVP) in Camden County. The service is offered free of charge to a total of approximately 400 RSVP volunteers. The actual number of passengers varies on a day-to-day basis. A 14-passenger minibus is used to carry volunteers to various locations around the County. Operation is limited to weekdays. The Council has received an additional 14-passenger van which was furnished under the FY-75 UMTA 16(b)(2) program. The agency hopes to coordinate its paratransit activities with other County agencies. Operating costs are reimbursed through a combination of Federal ACTION funding and a smaller local share.
13. The Cerebral Palsy Center of Pennsauken operates a summer-months-only service for handicapped youngsters, providing free transportation to a day camp in Folsom, New Jersey. Under this program, one bus and one van are leased each day for a six-week period. Costs for the service are absorbed entirely by the Cerebral Palsy Center.

CAPE MAY COUNTY

County Demographics

Cape May County is the least populous County in New Jersey. Its density, 226.1 persons per square mile, ranks seventeenth among the twenty-one Counties. The population is concentrated primarily in the small resort communities along the Atlantic Ocean. The five large mainland municipalities,¹ occupy 91.3% of the land area, but contain only 46.3% of the total population. The density of these five townships is only 114.6 persons per square mile, compared to an average 1399.3 persons per square mile in the remaining eleven municipalities.

Cape May County's attractiveness as a retirement area has led to one of the highest concentrations of elderly citizens in the Country. According to the 1970 Census, 19.9% of the County population is aged 65 or over. This is more than double the State average of 9.7%. Ocean City contains 23.0% of the County elderly. By Census Bureau standards, 22.5% of the County elderly live in poverty, one-fifth of whom live in Ocean City.

The Census identified 4.8% of the County population as being disabled or handicapped. A minimum of 14,671 persons, representing 24.6% of the total population are therefore considered either elderly or handicapped. Table 1 presents base data on the elderly and handicapped on a municipal basis. Figures 1 and 2 are general location maps and are provided for reference purposes.

Regular Transit Service

Regular transit services in Cape May County are primarily intercity routes to destinations outside the County. Both Transport of New Jersey (TNJ) and Lincoln Transit provide frequent bus service from Cape May to Atlantic City and New York, mainly for the benefit of vacation and casual travelers. Additional service from Ocean City to Atlantic City is provided by Atlantic City Transportation Company. Philadelphia trips are served by two TNJ routes and a round trip per day from both Cape May and Ocean City by the Pennsylvania Reading Seashore Lines (see Figure 3 for a location map of the County's rail routes and stations). Local transit service consists of a small municipal jitney service operated by Ocean City and a short bus route in the Wildwoods operated by the Five Mile Beach Electric Railway. With the exception of the Ocean County jitney service, all of the above transit services pose the normal problems for the elderly and handicapped. The jitneys, being lower to the

¹ Dennis, Lower, Middle, Upper and Woodbine Townships

TABLE 1

CAPE MAY COUNTY

Municipality	Total Population	POPULATION AGED 65 OR OVER			AGED 65 OR OVER BELOW POVERTY			HANDICAPPED		
		Number of Persons	% of Total Population	% of County Elderly	Number of Persons	% Municipal Elderly	% of County Elderly In Poverty	Number of Persons	% of Total Population	% of County Handicapped
Avalon	1,283	252	19.6	2.1	66	26.2	2.5	20	1.6	.7
Cape May City	4,392	734	16.7	6.2	158	21.5	5.9	252	5.7	8.9
Cape May Pt. Boro	204	96	47.1	.8	23	24.0	0.9	23	11.3	.8
Dennis Township	2,635	437	16.6	3.7	145	33.2	5.4	201	7.6	7.1
Lower Township	10,154	2,268	22.3	19.2	438	19.3	16.4	489	4.8	17.2
Middle Township	8,725	1,443	16.5	12.2	342	23.7	12.8	542	6.2	19.1
N. Wildwood	3,914	853	21.8	7.2	231	10.0	27.1	114	2.9	4.0
Ocean City	10,575	2,725	25.8	23.0	552	20.3	20.7	535	5.1	18.8
Sea Isle City	1,712	313	18.3	2.6	46	14.7	1.7	29	1.7	1.0
Stone Harbor	1,089	311	28.6	2.6	59	19.0	2.2	19	1.7	0.7
Upper Township	3,413	477	14.0	4.0	138	29.0	5.2	48	1.4	1.7
W. Cape May	1,005	168	16.7	1.4	24	14.3	.9	84	8.4	3.0
W. Wildwood	235	65	27.7	0.6	35	53.9	1.3	NA	NA	NA
Wildwood	4,110	867	21.1	7.3	261	30.1	9.8	259	6.3	9.1
Wildwood Crest	3,483	638	18.3	5.4	119	18.7	4.5	151	4.3	5.3
Woodbine	2,625	185	7.0	1.6	28	15.1	1.1	73	2.8	2.6
Total	59,554	11,832	19.9	100	2,665	22.5	100	2,839	4.8	100

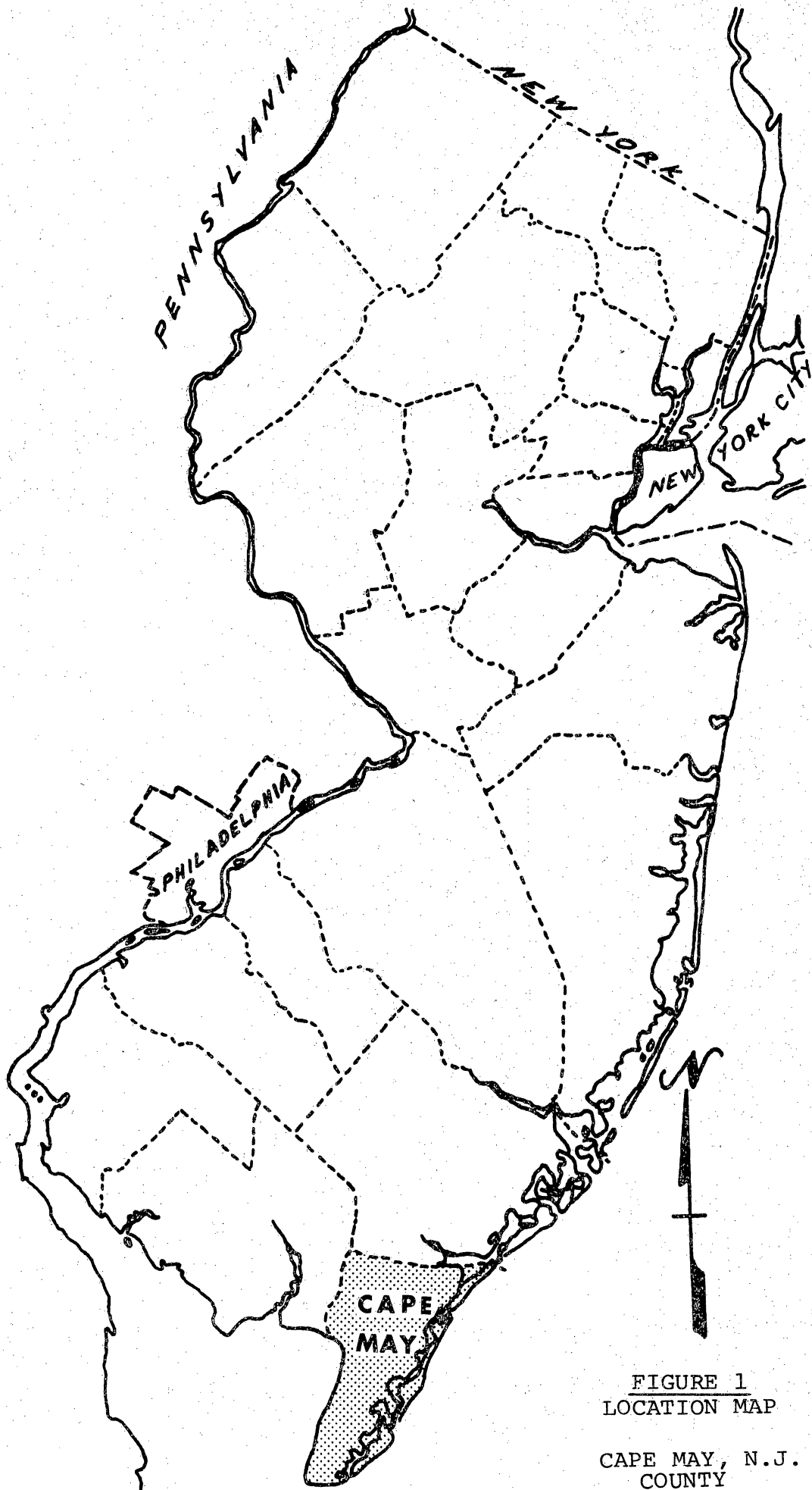


FIGURE 1
LOCATION MAP

CAPE MAY, N.J.
COUNTY

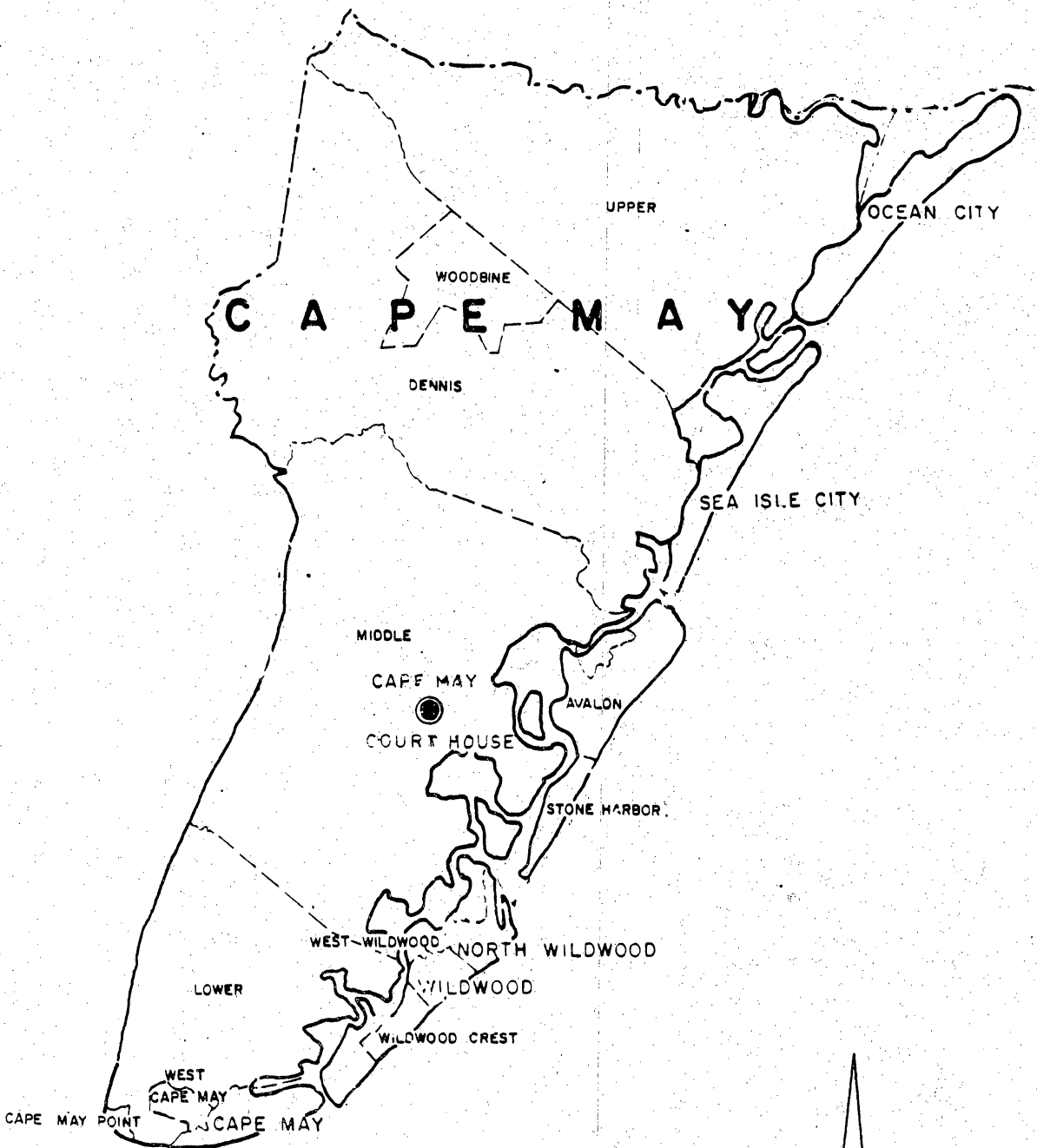
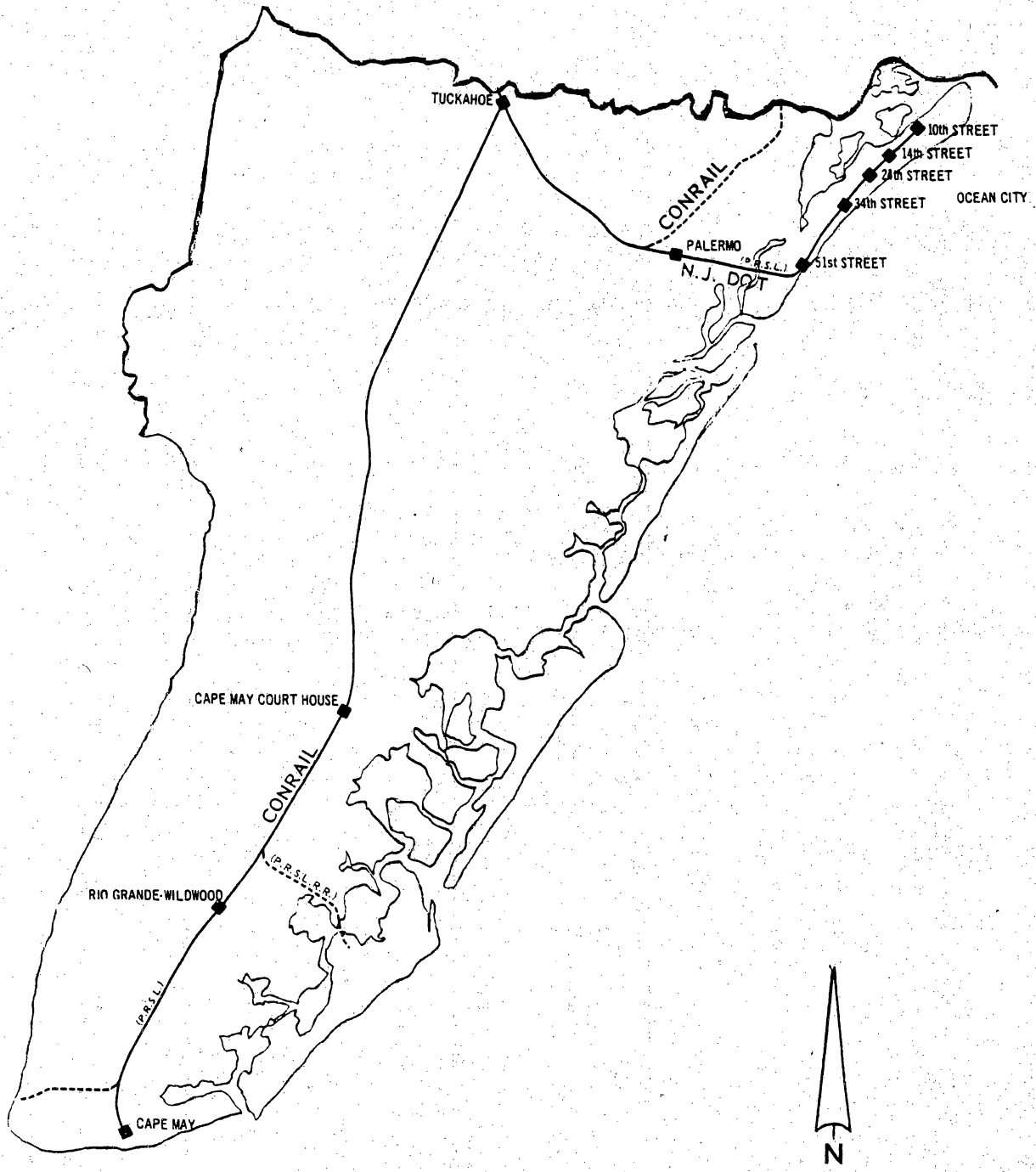


FIGURE 2
CAPE MAY COUNTY
MUNICIPALITIES



LEGEND

- PASSENGER STATIONS
- PASSENGER & FREIGHT LINES
- - - - - ABANDONED LINES
- FREIGHT SERVICE
- PREVIOUS NAME OF LINE

FIGURE 3

**RAIL ROUTES AND STATIONS
IN CAPE MAY COUNTY**

ground, provide easier access to persons with limited mobility. The Ocean City system will also stop at any corner, on demand, and charges no fare to elderly citizens. As of May, 1975, approximately 55% of the County elderly had registered for the N.J. Senior Citizen Reduced Fare Program.

Scope of Existing Service

Cape May County is attempting to centralize all specialized transportation services into one County operated system. The initial phase, providing shopping trips and demand responsive service for the elderly, has met with unqualified success. Patronage is high and requests by the elderly to other agencies for transportation have virtually disappeared. The County anticipates expanding the system to include handicapped and disadvantaged citizens. No organizations within the County applied for vehicles under UMTA's 16(b)(2) grant program for FY 1975.

Inventory of Existing Service

1. The Cape May County Fare-Free Transportation Service is the consolidation of previously separate services offered by the County and by the Jersey Cape Diagnostic Training and Opportunity Center. This fleet consists of five school buses and five vans, which provide specialized transportation to every municipality in the County on weekdays. Occasionally, service is also provided on weekends, as dictated by the needs of recreational or other special activities.

Four of the school buses operate in regularly scheduled service, transporting passengers to local shopping areas from points along six separate routes. Buses make one or two trips per day, depending on the length of the route. Each municipality is served at least once per week, on a rotational basis. The fifth bus is used for weekend recreational trips and other special excursions.

A dial-a-ride service is also offered for those persons who are unable to use or would not be served by the scheduled services. Reservations for dial-a-ride transportation must be made a week in advance. In addition to intra-county service, which is performed by the pool of five vans, one round trip each is made to Atlantic City on Tuesdays, and to Philadelphia on Thursdays. The major use of the dial-a-ride service is for medically-related transportation. Other trip purposes served include travel to welfare, nutrition and RSVP programs.

Although the County bus service is available free of charge to all "eligible" persons (i.e., the elderly and handicapped), approximately 98% of its ridership consists of elderly persons. These amounted to roughly 10,000 one-way trips in December, 1975, a representative month.

There are several sources from which the County bus service derives capital and operating funds. Among these are Federal grants under Title XX of the Social Security Act and Title III of the Older Americans Act. Additional funds are provided from the County budget and from the purchase of services by local social service agencies.

2. Junction is a function of the Cape May County Drug Abuse Council, serving as a referral agency for persons needing counseling or other aid regarding narcotics use. Headquartered in Wildwood, Junction uses a 12-passenger van and a 6-passenger sedan to accommodate the special transportation needs of its clients on a 24-hour daily basis. The vehicles are rather infrequently used for client transportation; however, the Wildwood Community Center also uses the vehicles on occasion, under a nominal rental agreement. When the need arises, the Center will borrow a vehicle, furnishing a driver and a mileage charge of up to 10¢ per mile. Prior to November 15, 1976, the Center provided transportation for senior citizens to the County-sponsored nutrition program at Whitesboro. However, due to increased demand for this service, the Center has arranged for transportation to be provided by the County bus service. Approximately 50 or 60 senior citizens travel to the nutrition program site. The Center also uses the Junction van for social service-related transportation. The number of persons using this service is not available. No fares are charged for any of the services described here.

The van used by these agencies was purchased for the Cape May County Drug Abuse Council by the cities of Wildwood and North Wildwood and the borough of Wildwood Crest. The sedan was purchased for the Council by Cape May County. Operating expenses are funded through a grant from the National Institute for Drug Abuse.

3. The Jersey Cape Diagnostic Training and Opportunity Center is a sheltered workshop, providing vocational rehabilitation services to the developmentally disabled of the County. The Center owns three vans which are used to transport clients. Capital and operating costs for these transportation services are subsidized by the N.J. Division of Vocational Rehabilitation Services.

CUMBERLAND COUNTY

County Demographics

Although Cumberland County is the fifth largest County in the State in terms of land area, it ranks only sixteenth in total population. Its density, 241.9 persons per square mile, is only one-quarter that of the total state density. Of the fourteen municipalities in the County, all but Bridgeton, Millville and Vineland are rural in character. These three cities occupy 23.7% of the County land area, but include 73.5% of the total population. They have a combined density of 749.7 persons per square mile, compared to 84.0 persons per square mile for the remainder of the County.

According to the 1970 Census, 9.9% of Cumberland County is aged 65 or over. This figure is approximately equal to the statewide average. Vineland contains 37.8% of the County elderly, and an additional 35.8% reside in either Millville or Bridgeton. By Census standards, 24.6% of the County elderly live in poverty, one-third of whom live in Vineland.

The Census identified 6.2% of the County as being disabled or handicapped. A minimum of 19,605 persons, or 16.1% of the population, are therefore considered either elderly or handicapped. Table 1 presents base data on the elderly and handicapped on a municipal basis. Figures 1 and 2 are general location maps and are provided for reference purposes.

Regular Transit Service

The three cities in the County all have regular bus service to both New York and Philadelphia. Philadelphia service, provided by Transport of New Jersey, consists of one route to Bridgeton and one route to Vineland and Millville, which continues on to Cape May. The New York route, serving all three cities, is operated by Garden State Coachways. The only local transit service is a small loop in Bridgeton operated under contract to the City and State by Garden State Coachways. All of these transit services pose the standard barriers to persons with limited physical mobility. As of May, 1975, approximately 22% of the County elderly had registered for the Senior Citizen Reduced Fare Program.

Scope of Existing Service

Existing transportation services for the elderly and handicapped are limited to the urban areas. Only Millville has a full-time general purpose system in operation. Vineland and Bridgeton each have part-time service primarily devoted to shopping trips. There is no service available in the rural areas.

TABLE 1
CUMBERLAND COUNTY

Municipality	Total Population	POPULATION AGED 65 OR OVER			AGED 65 OR OVER BELOW POVERTY			HANDICAPPED		
		Number of Persons	% of Total Population	% of County Elderly	Number of Persons	% Municipal Elderly	% of County Elderly In Poverty	Number of Persons	% of Total Population	% of County Handicapped
Bridgeton	20,495	2,086	10.2	17.2	470	22.5	15.8	1,448	7.1	19.4
Commercial	3,680	448	12.2	3.7	156	34.8	5.2	238	6.5	3.2
Deerfield	2,480	183	7.4	1.5	79	43.2	2.6	62	2.5	.8
Downe	1,790	228	12.7	1.9	104	45.6	3.5	115	6.4	1.5
Fairfield	5,020	351	7.0	2.9	88	25.1	3.0	427	8.5	5.7
Greenwich	965	114	11.8	0.9	42	36.8	1.4	54	5.6	.7
Hopewell	3,990	513	12.9	4.2	32	6.2	1.1	207	5.2	2.8
Lawrence	2,345	231	9.9	1.9	65	28.1	2.2	153	6.5	2.1
Maurice River	3,750	398	10.6	3.3	163	41.0	5.5	162	4.3	2.2
Millville	21,430	2,257	10.5	18.6	629	27.9	21.1	1,036	4.8	13.8
Shiloh	575	54	9.4	0.4	0	0	0	15	2.6	.02
Stow Creek	1,050	101	9.6	0.8	21	20.8	0.7	178	17.0	2.4
Upper Deerfield	6,655	561	8.4	4.6	129	23.0	4.3	377	5.7	5.0
Vineland	47,585	4,582	9.6	37.8	1,005	21.9	33.7	3,026	6.4	40.4
Total	121,810	12,107	9.9	100.0	2,983	24.6	100.0	7,498	6.2	100.0

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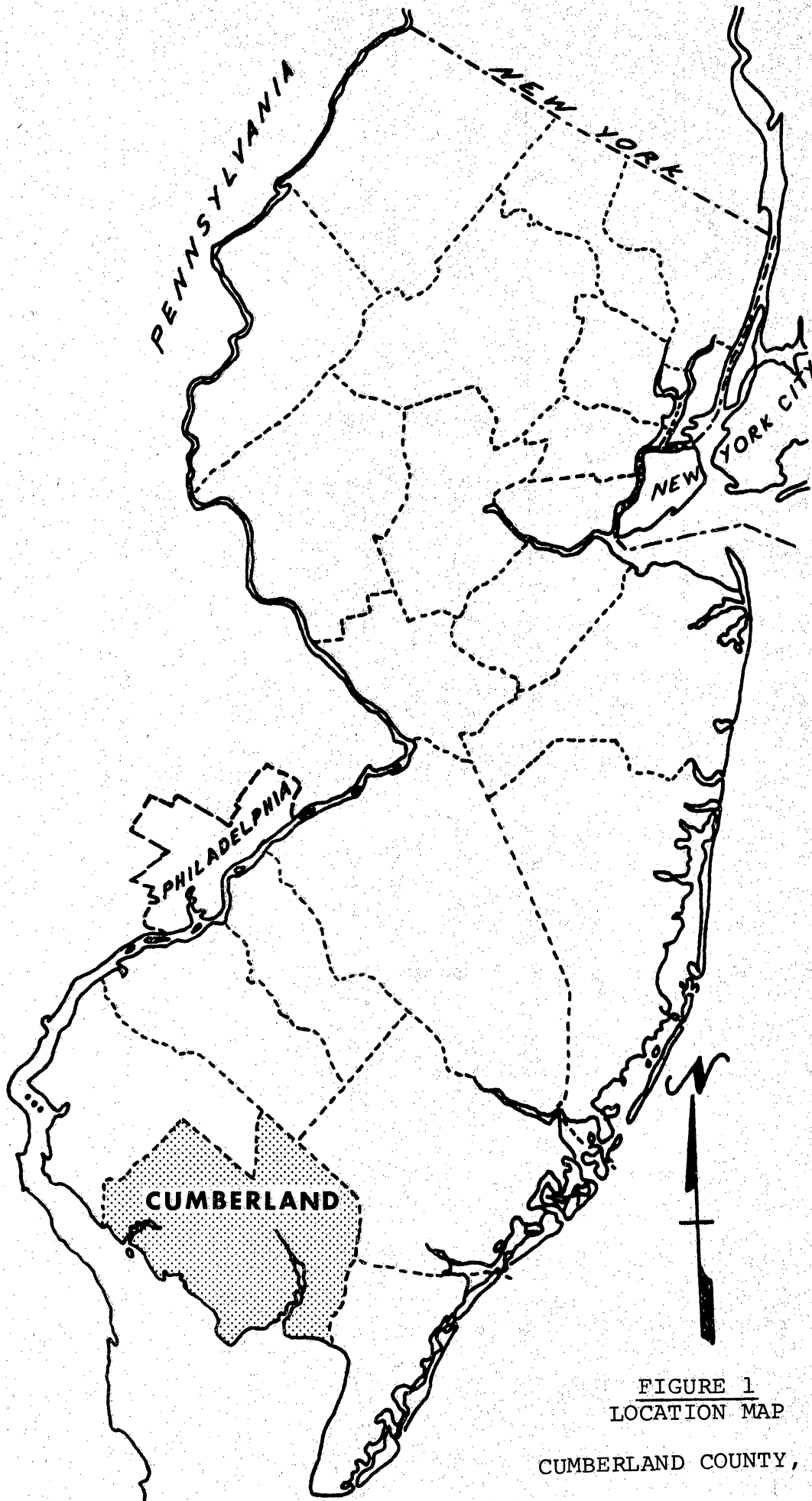


FIGURE 1
LOCATION MAP

CUMBERLAND COUNTY, N.J.

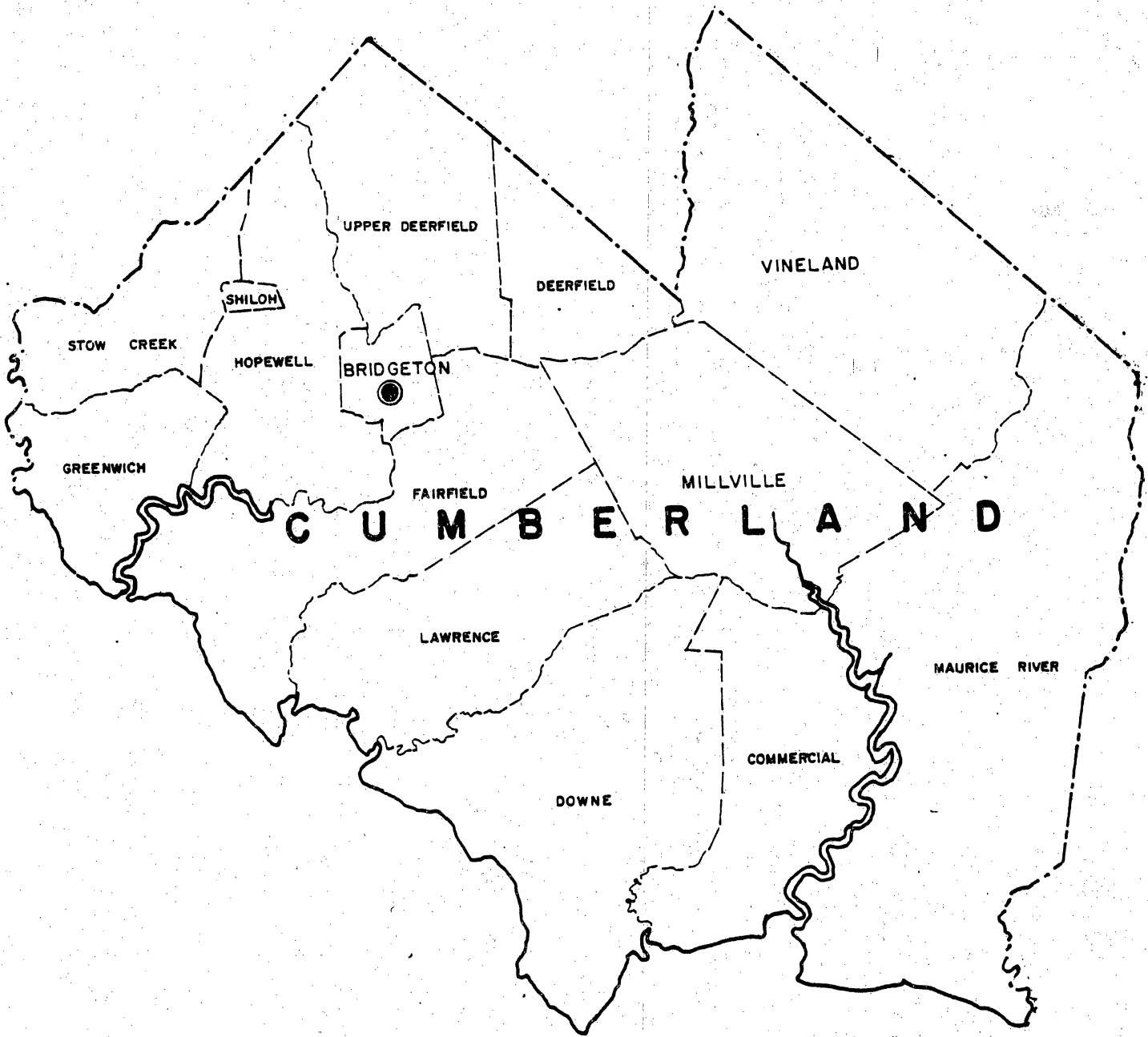


FIGURE 2

CUMBERLAND COUNTY MUNICIPALITIES

Two Organizations within Cumberland County have received UMTA 16 (b)(2) grants for FY 1975.

Inventory of Existing Service

The Millville Housing Authority operates the Holly City Dial-A-Bus System, serving the elderly of Millville. Two radio equipped sixteen passenger buses provide demand responsive service within city limits weekdays from 9:00 a.m. to 5:00 p.m. The system averages approximately 1,500 passengers and 2,500 vehicle miles per month. In addition, a school bus is used for special trips and group excursions. The bus carried 124 passengers in its' first full month of operation. The vehicles were purchased with city funds and a Title III grant. The service is supported by the city and user donations.

The Vineland Department of Recreation operates one bus for use by the elderly of the City. The service consists of a separate shopping route on each of the three mornings of operation. The bus averages 55 passengers and 60 vehicle miles per week. It is supported by a grant from the City.

SCOPE, Inc., a non-profit organization, operates an irregular demand responsive transportation service for the elderly and handicapped in the Bridgeton-Millville area. The system is in operation about 6 hours per day, 4 to 6 days per week. The 29 passenger bus has been averaging about 17 passengers per day.

SCAMP, Inc., a non-profit organization, is awaiting delivery of two vans to be purchased with 16 (b) (2) Federal and State grants. It intends to institute a demand responsive service in Vineland to be coordinated with the Department of Recreation scheduled service.

The Vineland Red Cross runs a weekly shopping trip, serving three senior citizen residential complexes in Vineland. The ten passenger van is also used for emergency medical trips for the elderly and ambulatory handicapped of the area.

The Cumberland Unit, Association of Retarded Citizens is awaiting delivery of a van to be purchased under UMTA's 16 (b) (2) program. The van will be used to transport clients to their Center and to special activities.

ESSEX COUNTY

County Demographics

A total land area of 127.44 square miles qualifies Essex County as one of the smallest New Jersey counties in size. On the other hand, it houses more people than any other county in the State, according to the 1970 U.S. Census. With a population of 932,526, Essex County's density of 7,317.4 persons per square mile ranks second only to that of Hudson County. The County's high-density characteristics are attributable, in part, to the location of Newark, New Jersey's largest city, within the boundaries of the County. Concentrations of population are highest in the easternmost urbanized portion of Essex County, and are substantially lower in the suburban communities to the north and west. However, based on the 1970 Census, only Fairfield Borough, located in the extreme northwest corner of the County, had a population density of fewer than 1,000 persons per square mile.

The 1970 Census also shows that, with 99,020 residents aged 65 or more, 19,319 of these living in poverty, and 52,301 additional persons with handicaps or disabilities, Essex County is the statewide leader in all 3 of these categories of population. In terms of percentages, 10.6 percent of Essex County's residents are elderly, while an additional 5.6 percent are handicapped. These proportions are somewhat higher than the corresponding statewide averages of 9.7 percent and 4.9 percent. Furthermore, 19.5 percent of the County's elderly also have family incomes below what the Census considers to be the poverty level, as compared to an average of 18.1 percent for all New Jersey counties.

On a municipal level, most Essex communities contain a grouping of elderly persons generally in proportion to their respective densities; i.e., concentrations are lower in the suburban towns to the northwest. Irvington has the highest incidence of elderly persons, with 18.1 percent of its total populace aged 65 or over. Over 52 percent of all the elderly persons in the County are concentrated in Newark, Irvington, and East Orange. Elderly poverty victims are much less evenly distributed. In Newark, Irvington, and Orange, more than 20 percent of the elderly population live in poverty. Nearly half of such persons in the County live in Newark, and an additional 21 percent live in Irvington and East Orange.

Handicapped persons, like the elderly, are also distributed generally in proportion to the density of population in their respective municipalities. Newark, though, contains the overwhelming majority of handicapped Essex Countians, with nearly 51 percent of the total. Another 16 percent of these reside in Irvington and East Orange. In all, then, a total of 151,321 residents of Essex County may be considered to be either elderly or handicapped. These persons comprise 16.1 percent of the total population of this County. Base data for these population categories, by municipality, is shown in Table 1. Figures 1 and 2 are general location maps, and are provided for reference purposes.

Regular Transit Service

Essex County is extensively served by several modes of mass transit. Newark, as one of the major employment centers in the State, is also considered to be the transportation hub of North Jersey. The majority of bus and rail transit services in Essex County generally focus on Newark, either directly or indirectly as part of a larger system serving the New York metropolitan area.

There are 22 New Jersey-based bus companies serving Essex County. These provide a wide variety of local and express services, both interstate and intrastate, linking most communities in the County with Newark, New York, and business and employment centers in neighboring counties. The largest of the bus operators is Transport of New Jersey (TNJ), which serves the County from 9 different garage facilities. TNJ also is the operator of the Newark City Subway, an electrified light rail line, which operates between Franklin Avenue, near the Bloomfield border, and Pennsylvania Station.

The PATH (Port Authority Trans-Hudson) rail rapid transit line also serves Essex County. This service, provided by the Port Authority of New York and New Jersey, connects Newark Penn Station with Jersey City, Hoboken, and midtown and downtown Manhattan. PATH is a high-frequency operation, interconnecting several intermodal transit facilities as well as a number of business and employment centers.

Several Conrail commuter lines, as well as the Northeast Corridor main line of Amtrak, accommodate rail passenger travel at a number of points in Essex County. Again, Newark is the hub of rail passenger transportation in Essex County. Trains from 3 Conrail divisions (Lehigh, Reading, and New Jersey), plus Amtrak's Northeast Corridor services, either terminate or provide through service at Penn Station, Newark. This facility acts as a major intermodal connection point, since it is also served by

TABLE 1
ESSEX COUNTY

Municipality	1 Total Population	2POPULATION AGED 65 OR OVER			3AGED 65 OR OVER BELOW POVERTY			4HANDICAPPED		
		a. Number of Persons	b. % of Municipal Population	c. % of County Elderly	a. Number of Persons	b. % of Municipal Elderly	c. % of County Elderly In Poverty	a. Number of Persons	b. % of Municipal Population	c. % of County Handicapped
Belleville	34,643	3,313	9.6	3.3	449	13.6	2.3	1,676	4.5	3.3
Bloomfield	52,029	6,487	12.5	6.5	941	14.5	4.9	2,183	4.2	4.2
Caldwell	8,719	1,268	14.6	1.3	237	18.7	1.2	353	4.1	0.7
Cedar Grove	15,582	2,170	13.9	2.2	88	4.1	0.5	469	3.0	0.9
East Orange	75,471	10,760	14.3	10.9	1,970	18.3	10.2	4,323	5.7	8.3
Essex Fells	2,541	273	10.7	0.3	7	2.6	0.1	86	3.4	0.2
Fairfield	6,731	345	5.0	0.3	53	15.4	0.3	207	3.0	0.4
Glen Ridge	8,518	937	11.0	0.9	55	5.9	0.3	482	5.7	0.9
Irvington	59,743	10,772	18.1	10.9	2,152	20.0	11.1	4,026	6.8	7.7
Livingston	30,127	1,666	5.5	1.7	50	3.0	0.3	917	3.0	1.8
Maplewood	24,932	3,545	14.2	3.6	368	10.4	1.9	1,202	4.8	2.3
Millburn	21,307	2,604	12.3	2.6	192	7.4	1.0	659	3.1	1.3
Montclair	44,043	6,522	14.8	6.6	1,033	15.8	5.3	2,059	4.7	3.9
Newark	382,417	30,469	8.0	30.8	9,302	30.5	48.1	26,510	6.9	50.7
North Caldwell	6,425	353	5.5	0.3	34	9.6	0.2	164	2.4	0.3
Nutley	32,099	3,340	10.5	3.4	363	10.9	1.9	1,462	4.6	2.8
Orange	32,566	4,149	12.7	4.2	944	22.8	4.9	1,995	6.1	3.8
Roseland	4,453	299	6.7	0.3	19	6.4	0.1	397	8.9	0.8
South Orange	16,971	2,243	13.2	2.3	230	10.3	1.2	703	4.1	1.4
Verana	15,067	1,732	11.5	1.7	221	12.8	1.1	335	2.2	0.6
West Caldwell	11,887	861	7.2	0.9	65	7.6	0.3	428	3.6	0.8
West Orange	43,715	4,912	11.2	5.0	546	11.1	2.8	1,575	3.7	3.0
TOTAL	929,986	99,020	10.6% of County Population	100.0%	19,319	19.5% of County Elderly	100.0%	52,301	5.6% of County Population	100.0%

Source: U.S. Census of Population, 1970

Cols. 1, 2A-C: PC(1) B 32 General Population Characteristics

Cols. 3A-C: P4M 86, 90 (estimated from 20% sample)

Cols. 4A-C: P4M 52 (estimated from 5% sample, ages 16-64)

data for handicapped under 16 not available

C-3

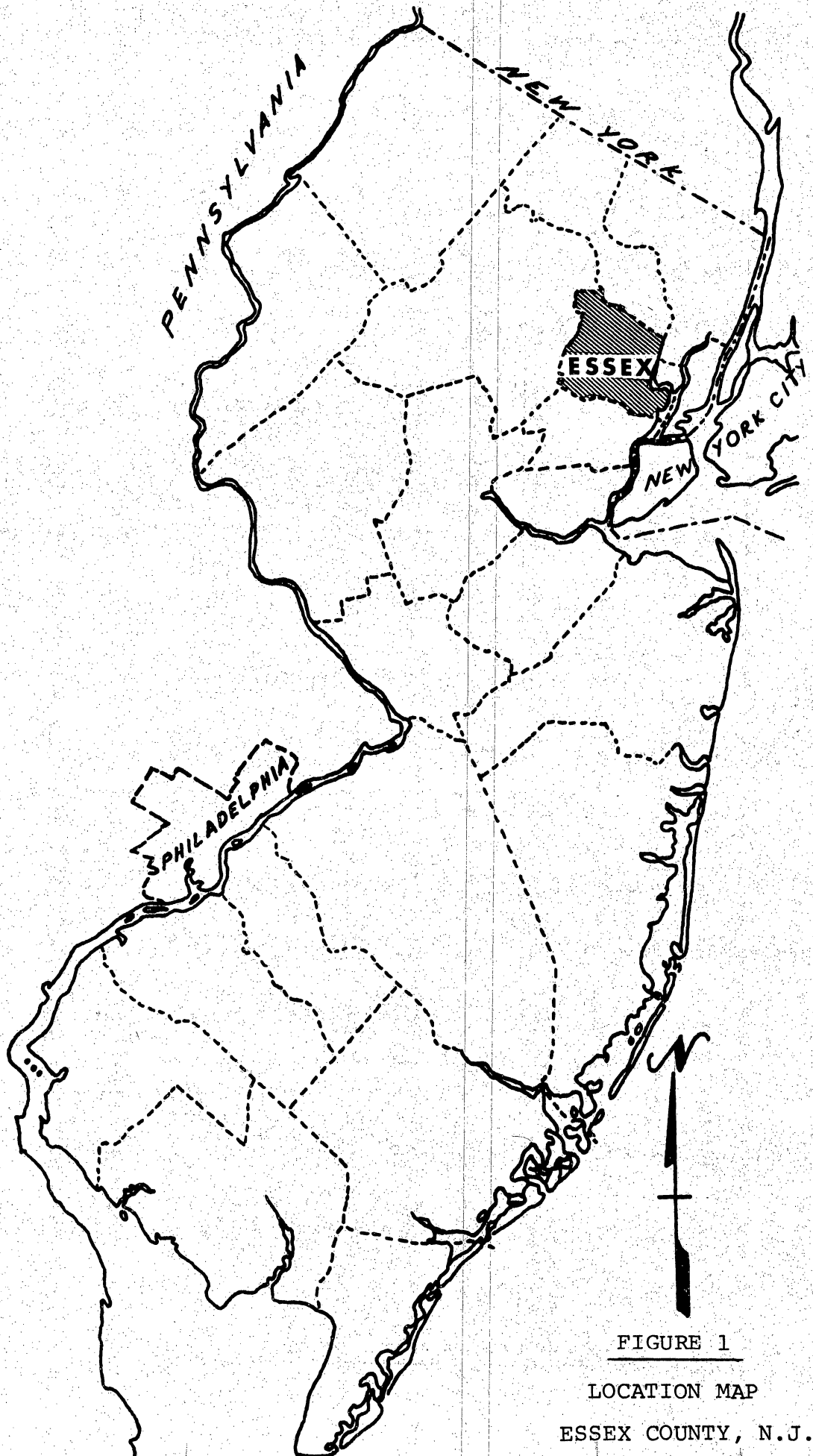


FIGURE 1
LOCATION MAP
ESSEX COUNTY, N.J.

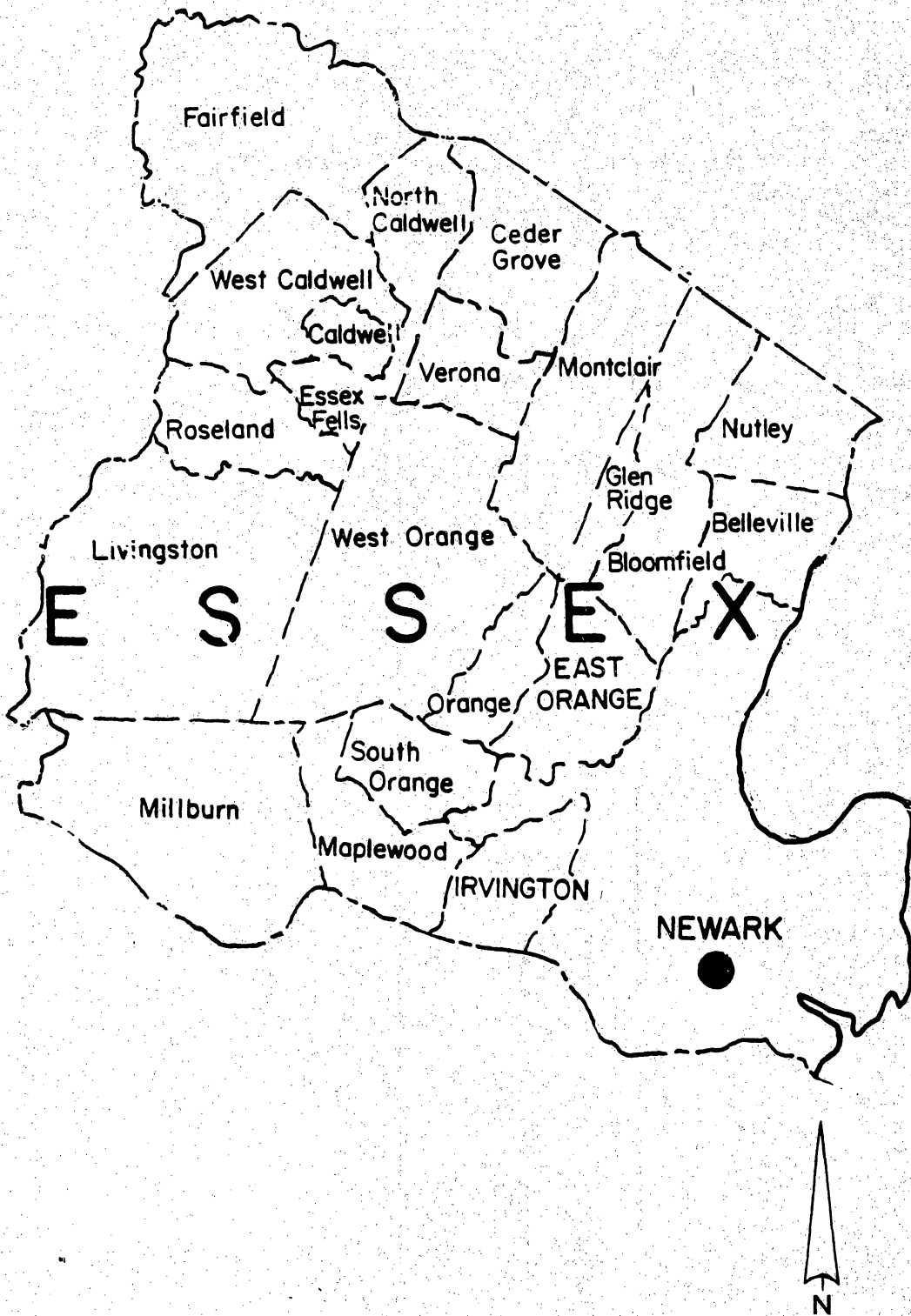


FIGURE 2

**LOCATION MAP
Essex County Municipalities**

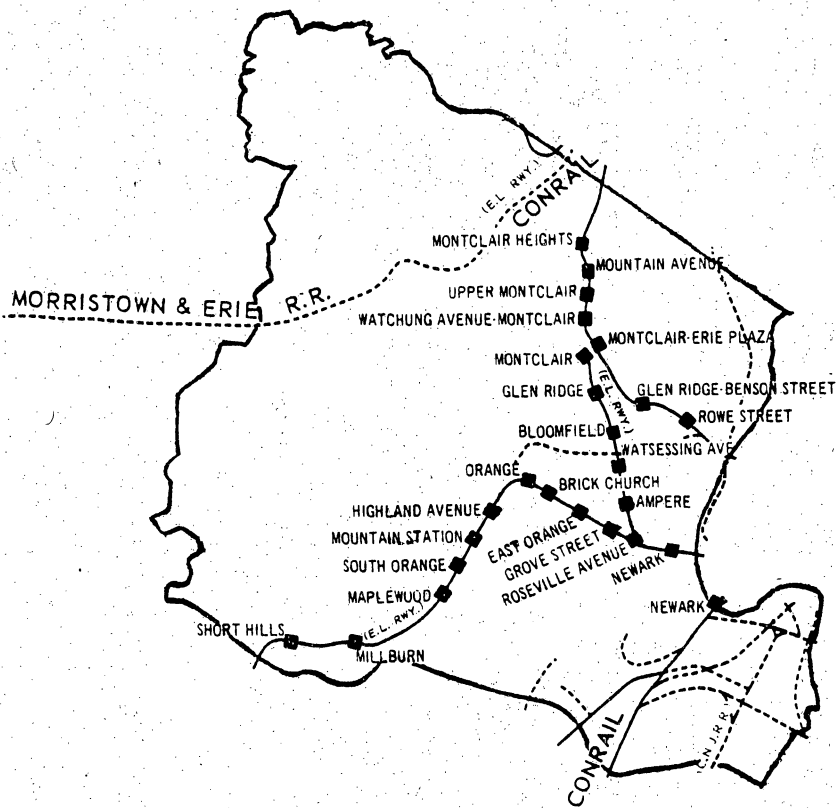
numerous bus and taxi companies (including long-distance coaches), PATH, and the Newark City Subway. Residents of several of the suburban Essex municipalities also have access to rail passenger service on the Morristown, Montclair, and Boonton Lines of Conrail's Hoboken Division. These lines bring passengers to and from a number of stations in Millburn, the Oranges, Montclair, Bloomfield, Glen Ridge, and Newark. Hoboken Division trains, which terminate at Hoboken Terminal also accommodate travel to and from Newark at the Roseville, Broad Street, and North Newark (Broadway) stations. Rail users in upper Essex County may also ride Boonton Line trains from stations located in adjacent Passaic and Morris County municipalities (see Figure 3 for a location map of the County's rail routes and stations).

Numerous taxicab companies provide extensive coverage to most of urban Essex County. Company fares vary from one municipality to the next, resulting from the regulation of fares by municipal ordinance.

As of January 18, 1977, approximately 55,898 elderly citizens of Essex County, in addition to 613 handicapped residents, had registered for the Senior Citizen and Handicapped Half Fare Program.

Scope of Existing Services

According to an inventory performed by the Essex County Improvement Authority, 33 organizations provide specialized transportation for various groups of elderly and handicapped residents of the County. About 7 of these operate on a countywide basis. The majority of the 33 agencies in the County cater primarily to the transportation needs of the elderly: 20 have minimum age limitations for users. An additional 4 serve persons who have specific disabilities or ailments. The remaining services are used by both elderly and handicapped persons and are somewhat less restricted in their availability on the basis of the user's age. With the exception of the Trustees of the Record Ambulance service, none of these agencies consistently charges a fare. The Archbishop Boland Rehabilitation Center charges for transportation under some conditions, and 2 additional agencies request, but do not require, donations.



LEGEND

- PASSENGER STATIONS
- PASSENGER & FREIGHT LINES
- - - - - RAPID TRANSIT
- +— FREIGHT SERVICE
- - - - - ABANDONED LINES
- *— PREVIOUS NAME OF LINE



FIGURE 3

**RAIL ROUTES AND STATIONS
IN ESSEX COUNTY**

Most of the agencies operating in Essex County provide service every weekday, although 5 operate only 3 or 4 days during the week. In addition, 7 providers furnish weekend service to some degree.

Of the 33 organizations listed in the inventory, 20 operate on a scheduled basis. Only 3 provide demand-responsive (door-to-door) transportation. The remainder provide some combination of demand-responsive or scheduled service.

Ten services are administered municipally by the communities in which they operate. With 1 exception (the City of East Orange), all of these municipally-run services are specifically for use by senior citizens. The remaining services are administered by a variety of organizations, including rehabilitation centers, first aid squads, senior citizens' centers, and several community social service groups.

The fleet used by Essex County special transportation providers consists of a diverse collection of sedans, station wagons, vans, minibuses, and school buses. According to the respondents to the Essex County survey, there are a total of at least 85 vehicles in use, most of which are of 1974 or later manufacture.

Under Section 16 (b)(2) of the Urban Mass Transportation Act of 1964, as amended, private, non-profit organizations can apply for capital assistance grants for the purchase of vehicles and equipment to provide transportation services to the elderly and handicapped. Through participation in this program, the following organizations in Essex County acquired the following vehicles under the fiscal year 1975 program: Catholic Community Services (formerly Associated Catholic Charities) - 4 vans, New Jersey Association for Retarded Citizens, Essex County Unit - 3 vans, Union Baptist Church - 1 van, Northward Educational and Cultural Center - 1 bus and 1 van, Mount Carmel Guild - 2 vans with wheelchair lift, Cerebral Palsy League of Essex and West Hudson - 1 van with wheelchair lift, American Red Cross, Essex Chapter - 2 station wagons, Cerebral Palsy Rehabilitation Institute (Orange) - 1 van with wheelchair lift.

Following termination of the Haddonfield Dial-a-Ride program in March, 1975, nineteen State-owned vehicles were made available to providers of specialized transportation under the "Gift-on-Wheels" Program. Under this program the Town of Irvington received one 17-passenger bus and the Town of Nutley and the Munn Avenue Community Center of the Munn Avenue Presbyterian Church in East Orange each received one 10-passenger bus.

Inventory of Existing Services

The Tri-State Regional Planning Commission Subregional Planning program for FY 1977 included provision for the development of county Elderly and Handicapped Transportation Plans. The plans include an inventory of existing specialized transit services for these groups. Table 2 presents profiles of known special transit providers in the County. The material was extracted from tabulations prepared by the Essex County Improvement Authority in conjunction with their inventory preparation.

TABLE 2

SPECIAL TRANSPORTATION SERVICES FOR THE ELDERLY AND HANDICAPPED
IN ESSEX COUNTY

<u>Operating Agency</u>	<u>Client Group</u>	<u>Service Area</u>	<u>Type Service & Hours of Operation</u>	<u>Monthly Passengers</u>	<u>Number & Type of Vehicles</u>
American Cancer Society	Cancer Patients	Countywide	Scheduled; 9AM-5PM; M-F	44	2 '75 Sta.Wag.
American Red Cross - Essex Chapter	All E&H	Countywide exc. Glen Ridge, Fairfield, Millburn, Nutley	Scheduled; 8:30AM-4:30PM; M-F	1,600	16 '72-'75 Vans
American Red Cross, Millburn-Short Hills	Elderly (55+)	Millburn	Scheduled; 9AM-4PM; M-F	60	2 '75 Sta. Wag. 1 Sedan
G-7 American Red Cross, Montclair	Elderly (65+)	Montclair	Scheduled; 9AM-4PM; M-F	700	3 '73-'75 Sta. Wag.
American Red Cross, Nutley	All Residents	Nutley	On Demand; 9AM-4PM; M-F	70	1 '73 Sta. Wag.
Archbishop Boland Rehab. Center	E&H (50+)	Countywide	Scheduled & On Demand; 7:30AM-4PM; M-F	110	1 '74 Van 2 '70-'71 Vans
Belleville Senior Citizens Trans. Dept.	Elderly (60+)	Belleville	Scheduled; 8:30AM-4:30PM; M-SA	840	2 '74 Buses 1 '74 Van
Bloomfield Volunteer Emergency Squad	All Residents	Bloomfield	Scheduled & On Demand; 6PM-6AM; Daily	130	3 Vehicles
Caldwell, W. Caldwell, Roseland Trans. Comm.	Ambulatory Elderly (60+)	Caldwell, W. Caldwell, Roseland	Scheduled; NA; M,W,Th	NA	1 '75 Minibus
Daughters of Israel Pleasant Valley Way	All E&H	Countywide	Scheduled; 7:45AM-6PM; M-F	440	2 '75 Vans

NA - Not Available

TABLE 2 (continued)

<u>Operating Agency</u>	<u>Client Group</u>	<u>Service Area</u>	<u>Type Service & Hours of Operation</u>	<u>Monthly Passengers</u>	<u>Number & Type of Vehicles</u>
Dept. of Senior Citizens of East Orange	E&H (55+)	East Orange	Scheduled & On Demand; 8:30AM-4:30PM; M-F	2,200	4 '69-'76 Mini-buses
Essex Co. Hospital Center	NA	Countywide	NA; 7AM-11PM; Daily	NA	9 Sedans, -2 Vans, 3 Buses
FISH of Nutley	All E&H	Nutley	On Demand; 24 Hours; Daily	100	Uses Volunteers' Vehicles
Handi-Crafters	Handicapped	Montclair	Scheduled; 8AM&4:30PM; M-F	20	1 '75 Van
Town of Irvington	Elderly (60+)	Irvington	Scheduled; 9AM-4:30PM; M,T, Th,F	1,500	3 '75 Buses
Jewish Vocational Center	E&H (55+)	Newark, E. Orange	Scheduled; 8:45AM-3:15PM; M-Th	80	1 '74 Van
Livingston First Aid Squad Van Trans.	All E&H	Livingston	Scheduled; NA; NA	50	1 '75 Van
Township of Livingston	Elderly (60+)	Livingston	Scheduled & On Demand; 9AM-4:30PM; M-F	NA	1 '75 Minibus
Maplewood Rec. Dept.	Elderly (55+)	Maplewood	Scheduled; 10AM-4PM; 4 Days/Week	800	1 '74 Minibus
Memorial Center for Women	Elderly (60+)	W. Orange	Scheduled; NA; NA	NA	1 '70 Van
Montclair, North Essex YWCA	Elderly (60+)	Montclair	Scheduled; 9AM-4PM; M-F	600	1 '75 Van
Montclair Rehab. Organization	Handicapped	Bloomfield, Caldwell, E. Orange, Glen Ridge, Montclair, Verona, W. Orange	On Demand; 9AM-5PM; M-F	80	1 '72 Checker 1 '76 Van

TABLE 2 (continued)

6-9

<u>Operating Agency</u>	<u>Client Group</u>	<u>Service Area</u>	<u>Type Service & Hours of Operation</u>	<u>Monthly Passengers</u>	<u>Number & Type of Vehicles</u>
Montclair Recreation - Parks Dept.	Elderly (60+)	Montclair	Scheduled; 8AM-3:30PM; M-F	550	1 '75 Minibus
Mt. Carmel Guild - VHD	Blind E&H (60+)	Countywide	Scheduled & On Demand; 9:30AM-8PM; M-SA	200	2 '74-'75 Vans
N.J. Community Union Outreach Program	E&H (55+)	Newark	Scheduled & On Demand; 9AM-4PM; M-F	218	1 '74 Van
North Ward Citizens First Aid Squad	E&H (55+)	Newark	Scheduled & On Demand; 9AM-12Noon; Daily	270	1 '72 Van
North Ward Educational & Cultural Center	Elderly (50+)	Newark	Scheduled; 9AM-5PM; M-F	48	1 '74 Van
City of Orange	Elderly	Orange	Scheduled & On Demand; 9AM-4PM; M-F	2,560	1 '74 Van
Retired Seniors' Volunteer Program	Elderly (60+)	Countywide except Newark	Scheduled; 10AM-3PM; M-F	400	1 '74 Van
Village of South Orange	Elderly (55+)	South Orange	Scheduled; 9:30AM-3:30PM; 3 Days/Week	480	1 '74 Minibus
Trustees of the Record Ambulance	All E&H	Orange, E. Orange	Scheduled & On Demand; NA; NA	1,000	6 '68-'76 Ambulances
Senior Citizens Trans. Project - Verona	Elderly (60+)	Verona	Scheduled; 10AM-4PM; M-SA	625	1 '74 Van
Town of West Orange	Elderly (60+)	W. Orange & Vic.	Scheduled; 8:30AM-4:30PM; M-F	1,031	1 '74 Minibus 1 '76 Van

GLOUCESTER COUNTY

County Demographics

While a portion of Gloucester County is within the confines of the densely populated Philadelphia metropolitan area, the County remains one of the more sparsely settled of the 21 New Jersey counties. It ranks eleventh in size, at 328.36 square miles, and fifteenth in population, with 172,681 people (according to the 1970 Census). At a gross density of about 526 persons per square mile, Gloucester County stands eleventh in this category. New Jersey's overall gross density is about 958 persons per square mile, based on 1970 Census figures. The urban/suburban population of Gloucester, at a density of roughly 1,800 persons per square mile, is clustered around Woodbury, in the northern corner of the County. With the exception of small towns like Glassboro, Swedesboro, Clayton, and Newfield, the remainder of the County is rather sparsely populated, at around 200 persons per square mile.

About 7.7% of the residents of Gloucester County are aged 65 or over, somewhat below the statewide value of 9.7%. No single municipality has a preponderance of elderly persons; the distribution of people in this category is generally uniform, in proportion to the respective populations of the municipalities. Nearly 19% of the County's elderly have incomes which fall below the poverty level recognized by the U.S. Bureau of the Census. Most communities with high percentages of elderly poor in their populations are rural in nature. South Harrison, Woolwich and Mantua are outstanding among these, where 29% to 33% of elderly people in each municipality are considered to be below the poverty level.

Approximately 5% of the population of Gloucester County has been identified by the census as being disabled or handicapped. There are, therefore, at least 21,925 persons (about 12.7% of the total County population), which are either elderly or handicapped in Gloucester County. Numerical data regarding the elderly and handicapped populations of each municipality in the County is presented in Table 1. For reference purposes, general location maps are presented as figures 1 and 2.

Regular Transit Service

Due to the relatively low density of development in Gloucester County, public transit service is somewhat restricted in scope. Rail passenger service is not available within the County. Bus transportation is available, but only the more urbanized communities receive minimum levels of frequent service.

TABLE 1
GLOUCESTER COUNTY

Municipality	1. Total Population	2. POPULATION AGED 65 OR OVER			3. AGED 65 OR OVER BELOW POVERTY			4. HANDICAPPED		
		a. Number of Persons	b. % of Total Population	c. % of County Elderly	a. Number of Persons	b. % Municipal Elderly	c. % of County Elderly In Poverty	a. Number of Persons	b. % of Total Population	c. % of County Handicapped
Clayton	5,193	414	8.0	3.1	106	25.6	4.2	388	7.5	4.5
Deptford	24,232	1,305	5.4	9.8	256	19.6	10.2	1,093	4.5	12.7
E. Greenwich	3,280	391	11.9	2.9	41	10.5	1.6	143	4.4	1.7
Elk	2,707	272	10.0	2.1	65	23.9	2.6	16	0.6	0.2
Franklin	8,990	813	9.0	6.1	164	20.2	6.5	764	8.5	8.9
Glassboro	12,938	973	7.5	7.3	209	21.5	8.3	577	4.5	6.7
Greenwich	5,676	402	7.1	3.0	33	8.2	1.3	303	5.3	3.5
Harrison	2,661	239	9.0	1.8	77	32.2	3.1	59	2.2	0.7
Logan	1,840	181	9.8	1.4	33	18.2	1.3	56	3.0	0.6
Mantua	9,643	607	6.3	4.6	176	29.0	7.0	373	3.9	4.3
Monroe	14,071	1,083	7.7	8.2	278	25.7	11.1	1,038	7.4	12.0
National Park	3,730	229	6.1	1.7	24	10.5	1.0	138	3.7	1.6
Newfield	1,487	143	9.6	1.1	32	22.4	1.3	118	7.9	1.4
Paulsboro	8,084	783	9.7	5.9	139	17.6	5.5	548	6.8	6.3
Pitman	10,257	1,094	10.7	8.2	238	21.8	9.5	340	3.3	3.9
S. Harrison	1,226	73	6.0	0.5	24	32.9	1.0	132	10.8	1.5
Swedesboro	2,287	295	12.9	2.2	42	14.2	1.7	144	6.3	1.7
Washington	15,741	609	3.9	4.6	52	8.5	2.1	520	3.3	6.0
Wenonah	2,364	226	9.6	1.7	45	19.1	1.8	115	4.9	1.3
W. Deptford	13,928	749	5.4	5.6	103	13.8	4.1	679	4.9	7.9
Westville	5,170	623	12.1	4.7	67	10.8	2.7	187	3.6	2.2
Woodbury	12,408	1,446	11.7	10.9	238	16.5	9.5	662	5.3	7.7
Woodbury Hts.	3,621	226	6.2	1.7	32	14.2	1.3	151	4.2	1.7
Woolwich	1,147	119	10.4	0.9	36	30.3	1.3	86	7.5	1.0
Total	172,681	13,295	7.7	100.0	2,510	18.9	100.0	8,630	5.0	100.0

H-2

Source: US Census of Population, 1970
 Cols. 1, 2A-C: PC(1) B 32 General Population Characteristics
 Cols. 3A-C: P4M 80, 90 (estimated from 20% sample)
 Cols. 4A-C: P4M 52 (estimated from 5% sample, ages 16-64)
 data for handicapped under 16 not available

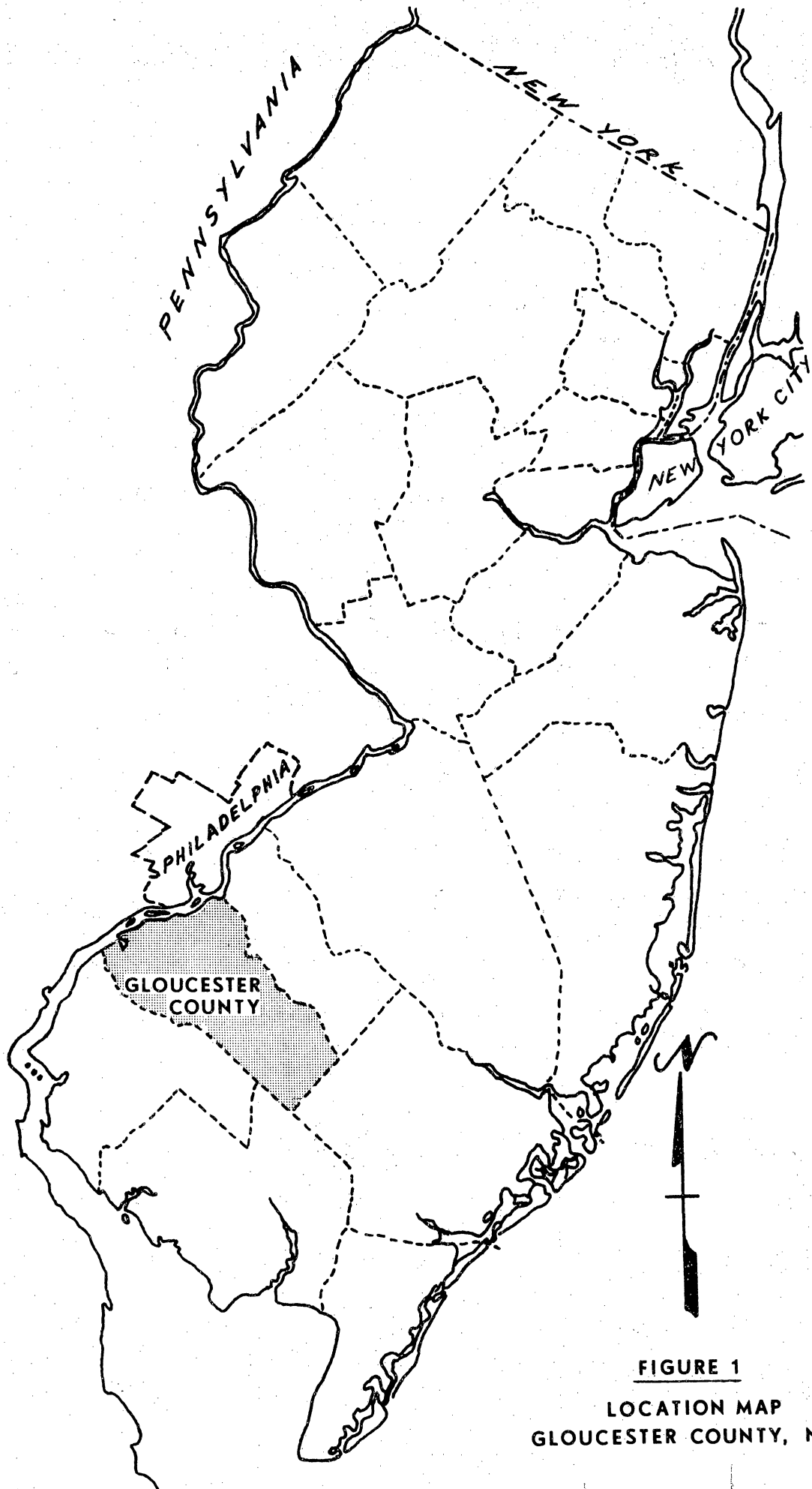


FIGURE 1
LOCATION MAP
GLOUCESTER COUNTY, N. J.

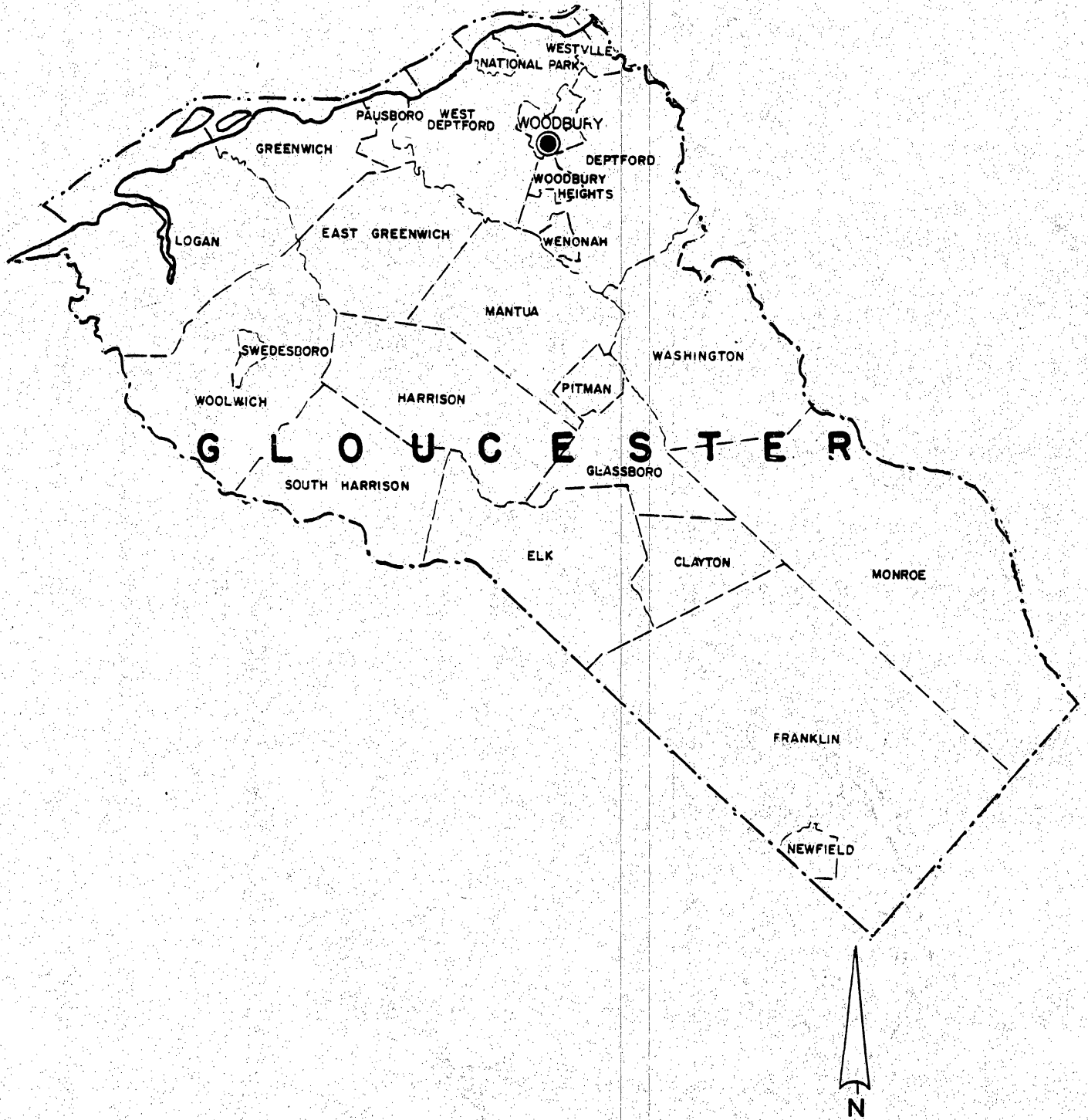


FIGURE 2

GLOUCESTER COUNTY MUNICIPALITIES

Transport of New Jersey (TNJ) is the sole operator of all bus routes within the County, with the exception of the independently-operated municipal systems. In addition to express routes operating between Philadelphia and shore points such as Atlantic City and Cape May, there are six routes fanning out through the County which provide local (intra-county) service. These routes generally converge upon Camden and Philadelphia via Woodbury and Westville. In addition to providing service to downtown Philadelphia, the TNJ local routes provide feeder service to the PATCO High-Speed Line station at Camden, which affords rapid rail transit service to downtown Philadelphia. All the aforementioned transit services present the typical barriers to people with limited physical mobility.

As of March 17, 1976, 38% of all persons over age 65 in the County had registered for the Senior Citizen Reduced Fare Program.

Scope of Existing Service

Gloucester County benefits from a somewhat more extensive system of specialized transportation for the elderly than do most other South Jersey counties. This is due mainly to the County Planning Board and Office on Aging having provided capital assistance to encourage the formation of such systems. Vehicles were purchased and distributed to various Gloucester municipalities expressly for that purpose. However, the more rural municipalities, namely, Logan, Woolwich, Swedesboro, Elk, South Harrison, and Harrison, still do not have elderly-oriented transportation systems available.

Specialized transportation services for the handicapped, in Gloucester County, are rather limited, since there are only a few organizations to cater to their needs. Additionally, transportation is generally provided only for educational or vocational training purposes, thus further restricting transportation alternatives available to the handicapped.

Inventory of Existing Services

1. The Gloucester County Association for Retarded Children (ARC) provides transportation for mentally retarded children and adults, to educational and recreational activities sponsored by the ARC. A fleet of four vans is used to carry clients from all points in the County to activity centers in Glassboro and Pitman, as well as to a day camp in Williamstown. One vehicle is equipped with a hydraulic wheelchair lift; however, the lift has not been used, since all current clients are at least partially ambulatory. The service

operates every weekday, from 9 AM to 4 PM, with runs scheduled according to program scheduling. No fare is charged to the 30 daily clients of the service.

Capital and operating expenses are defrayed by funds from several sources. Two vans were donated by the Gloucester County Jaycees, and a third was purchased with a grant from the United Way. Additional funding is provided by local school districts and the Divisions of Mental Retardation and Youth and Family Services, New Jersey Department of Institutions and Agencies. Also, a weekly "donation" of ten dollars is sought from the parents or guardians of clients.

2. The St. John of God Community Service Center operates a transportation service for mentally retarded young people similar to that provided by the Gloucester ARC. Transportation is furnished for trainable clients aged 5 to 30 to the pre-school and training facilities at the Center in Deptford. Pickups are made along scheduled routes within a 30-mile radius of Deptford, including Gloucester and Camden Counties as well as parts of Atlantic and Burlington Counties. The service, which operates on weekdays, carries about 130 passengers each day. Eight small 24-passenger buses are used by the Center. This fleet has recently been supplemented by a 28-passenger bus purchased under UMTA's 16 (b) (2) grant program for FY-75.

The service operates on a non-revenue basis; accordingly, no fares are charged. Operating and capital expenses are met by donations from a support group of parents and friends.

3. The Gloucester County Red Cross uses a fleet of three station wagons to furnish health-oriented transportation to points outside the County, for County residents. Although one vehicle is used entirely as a bloodmobile, the Red Cross is able to provide demand-responsive service for all residents at the present rate of demand. The service is operated each weekday, carrying an average of three passengers per day. Operating and capital costs are met by funds from the Red Cross general budget.

4. The City of Woodbury operates a local transit service along a scheduled route within the City limits. This service, which makes six scheduled runs each weekday, uses a 20-passenger minibus provided by the County from federal revenue-sharing funds. This transportation is available, free of charge, to all residents, but is used mainly by the elderly. About 50 persons make use of this service each day.

As stated previously, the vehicle used by Woodbury was purchased by Gloucester County. All other costs are borne by municipal funds.

5. Washington Township operates a local shuttle-type bus service. Two scheduled routes, looping in a "figure eight" pattern within the Township are run on Mondays, Tuesdays, Thursdays, and Fridays. Wednesday service consists of shopping trips to Echelon or Deptford Malls, alternating weekly, plus trips to a nutrition program at Gloucester County College, Deptford Township. The scheduled service is primarily for senior citizens, although any resident over 16 may ride if the bus is not crowded. Service on Wednesdays is limited strictly to the elderly, and is operated on a demand-responsive basis. One run operates every two hours, excluding noon, along the scheduled routes between 10 AM and 4 PM. The Wednesday service is run between 9 AM and 4 PM. About 28 passengers make round trips on each day of scheduled operation, while the Wednesday service transports 10 to 12 senior citizens to the nutrition program and 5 to 10 for shopping trips. Both services are provided free of charge.

Capital funding for vehicles, i.e., one 28-passenger bus was provided through County revenue-sharing funds. All operating and incidental capital expenses are met by municipal funding.

6. The Borough of Pitman operates a service similar to that of Washington Township, using a small 20-passenger bus. One scheduled route is operated between 9 AM and 12:45 PM, serving the Borough and the Glassboro shopping center. Between 12:45 PM and 4 PM, transportation is provided to the nutrition program at Gloucester County College. These free services are available to all residents of the Borough. In a typical month, there are about 780 trips (i.e., trips in one direction) made on the scheduled service, and about 160 trips to the nutrition program.

As is the case with Washington Township and Woodbury, the vehicle was provided through County revenue sharing, with other expenses covered by the municipal budget.

7. West Deptford Township operates another municipally-sponsored bus service, serving West Deptford and parts of National Park, Paulsboro, East Greenwich, and Woodbury. One 24-passenger bus is utilized. Operating Tuesdays through Saturdays, four scheduled round trips are made along a 40-mile route each day, starting at 8 AM and ending at 4:30 PM. No fare is charged for this service, which is available to all residents, but caters primarily to the elderly. Roughly 600 riders make one-way trips in a typical month. The vehicle used was furnished by the County from revenue-sharing funds while Township funds cover all additional costs.

8. The Borough of Paulsboro provides a free shuttle bus

service much like that operated by Washington Township. Mondays, Tuesdays, Thursdays, and Fridays are days of scheduled route operation, with three daily round trips serving Paulsboro and parts of Woodbury. Wednesday is devoted to one shopping trip to one of four area malls each week, on a rotational basis. Hours of operation are from 9 AM to 5 PM. The service caters mainly to adults and the elderly, although teenagers may ride at the driver's discretion. Approximately 800 to 850 trips are made each month on these routes.

The Borough provides this service through the use of one 40-passenger school bus, which was purchased by the County with revenue-sharing funds. The municipality bears all contingent costs relating to operation and maintenance.

9. Monroe Township operates two municipally-sponsored bus routes every weekday, except Wednesdays, using a 35-passenger school bus. Each scheduled route is run on alternate days, with one traveling to Echelon Mall and the other to Deptford Mall. Both routes operate between 9 AM and 5 PM. The service is provided free of charge for all Township residents, but is geared primarily to the needs of the elderly. On Wednesdays, the bus is used for senior citizen excursions to various points. The scheduled service transports an average of 525 persons per month, on a round-trip basis.

The Township meets operating costs of this service through municipal budget appropriations. County revenue-sharing funds were used for the purchase of the vehicle.

10. Mantua Township provides regular shuttle bus service, Monday through Saturday, to several shopping locations in Deptford, Pitman, and the Township. A different schedule is followed for each operating day of the week, using a 40-passenger school bus purchased by the County. Additionally, the Township provides demand-responsive service to the nutrition program at Gloucester County College, daily except on Thursday and Sunday. The entire service caters, for the most part, to the elderly, although the shuttle may be used by all residents on Saturday, when it travels to Deptford Mall. No fare is charged. Operating hours are generally between 9 AM and 4 PM. The shuttle carries approximately 500 round-trip passengers per month in scheduled-route service, and about 120 round trips per month to the nutrition program. As with the other municipal systems in Gloucester County, operating costs are municipally funded, the vehicle having been provided by the County from revenue-sharing funds.

11. The Township of Deptford also provides a municipally-funded free bus service, using a 40-passenger bus purchased by the County with federal revenue-sharing funds. This

vehicle makes two round trips along a scheduled route between 9 AM and 12:45 PM, serving points within the Township and connecting with the Woodbury municipal shuttle bus. Between 12:45 PM and 3 PM, a round trip is made to the nutrition program at Gloucester County College. Both services are provided every weekday and are open to all residents, although senior citizens are given first priority. The bus is also used several times each month for special excursions. This municipal system serves approximately 4,000 trips each month, with roughly one third of these attributable to the nutrition program.

12. Franklin Township operates a senior citizens' bus service on Mondays and Wednesdays, providing free transportation to shopping areas in Vineland or Glassboro-Pitman on an alternating basis. Although it is intended mainly for use by the elderly, other residents may also use the service. While service is generally operated from a fixed loading point (the VFW Building), passengers may be picked up at home on special request. The 40-passenger school bus is also used for special excursions during the remainder of the week.

This service is also a result of the Gloucester County bus purchase program. All costs other than those for the purchase of the bus itself are funded through the municipal budget.

13. The Borough of Glassboro operates a free bus service along a scheduled loop route within the Borough. Although it is geared mainly to the transportation needs of the elderly, the shuttle may be used by anyone other than students. An average of approximately 500 round-trip riders are carried each month. The bus runs hourly between 9 AM and 3 PM, Tuesdays through Fridays. The 20-passenger minibus, which is normally used in scheduled service, is supplemented by a 54-passenger school bus, which is otherwise used for special excursions by non-profit community groups. Both vehicles were furnished through the County bus purchase program. All operating and contingent costs are defrayed by municipal funding.

HUDSON COUNTY

County Demographics

In 1970, Hudson County had a population of 609,266 making it New Jersey's third largest county in size of population. However, with a land area of only 46.42 square miles, Hudson is the State's smallest county in area. The County's large population and small land area account for its very high population density of 13,094 persons per square mile, nearly twice the density of the next most densely populated county, Essex, and nearly 14 times greater than the State's overall density of 958.

According to 1970 Census data, 69,195 County residents, accounting for 11.4 percent of County population are aged 65 years or older. The County's percentage of elderly is somewhat higher than the overall statewide value of 9.7 percent. In only 2 of Hudson's 12 municipalities, East Newark and Hoboken, do the elderly account for less than 10 percent of municipal population. Guttenburg has the highest percent of elderly in its population with 15.2 percent of its residents aged 65 or over. On a countywide basis, more than half of the County's elderly live in Jersey City (42.1 percent) and Bayonne (11.5 percent), the remainder being more or less evenly distributed throughout the rest of the County. Twenty-two percent of Hudson's elderly residents have incomes below poverty level as defined by the Census. As with the County's elderly population, persons in this category are concentrated in Jersey City (42.9 percent) and Bayonne (10.3 percent) as well as Union City (12.2 percent). On a statewide basis, Hudson County accounts for 12.4 percent of the State's elderly in poverty, second only to Essex County with 15.4 percent.

The 1970 Census identified 34,097 County residents as being handicapped or disabled. Persons in this category represent 5.6 percent of Hudson's population, which is considerably higher than the corresponding Statewide value of 4.9 percent. As with the County's elderly population, Hudson's handicapped are concentrated in Jersey City, Bayonne and Union City. These 3 municipalities, combined, contain 65 percent of the County's handicapped. Jersey City alone has 42.5 percent, while Bayonne and Union City have 12 percent and 10.5 percent respectively. Thus, according to 1970 Census data, at least 103,292 County residents representing 17 percent of Hudson's population are either elderly or handicapped. Base data for the elderly and handicapped population, by municipality, is shown in Table 1. Figures 1 and 2 are general location maps provided for reference purposes.

TABLE 1
HUDSON COUNTY

Municipality	1 Total Population	2POPULATION AGED 65 OR OVER			3AGED 65 OR OVER BELOW POVERTY			4HANDICAPPED		
		a. Number of Persons	b. % of Municipal Population	c. % of County Elderly	a. Number of Persons	b. % of Municipal Elderly	c. % of County Elderly In Poverty	a. Number of Persons	b. % of Municipal Population	c. % of County Handicapped
Bayonne	72,743	7,941	10.9	11.5	1,604	20.2	10.3	4,077	5.6	12.0
East Newark	1,922	178	9.3	0.2	45	25.3	0.3	85	4.4	0.3
Guttenberg	5,754	873	15.2	1.3	256	29.3	1.6	246	4.3	0.7
Harrison	11,811	1,210	10.2	1.7	248	20.5	1.6	622	5.3	1.8
Hoboken	45,380	4,269	9.4	6.2	1,316	30.8	8.4	2,661	5.9	7.8
Jersey City	260,545	29,141	11.2	42.1	6,695	23.0	42.9	14,506	4.0	42.5
Kearny	37,585	4,429	11.8	6.4	727	16.4	4.7	1,878	5.0	5.5
North Bergen	47,751	5,925	12.4	8.6	1,180	19.9	7.6	2,643	5.5	7.8
Secaucus	13,228	1,767	13.4	2.5	198	11.2	1.3	494	3.7	1.4
Union City	58,537	6,832	11.7	9.9	1,908	27.9	12.2	3,568	6.2	10.5
Weehawken	13,383	1,773	13.2	2.6	261	14.7	1.7	777	5.8	2.3
West New York	40,627	4,857	12.0	7.0	1,161	23.9	7.4	2,540	6.3	7.4
TOTAL	609,266	69,195	11.4% of County Population	100.0%	15,599	22.5% of County Elderly	100.0%	34,097	5.6% of County Population	100.0%

Source: U.S. Census of Population, 1970
 Cols. 1, 2A-C: PC(1) B 32 General Population Characteristics
 Cols. 3A-C: P4M 86, 90 (estimated from 20% sample)
 Cols. 4A-C: P4M 52 (estimated from 5% sample; ages 16-64)
 data for handicapped under 16 not available

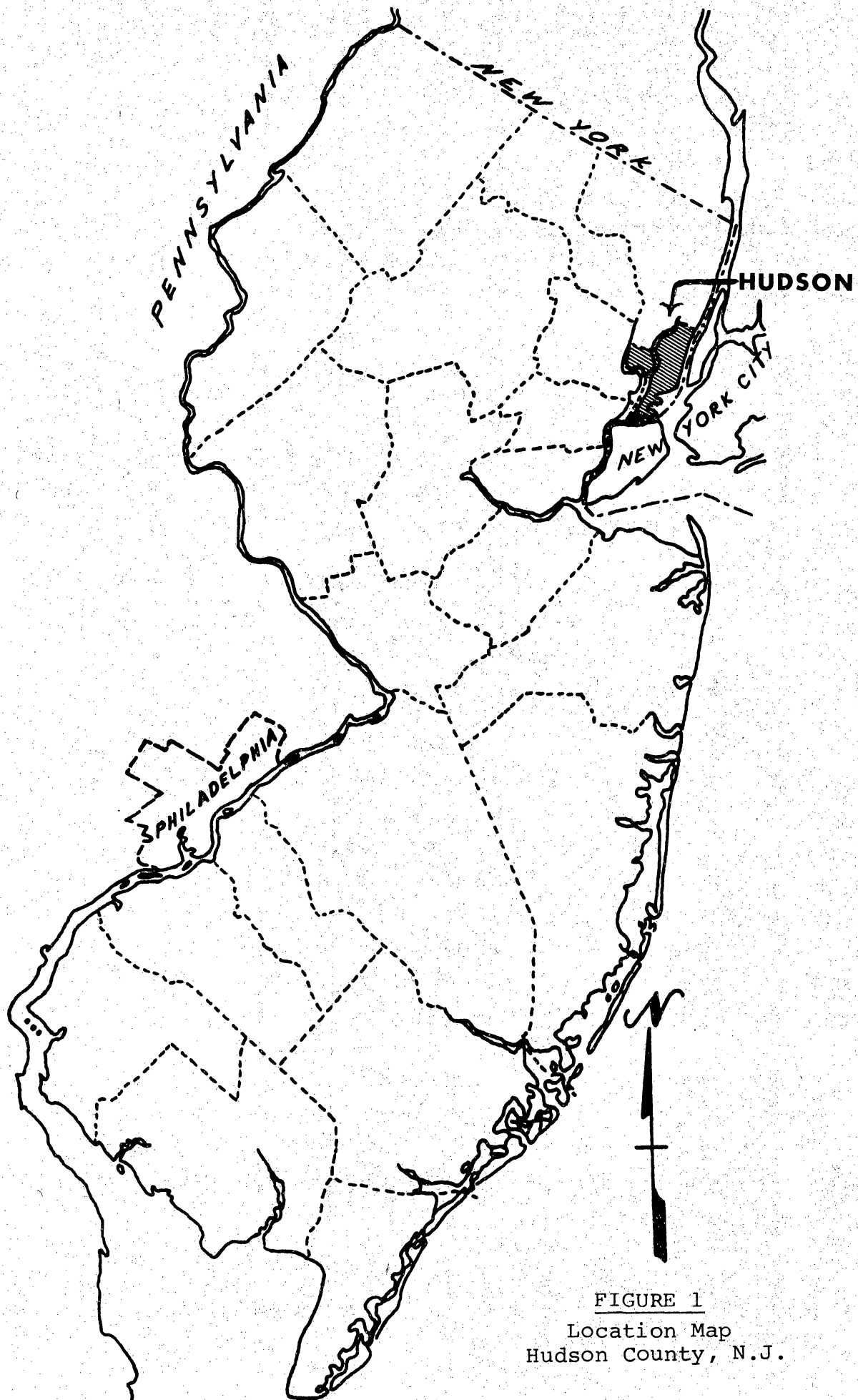


FIGURE 1
Location Map
Hudson County, N.J.

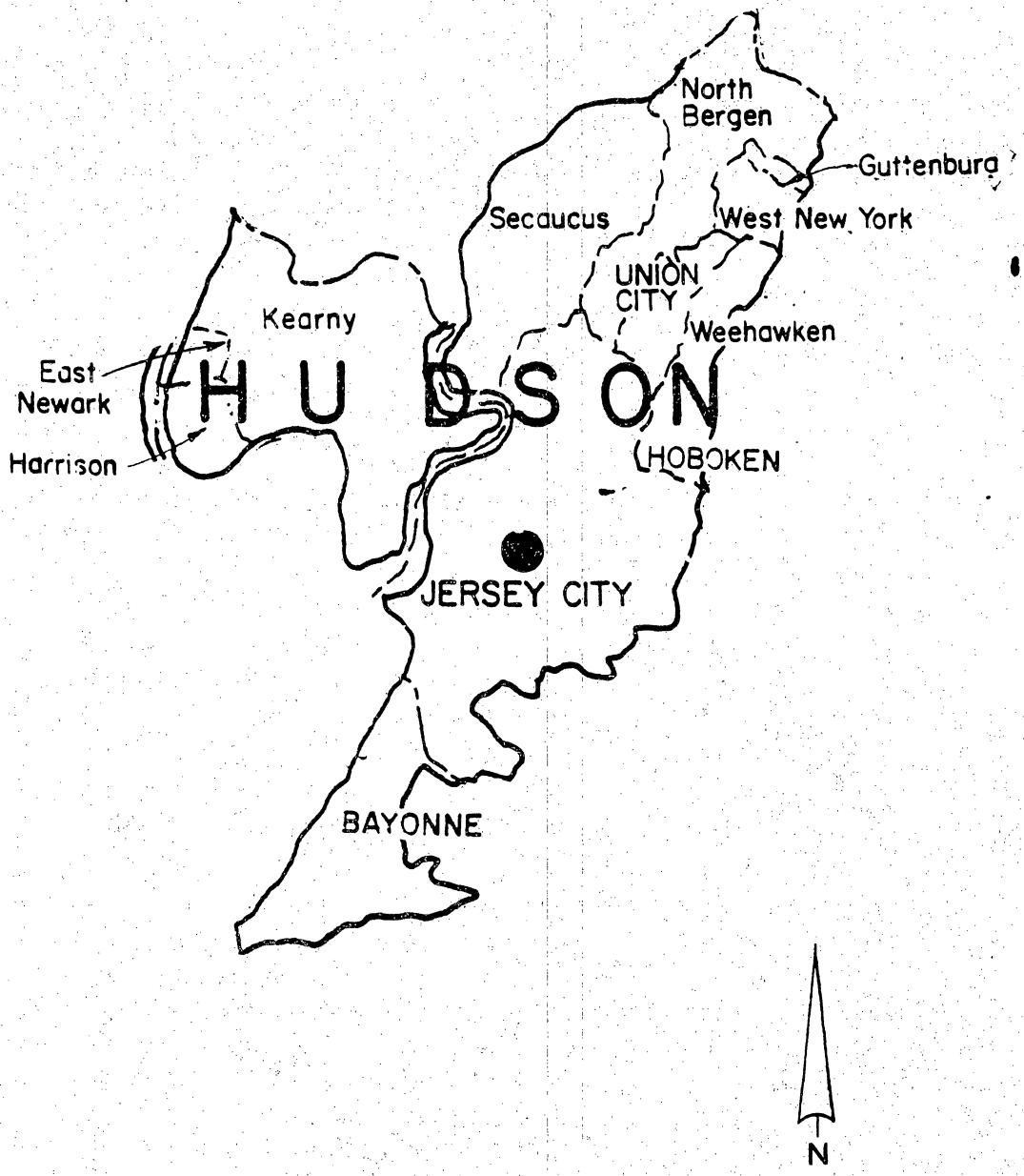


FIGURE 2
Location Map
Hudson County Municipalities

Regular Transit Service

Hudson County is relatively well served by mass transit, with service provided by commuter rail, rapid rail, and bus. Commuter rail service consists of the "Bayonne Shuttle" portion of Conrail's Atlantic Region, Lehigh Division (former Central Railroad of New Jersey) and all lines of the Hoboken Division (former Erie Lackawanna). The "Bayonne Shuttle" portion of Lehigh Division service links the County to Essex, Union and Somerset Counties as far west as Raritan in Somerset County. There are 3 stops along this route in Hudson County, all are in Bayonne at West 8th Street, East 22nd Street, and East 33rd Street. Since Hoboken is the terminal for all Hoboken Division Trains, Hudson County residents boarding at Hoboken have access to many destinations in Bergen, Essex, Morris, Passaic, Somerset and Union Counties along the 7 lines of the former Erie Lackawanna. In addition to Hoboken, there are stations within the County at Harrison on the Morristown line and Arlington and North Newark on the Boonton line.

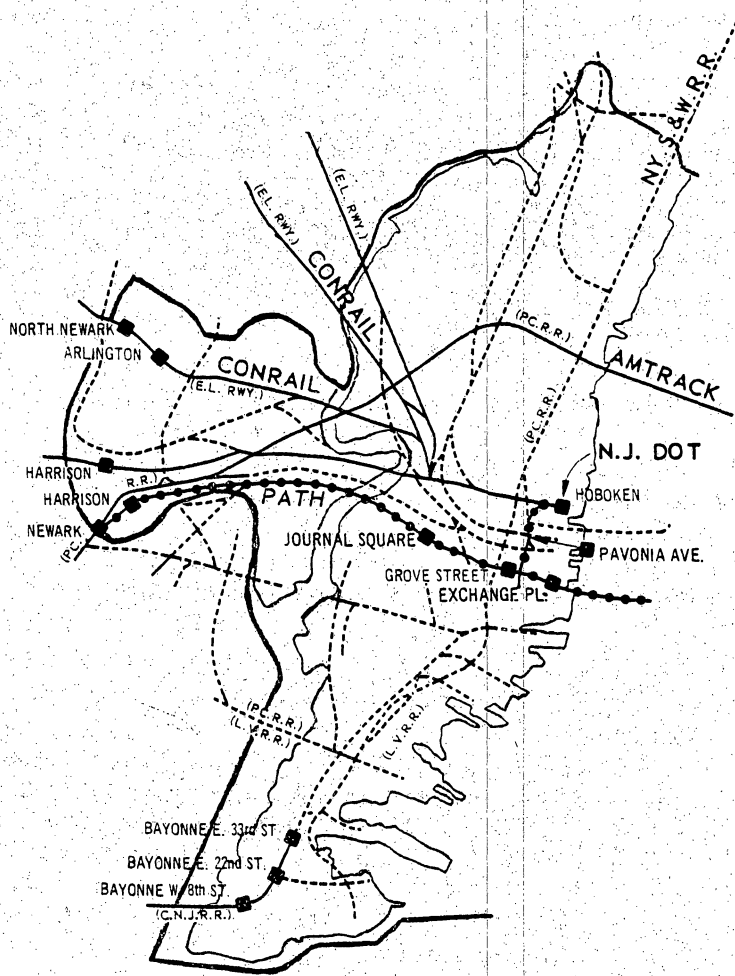
Rapid rail service between Hudson and New York City is provided by the Port Authority of New York and New Jersey on its Port Authority Trans Hudson (PATH) operation. Frequent service from Hoboken, Journal Square in Jersey City and other PATH stations in the County provides direct access to midtown and downtown Manhattan at 33rd Street and the World Trade Center respectively as well as to Newark.

Although the County's commuter rail and rapid rail service is used for other than work trips, a majority of trips made by County residents are journey-to-work, primarily to destinations in Manhattan. A map showing the location of the County's rail lines and stations is presented in Figure 3.

Bus service in the County is extensive. At present, 21 carriers provide local service linking all parts of the County to each other as well as to destinations in neighboring Bergen and Essex Counties to the north and west and New York City to the east. Six carriers provide longer distance line haul service to various destinations in New Jersey to the west and south.

Numerous taxicab companies provide service to all parts of the County. Fares vary from company to company since they are regulated by individual municipal ordinances.

As of March, 1976, 44,326 of Hudson's elderly residents had registered for New Jersey's Senior Citizens Half-Fare Program. As of January 18, 1977, 425 handicapped County residents had registered for the State's Handicapped Half-Fare Program.



LEGEND


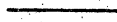


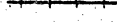
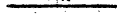
-  PASSENGER STATIONS
-  PASSENGER & FREIGHT LINES
-  RAPID TRANSIT
-  FREIGHT SERVICE
-  ABANDONED LINES
-  PREVIOUS NAME OF LINE



FIGURE 3
Rail Lines and Stations
In Hudson County

Scope of Existing Services

Special paratransit services for Hudson's elderly and handicapped are currently provided by all of the County's 12 municipalities, 5 private non-profit organizations and 4 private for-profit companies. In general, these services cater to the elderly and are provided free of charge. In most cases, the service is of a scheduled fixed route type rather than demand responsive and is limited to weekdays during daytime hours. Most trips are made for 2 purposes, travel to nutrition centers and shopping.

Under Section 16 (b) (2) of the Urban Mass Transportation Act of 1964, as amended, private, non-profit organizations can apply for capital assistance grants for the purchase of vehicles and equipment to provide transportation services to the elderly and handicapped. Through participation in this program, the following organizations in Hudson County acquired the following vehicles under the fiscal year 1975 program: United Way of Hudson County - 3 vans, New Jersey Association for Retarded Citizens - 3 vans.

Inventory of Existing Services

The Tri-State Regional Planning Commission program for FY 1977 included provision for the development of county Elderly and Handicapped Transportation Plans. The plans include an inventory of existing specialized transit services for these groups. The following discussion is based on information contained in the Hudson County Elderly and Handicapped Transportation Plan prepared by the Hudson County Office of Planning in March, 1977.

Municipal Services

The Bayonne Economic Opportunity Foundation is a community action program that provides free transportation to the City's elderly residents. The Foundation operates one 18-passenger minibus which operates over a scheduled fixed route 5 days a week, Monday through Friday. Patrons of the service collectively make approximately 900 trips a week. Of these, approximately 840 trips are made to nutrition sites, the remaining 60 being shopping trips. At present, approximately 14,000 of Bayonne's senior citizens are registered with the program.

The Borough of East Newark provides free transportation to its elderly residents for trips to a nutrition center, West Hudson Hospital, and social-recreational activities. The Borough operates one 16-passenger bus along a scheduled fixed route between the hours of 9:30 a.m. and 4:00 p.m. Monday through Friday. Approximately 281 senior citizens have registered with the Borough for this service. Annual operating costs of approximately \$4,000 are borne entirely by the Borough. This figure excludes the driver's salary which is federally funded under provisions of the Comprehensive Employment and Training Act (CETA). In addition to this service, the East Newark Police Department occasionally transports handicapped residents to and from the hospital and doctor's offices for medical treatment.

The Town of Guttenburg currently provides free transportation to approximately 261 of its elderly residents (aged 62 and over). The Town operates one 10-passenger minibus on a scheduled fixed route 10:30 a.m. to 4:30 p.m. Monday through Friday, the only exception being Thursday when service begins at 9:15 a.m. to accommodate a special trip to area supermarkets for food shopping. In the morning, seniors are taken to a nutrition site. Afternoon trips are made to the West New York shopping area on Bergenline Avenue.

The Town of Harrison, Department of Health currently provides free transportation to the Town's elderly residents. Approximately 530 passenger trips are made per week. The main purpose of these trips is to take senior citizens to nutrition centers. The Department has 2 minibuses, 1 seating 8 passengers, the other 12. The buses were purchased with a \$12,000 grant from the Hudson County Office on Aging which was matched with \$9,000 in municipal funds. These vehicles operate over 2 separate scheduled fixed routes from 9:00 a.m. to 4:00 p.m. Monday through Friday. On Saturdays, a special run takes residents of the Harrison Garden Housing Project to and from Holy Cross Church nutrition center at 321 Harrison Avenue. The seniors are picked up at 6:30 and returned at 7:30 p.m. In addition to this regularly scheduled service, Harrison's police when necessary, provide non-emergency transportation to handicapped residents for the purpose of making visits to the doctor's office or hospital.

The City of Hoboken through its SMILE program offers free transportation service to its senior citizens aged 55 and over. About 10,000 City residents in this age group have registered for the service. The City operates one 16-passenger minibus purchased through funds obtained under a Federal grant. All operating costs are absorbed by the City. The minibus runs on a scheduled fixed route between the hours of 9:00 a.m. and 10:00 p.m., Monday through Friday. Trips are made to nutrition sites and shopping areas.

The Jersey City Department of Human Resources through its Division of Senior Affairs' Trans-Help Project provides free transportation to the City's elderly residents. The Project owns 10 vehicles: 1 minibus equipped with a wheelchair ramp, 7 vans, and 2 station wagons. Approximately 8,000 passenger trips are made per month. The service is offered on a demand responsive dial-a-ride basis, the only exception being semi-fixed route operations for daily trips for participants in an adult day care center, monthly trips for elderly residents of a public housing project in a high crime area to and from shopping and banking services, and weekly shopping excursions for residents of certain senior housing sites. Hours of operation are 8:30 a.m. to 7:00 p.m. and 11:00 p.m. to 2:00 a.m. Monday, 8:00 a.m. to 7:00 p.m. and 11:00 p.m. to 2:00 a.m. Tuesday through Friday, 8:00 a.m. to 4:00 p.m. Saturday and 8:30 a.m. to 4:30 p.m. Sunday. Approximately half of the 8,000 monthly passenger trips are

made during the day to nutrition sites, medical facilities and social-recreational activities. The remaining 4,000 trips are made at night to transport low-income senior citizens to and from the 2 PATH stations for trips to office cleaning jobs in Manhattan. Funding for the Project is derived from 3 sources: The New Jersey Department of Community Affairs under Title XX of the Social Security Act, the New Jersey Department of Institutions and Agencies under Title VII of the Older Americans Act, and municipal funds.

Jersey City owns and operates 3 buses to transport students from local schools to and from the Jersey City Health Center for diagnostic screening services. One of the buses is modified to accommodate the handicapped. Normal hours of operation are between 8:00 and 9:00 a.m. and 1:30 and 3:30 p.m.

The Jersey City Board of Education currently provides transportation to and from the Community Health Center, located in the Jersey City Medical Center, for children participating in the Center's Partial Hospitalization Program. Two vans are used to transport the children from their homes to the Center and back so they can receive the necessary medical treatment and special education offered by the Center.

The Town of Kearny's Henrietta Benstead Senior Center provides free transportation to the Town's senior citizens aged 60 and over and handicapped residents aged 50 and over for trips to nutrition sites, shopping areas, banks and social-recreational activities. The Center operates 2 minibuses purchased with Federal funds obtained under the Older Americans Act. The buses operate on 2 scheduled fixed routes from 9:00 a.m. to 4:00 p.m. Monday through Friday. Currently, 2,100 elderly Town residents are registered for the service.

The Township of North Bergen Department of Parks and Recreation provides free transportation to Township residents aged 60 and over. The Department operates two 18-20 passenger minibuses purchased with Federal funds obtained under the Older Americans Act. All operating expenses are absorbed by the Township, the only exception being the 2 drivers' salaries which are funded under CETA. Each bus runs on a scheduled fixed route Monday, Tuesday, Thursday and Friday. Route A serves the northern half of the Township from 61st Street to the Bergen County line. Hours of operation are from 9:25 a.m. to 3:00 p.m. Route B serves the southern half of the Township from the Jersey City line to 60th Street. Hours of operation are between 9:50 a.m. and 3:30 p.m. Trips are made to nutrition sites, local shopping areas and senior citizens clubs. Special trips to the Paramus Park, Garden State Plaza, Bergen Mall, Willowbrook and Hudson Plaza shopping centers are made on Wednesdays and Saturdays. Occasionally, Sunday trips are arranged to parks, craft fairs and other recreational activities. At present, approximately 6,000 of the Township's senior citizens are registered for the service.

The Town of Secaucus Department of Social Services provides free transportation to the Town's senior citizens aged 55 or older. The Department operates one 17-passenger minibus obtained with a grant from the Hudson County Office on Aging. Annual operating costs of \$12,000 are supported entirely by Town funds. The bus operates on a scheduled fixed route Monday through Friday. Normal hours of operation are between 9:30 a.m. and 2:45 p.m. However, the bus deviates from its normal schedule on Tuesdays from 1:00 to 1:46 p.m. in order to make a special trip to the shopping area on Bergenline Avenue and on Thursdays between 10:20 and 11:21 a.m. for a special trip to the Bergen Mall, Garden State Plaza and Paramus Park shopping centers. In addition to shopping, trips are made to a nutrition center and 3 senior citizens clubs. Currently 2,300 elderly Town residents are registered for this service.

The Union City Department of Senior Affairs provides free transportation for City residents aged 60 years and over. The Department operates 3 vehicles, a minibus, a van and a car. The bus, costing \$13,500, was purchased in 1973 with Federal funds obtained under provisions of the Older Americans Act. At present, the City absorbs all operating costs except the salaries of 2 drivers which are Federally funded under CETA. The City is divided into 3 service areas. Hours of operation are between 9:15 and 4:30 p.m. Monday through Friday. However, each of the 3 service areas are not served every day. Area 1 (between the Jersey City line and 17th Street) is served Mondays, Tuesdays and Thursdays, Area 2 (between 17th Street and the Lincoln Tunnel) is served Tuesdays, Wednesdays and Fridays, and Area 3 (between the Lincoln Tunnel and West New York) is served Mondays, Thursdays and Fridays. Approximately 2,150 trips are made a week to nutrition sites, shopping areas, banks, medical facilities, and social-recreational activities. Approximately 2,700 of the City's elderly residents have registered for this service.

The Mayor's Office of the Township of Weehawkin provides free transportation to Township residents aged 55 years and over. The Township owns one 10-passenger minibus obtained through a federal grant under Title III of the Older Americans Act. The minibus operates on a scheduled fixed route Monday through Friday. The service is used for 2 purposes: trips to shopping areas and trips to a nutrition site. Shopping trips to the Garden State Plaza, the Bergen Mall and the Willowbrook Shopping Center are made on Mondays, Tuesdays and Thursdays, respectively. These trips begin at 9:30 a.m. and return at 2:00 p.m. Food shopping trips to the Shop Rite supermarket are made on Wednesdays and Fridays. On Wednesdays trips to the supermarket begin at 9:30 a.m. and 1:15 p.m. and return at 10:45 a.m. and 2:45 p.m. respectively. The Friday Shop Rite trip begins at 9:30 a.m. and returns at 2:45 p.m. Trips to the nutrition

center at the Armenian Brethren Church on Liberty Place begin at 11:30 a.m. Mondays, Tuesdays, Wednesdays and Fridays. A reservation for these trips must be made 1 day in advance. Annual operating costs of \$18,000 are supported entirely by Township funds. Approximately 1,580 of the Town's elderly residents are registered for the service.

The West New York Department of Senior Affairs provides free transportation to Township residents aged 60 and over. The Department owns 1 minibus, obtained in 1970 through Federal funding under Title III of the Older Americans Act, and 1 sedan. The minibus operates over a scheduled fixed route Monday through Friday. The car is operated on a dial-a-ride basis with the requirement that trips must be arranged for 1 day in advance. Trips are made to nutrition centers and shopping areas. All operating costs are paid for by the Township.

Private, Non-Profit Organizations

In January and February, 1977, the Hudson County Office of Planning conducted a survey of 35 social service organizations serving the needs of the County's elderly and handicapped residents. The results of this survey indicate that only 5 organizations provide transportation to their clients.

The Hudson County Association for Brain Injured Children uses 3 cars to transport its clients to and from the organization for special training 7 days a week.

The New Jersey Association of Retarded Citizens - Hudson County Unit provides free transportation to approximately 32 clients a day. Three vans are used to provide this service.

The North Hudson Community Action Corporation offers free transportation to elderly County residents for trips to and from an Outreach Center. One van operating on a fixed route is available for this purpose. Reservations must be made 24-hours in advance.

The Puerto Rican Association for Community Organization (PACO) provides free transportation to approximately 25 elderly persons a day. PACO operates 1 van over a fixed route Monday through Friday. Trips are made for medical, shopping and social-recreational purposes.

The United Way of Hudson County has six 14-passenger vans to provide transportation to its clients aged 60 years and over.

Private, For-Profit Companies

The Pathmark supermarket at the intersection of Danforth Avenue and Route 440 in Jersey City charters 1 bus from the Bergen Avenue Independent Bus Owners Association to provide transportation to elderly City residents for trips to and from the supermarket. Service is available only on Tuesdays. Three specific areas in the City's Greenville section are served: the Berry Gardens Senior Citizens Housing Project, the neighborhood west of Kennedy Boulevard between Fulton Avenue and the City line, and Berry Gardens and Curries Woods at Merritt Street and Heckman Drive.

The Grove, City and Bergen Taxi Companies in Jersey City participate in a half-fare program available to elderly City residents. To take advantage of this program, the City's senior citizens must purchase special coupons that entitle them to half the regular charge after the first dollar of regular fare. The coupons are good only for trips within the City.

HUNTERDON COUNTY

County Demographics

Hunterdon County is almost entirely rural in character. Its total population ranks nineteenth out of the twenty-one New Jersey Counties, and its density, 162.3 persons per square mile, is the second lowest in the State. Approximately 30% of the County population lives in the relatively dense rural centers', which comprise about 3.5% of the total land area.

According to the 1970 Census, 10.0% of the County population is aged 65 or over. The elderly are fairly evenly dispersed throughout the County, with no municipality having greater than 10% of the County total. By Census standards, 18.3% of the County elderly live in poverty.

The 1970 Census indicates that 4.6% of the County population is either disabled or handicapped. A minimum of 10,191 persons, comprising 14.6% of the total population, are therefore considered either elderly or handicapped. Table 1 presents base data on the elderly and handicapped on a municipal basis. Figures 1 and 2 are general location maps and are provided for reference purposes.

Regular Transit Service

Regular transit service in Hunterdon County is provided by four bus companies and the Central Railroad of New Jersey (CNJ). Transport of New Jersey (TNJ) provides commuter and intra-county bus service to the northern section of the County on its' Allentown to New York route. West Hunterdon Transit has two express routes to New York City serving the south-central portion of the County, but its' hours of operation limit its' use primarily to commuter trips. The Blue Bus Line runs four round trips per day in the Stockton and Lambertville to Trenton corridor. The Dilley Bus Service runs one round trip per weekday between Somerville, in Somerset County, and Flemington. The CNJ makes six stops in Hunterdon County on its' route from Phillipsburg to Newark, providing service almost exclusively for commuter travel (see Figure 3 for a location map of the County's rail routes and stations).

Scope of Existing Services

In Hunterdon County there are five organizations which provide transportation services catering to the needs of the elderly and handicapped. Primary service is provided by Pioneer on Wheels (POW). It furnishes a demand-responsive service to all 26 municipalities in the County. FISH provides emergency service to people of all ages, but primarily caters to the needs of the elderly. Transportation service is provided only when POW services are unavailable. The other three agencies provide transportation for their clients to the programs operated by the agency.

TABLE 1

HUNTERDON COUNTY

1-2

Municipality	Total Population	POPULATION AGED 65 OR OVER			AGED 65 OR OVER BELOW POVERTY			HANDICAPPED *		
		Number of Persons	% of Total Population	% of County Elderly	Number of Persons	% Municipal Elderly	% of County Elderly In Poverty	Number of Persons	% of Total Population	% of County Handicapped
Alexandria	2,127	230	10.8	3.3	72	31.3	5.6	202	9.5	6.3
Bethlehem	1,385	133	9.6	1.9	23	17.3	1.8	85	6.1	2.7
Bloomsbury	879	108	12.3	1.5	5	4.6	.4	21	2.4	.7
Califon	970	77	7.9	1.1	23	29.9	1.8	13	1.3	.4
Clinton Town	1,742	220	12.6	3.2	37	16.8	2.9	72	4.1	2.3
Clinton Twp.	5,119	411	8.0	5.9	44	10.7	3.4	269	5.3	8.4
Delaware	3,249	353	10.9	5.1	64	18.1	5.0	58	1.8	1.8
East Amwell	2,568	247	9.6	3.5	54	21.9	4.2	219	8.5	6.9
Flemington	3,917	580	14.8	8.3	144	24.8	11.2	231	5.9	7.2
Franklin	2,154	231	10.7	3.3	15	6.5	1.2	0	0	0
Frenchtown	1,459	179	12.3	2.6	43	24.0	3.4	49	3.4	1.5
Glen Gardner	874	77	8.8	1.1	12	15.6	.9	16	1.8	0.5
Hampton	1,386	120	8.7	1.7	20	16.7	1.6	54	3.9	1.7
High Bridge	2,606	281	10.8	4.0	50	17.8	3.9	70	2.7	2.2
Holland	3,587	341	9.5	4.9	59	17.3	4.6	135	3.8	4.2
Kingwood	2,294	223	9.7	3.2	49	22.0	3.8	161	7.0	5.0
Lambertville	4,359	556	12.8	8.0	119	21.4	9.3	218	5.0	6.8
Lebanon Boro	885	101	11.4	1.4	15	14.9	1.2	19	2.1	0.6
Lebanon Twp.	4,235	425	10.0	6.1	54	12.7	4.2	224	5.3	7.0
Milford	1,230	129	10.5	1.8	23	17.8	1.8	97	7.9	3.0
Raritan	6,934	609	8.8	8.7	102	16.8	8.0	322	4.6	10.1
Readington	7,688	633	8.2	9.1	117	18.5	9.1	429	5.6	13.4
Stockton	619	70	11.3	1.0	9	12.9	.7	21	3.4	0.7
Tewksbury	2,959	290	9.8	4.2	31	10.7	2.4	18	0.6	0.6
Union	2,351	187	8.0	2.7	45	24.1	3.5	108	4.6	3.4
West Amwell	2,142	176	8.2	2.5	53	30.1	4.1	85	4.0	2.7
Total	69,718	6,995	10.0	100.0	1,282	18.3	100.0	3,196	4.6	100.0

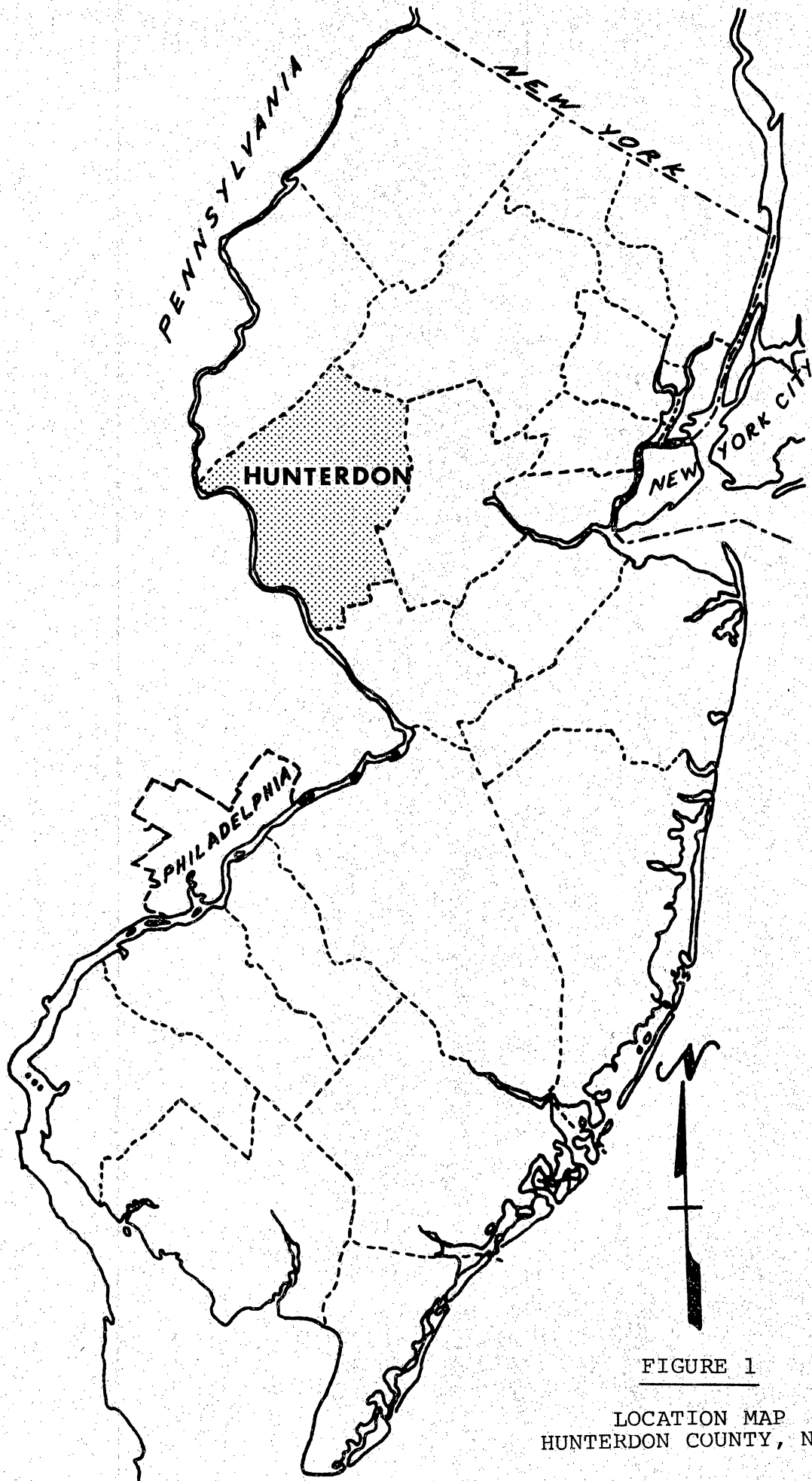


FIGURE 1

LOCATION MAP
HUNTERDON COUNTY, N.J.

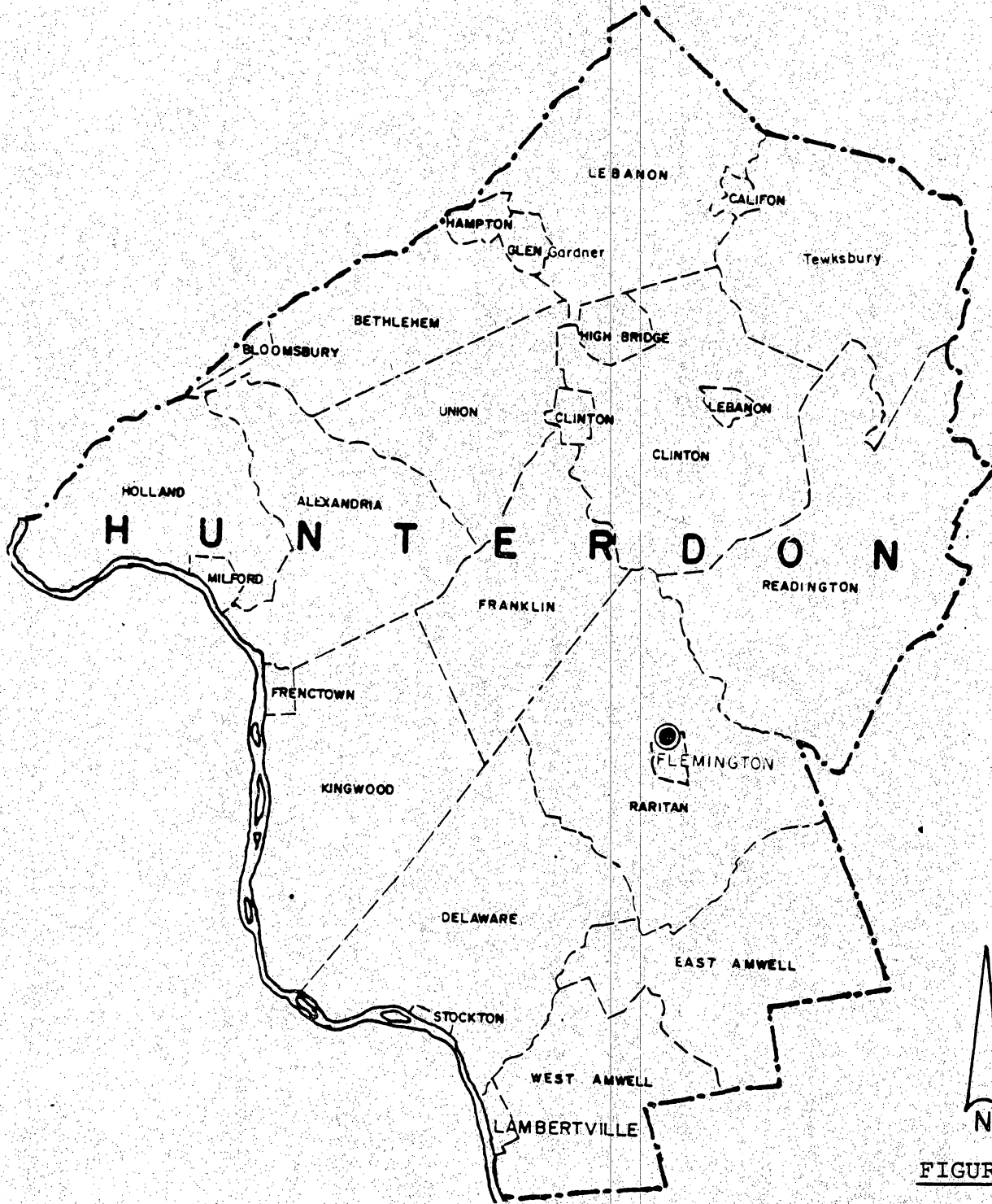
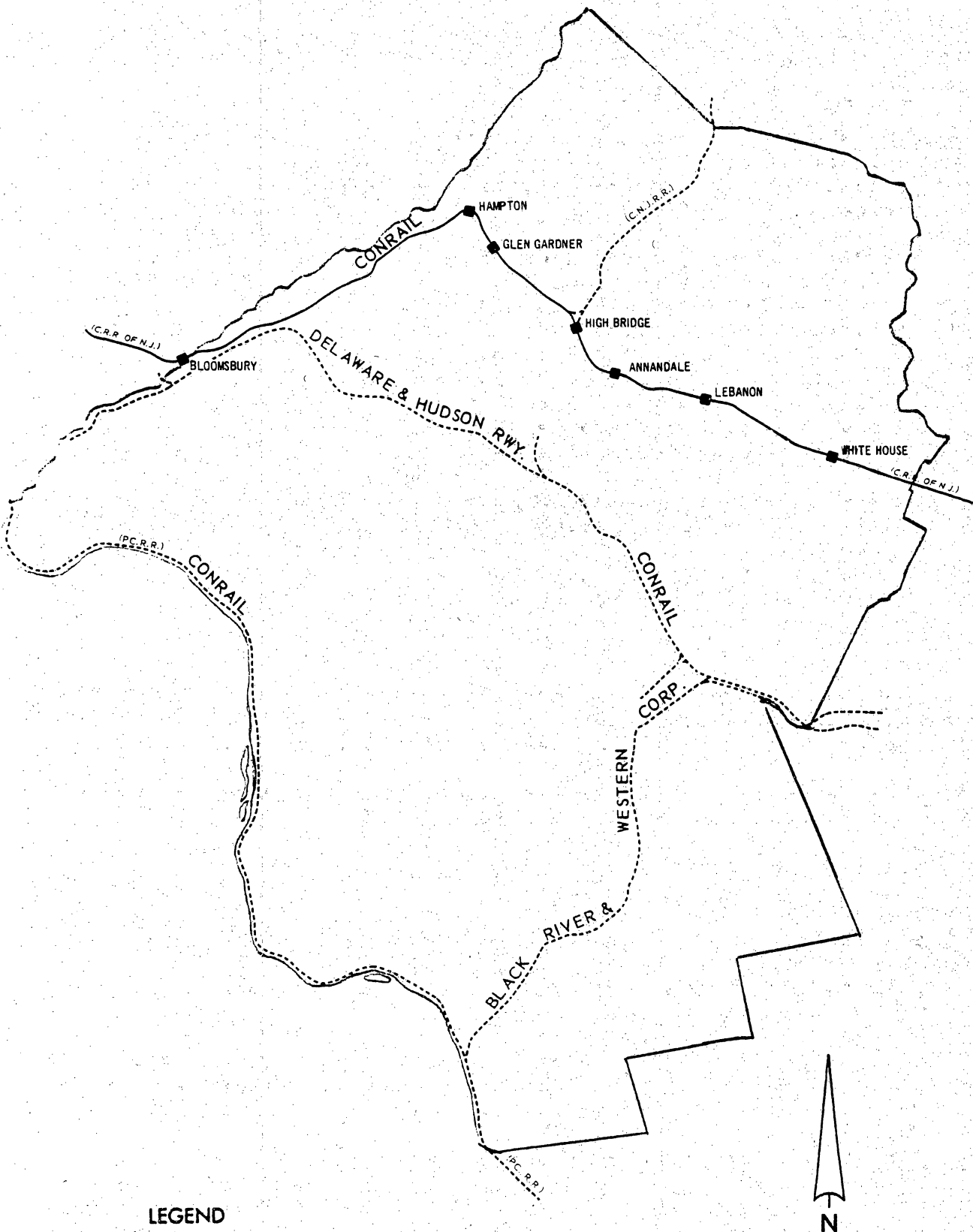


FIGURE 2

HUNTERDON COUNTY MUNICIPALIT



LEGEND







-  PASSENGER STATIONS
-  PASSENGER & FREIGHT LINES
-  RAPID TRANSIT
-  FREIGHT SERVICE
-  ABANDONED LINES
-  PREVIOUS NAME OF LINE



FIGURE 3

**RAIL ROUTES AND STATIONS
IN HUNTERDON COUNTY**

Inventory of Existing Service

Pioneer on Wheels (POW) is a non-profit corporation providing non-emergency, portal to portal transportation for the elderly, handicapped, and indigent. The POW program is divided into two separate services:

1. POW I transports citizens of Hunterdon and Warren Counties aged 60 and over to social and health services and food stores. The service is subsidized by Title III funds from both counties and is offered free of charge to the clients. Trips must be scheduled 24 hours in advance. About \$2,500 per year is collected from a voluntary donation box on the vehicle.
2. POW II serves clients of social welfare agencies under the age of 60 in Sussex, Warren, and Hunterdon Counties. Transportation is provided to health, nutritional, and employment facilities. The agencies reimburse POW \$0.18 per mile for each client transported.

POW has 4 vans, 12 wagons, and 19 sedans in service, for a total of 35 vehicles in the three county area. It employs 70 part-time or full-time drivers at salaries ranging from \$2.20 to \$2.70 per hour.

The following operating statistics are monthly averages for the POW operations in Hunterdon County for fiscal 1975.

	<u>POW I</u>	<u>POW II</u>	<u>Total</u>
Passengers	417	3,195	3,612
Vehicle Miles	3,996	27,586	31,582
Vehicle Trips	230	901	1,131
Vehicle Miles/Passenger	9.6	8.6	8.7

The Hunterdon Multipurpose Senior Center has one van, which is used primarily for transporting senior citizens to activities at the Center. One part-time CETA driver is employed.

Northwest New Jersey Community Action Program (NORWESCAP) is a private non-profit service corporation which operates 3 nutrition centers and 2 Headstart program centers in the County. The nutrition centers, located in Lambertville, Flemington, and Clinton, supply nutritional and social activities for County residents who are 60 years of age or older. The Headstart programs, which provide positive educational experiences for children of low-income families, are located in Lambertville and Hampton. Transportation is provided for trips to and from the centers at no cost to the patrons.

The Hunterdon County Association for Retarded Citizens (ARC) provides portal to portal transportation for clients who attend programs operated by the agency. For this service, the Association operates 2 vehicles, a 15 passenger van and a 6 passenger station wagon. On the average the agency transports 32 clients a day, five days a week. Funding for this service is provided by the Division of Mental Rehabilitation (DMR) of the New Jersey Department of Institution and Agencies.

FISH is a volunteer organization providing emergency services, such as Meals-On-Wheels. Transportation is provided in private automobiles in cases of pressing need when POW service is unavailable. There is no fee or age restrictions.



MERCER COUNTY

County Demographics

Mercer County, although it ranks as one of the smaller New Jersey counties with a total land area of 226.0 square miles, nevertheless has an urban population of significant size. Owing largely to the location of the State capitol, Trenton, within its borders, the County's population was 303,968 in 1970, as measured by the U.S. Census. Relatively high concentrations of people in Trenton, along with those in the townships adjacent to the City, as well as the boroughs of Hightstown, Princeton, Pennington and Hopewell, combine to give Mercer County a gross population density of about 3,346 persons per square mile. This value, when compared with the statewide average gross density of 958 persons per square mile, shows that population concentration in Mercer County is substantially higher than the average for New Jersey, the nation's most populous state.

Based on the 1970 Census, there are almost 30,000 elderly persons residing in the County, or about 9.7% of the total County population. This percentage is equivalent to the statewide value for this category. The more densely populated municipalities correspondingly contain relatively high concentrations of elderly people (between 10% and 17% of municipal population). Trenton and Hamilton Township contain the highest concentrations by far, with 43.2% and 23.1%, respectively, of the total elderly population of Mercer County. About 16.3% of the County's senior citizens live below the poverty level defined by the Bureau of Census, with more than half of these located in Trenton.

In addition, there are some 15,000 County residents, as identified by the 1970 Census, who are handicapped or disabled. This is nearly 5% of the citizens of Mercer County. Approximately 78% of these persons live in either Trenton or Hamilton Township. In total, then, according to the 1970 Census, there are 44,621 people, about 14.6% of the people living in Mercer County, who are either elderly or handicapped.

Base data for elderly and handicapped, by municipality, is shown in table 1. General location maps are provided, as figures 1 and 2, for reference purposes.

Regular Transit Service

Due to its predominantly urban/suburban composition, and its location along the northeast's transportation "corridor", Mercer County benefits from a relatively extensive public transportation network.

TABLE 1

MERCER COUNTY

Municipality	1 Total Population	2 POPULATION AGED 65 AND OVER			3 AGED 65 AND OVER BELOW POVERTY			4 HANDICAPPED		
		A Number of Persons	B % of Munic. Population	C % of Total County Elderly	A Number of Persons	B % Municipal Elderly	C % of Total County Elderly In Poverty	A Number of Person	B % of Munic. Population	C % of Total County Handicapped
East Windsor	11,736	320	2.7	1.1	28	8.8	0.6	357	3.0	2.4
Ewing	32,831	2,996	9.1	10.1	372	12.4	7.7	1,712	5.2	11.4
Hamilton	79,609	6,823	8.5	23.1	1,049	15.4	21.7	3,583	4.5	23.9
Hightstown	5,431	942	17.3	3.2	207	22.0	4.3	378	6.9	2.5
Hopewell Borough	2,271	246	10.8	0.8	20	8.1	0.4	132	5.8	0.9
Hopewell Twp.	10,030	843	8.4	2.9	127	15.1	2.6	459	4.6	3.1
Lawrence	19,567	1,364	7.0	4.6	61	4.5	1.3	666	3.4	4.4
Pennington	2,151	269	12.5	0.9	17	6.3	0.3	68	3.1	0.4
Princeton Borough	12,311	1,306	10.6	4.4	150	11.5	3.1	504	4.1	3.3
Princeton Twp.	13,651	987	7.2	3.3	80	8.1	1.7	410	3.0	2.7
Trenton	104,638	12,782	12.2	43.2	2,662	20.8	55.1	6,472	6.2	43.1
Washington	3,311	299	9.0	1.0	44	14.7	0.9	148	4.5	1.0
West Windsor	6,431	426	6.5	1.4	13	3.1	0.3	129	2.0	0.9
TOTAL	303,968	29,603	9.7% of County Residents	100.0	4,830	16.3% of County Elderly	100.0	15,018	4.9% of County Residents	100.0

Source: U.S. Census of Population, 1970

Cols. 1,2A-C: PC(1) B 32 (General Population Characteristics)

Cols. 3 A-C: P4M86,90 (estimated from 20% sample)

Cols. 4 A-C: P4M52 (estimated from 5% sample)

Figures for handicapped persons under 16 not available.

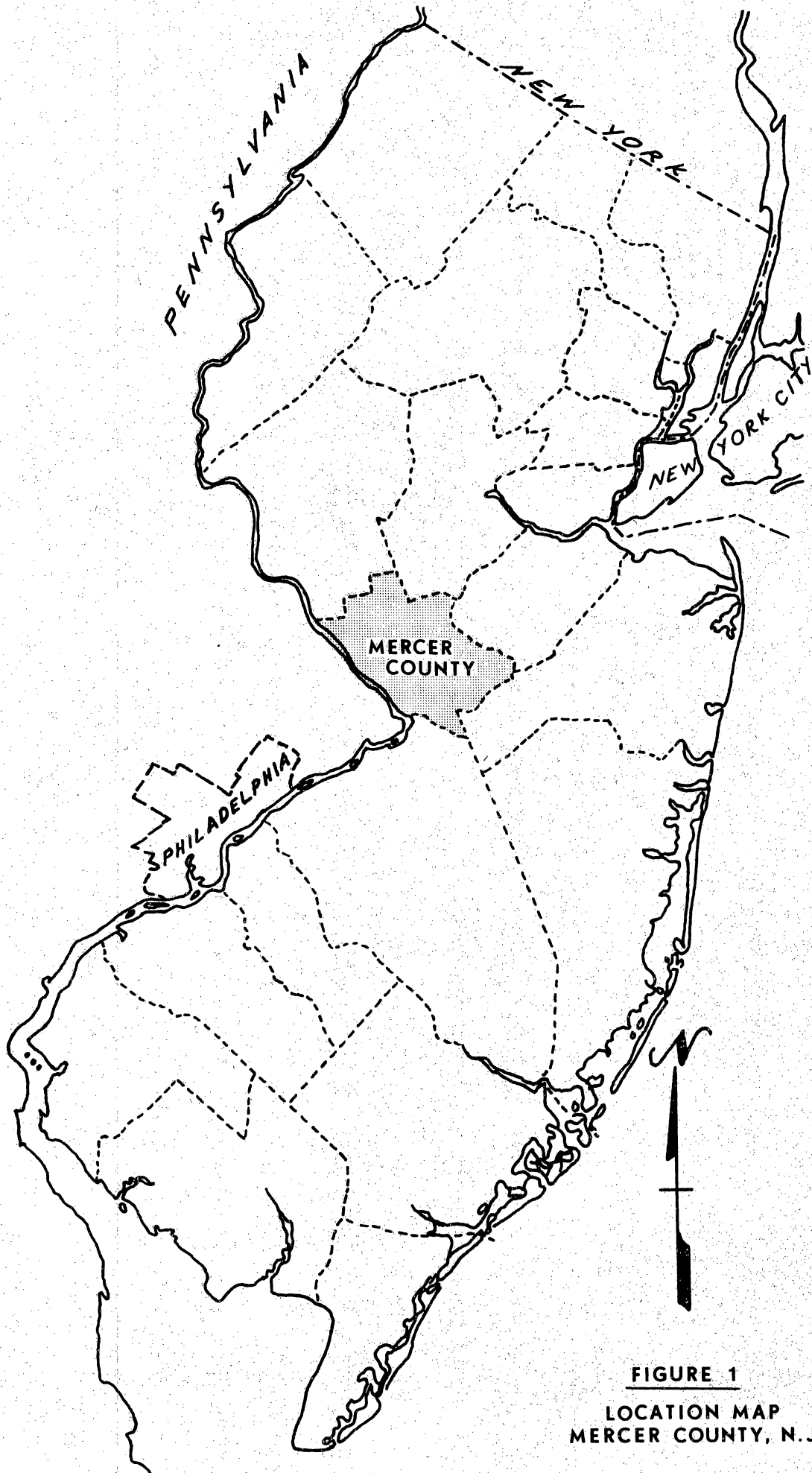


FIGURE 1
LOCATION MAP
MERCER COUNTY, N.J.

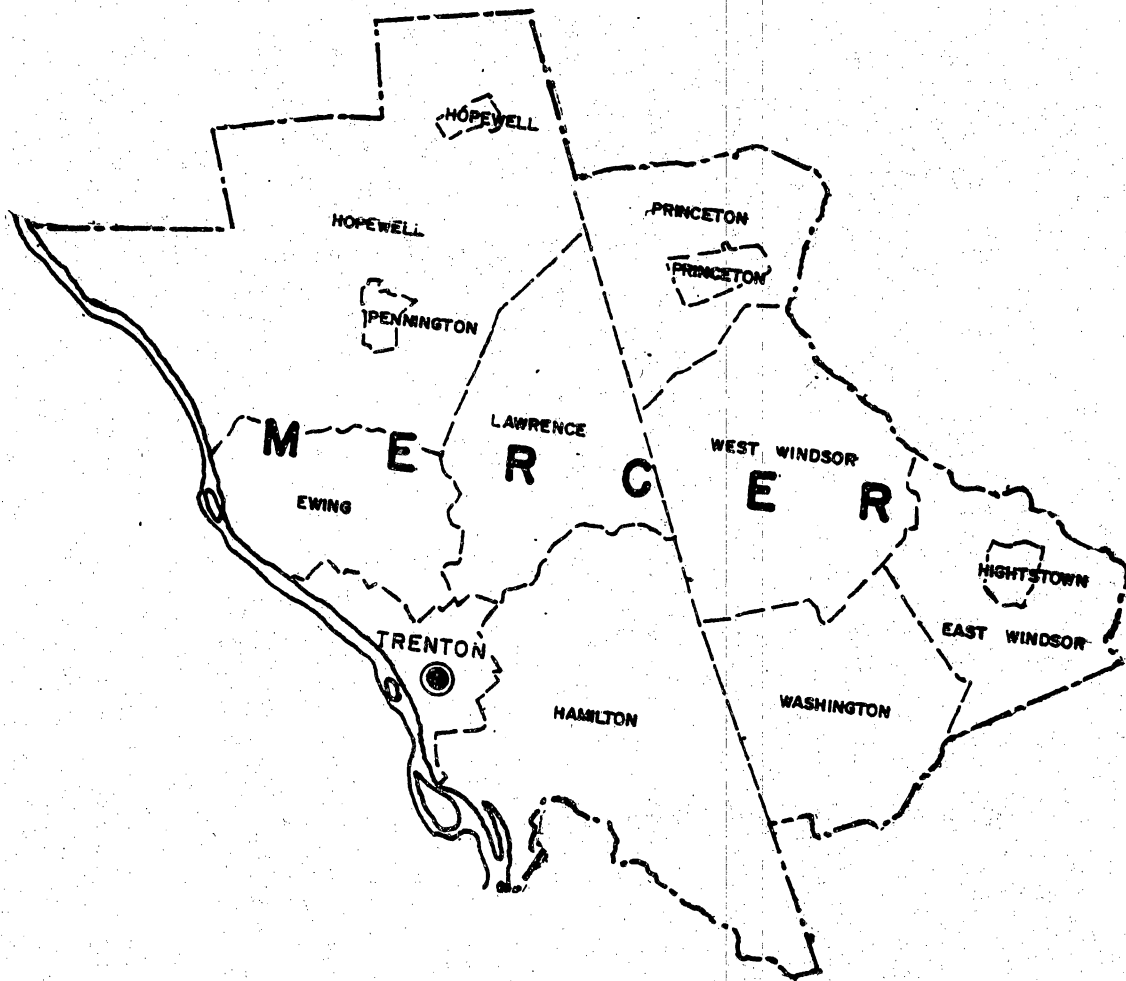


FIGURE 2

MERCER COUNTY MUNICIPALITIES

ConRail and AMTRAK provide frequent short and long distance passenger service along the former Penn Central main line, serving Mercer County with stations at Princeton, Princeton Junction (West Windsor), and Trenton. Local service is available from these stations to Newark, New York, and Philadelphia. ConRail also operates passenger service along the former Reading Company trackage between Newark and Philadelphia, with stations in the Mercer County communities of Hopewell and West Trenton (see Figure 3 for a location map of the County's rail routes and stations). Service to Newark is limited to two round trips daily; the Philadelphia service operates about every 30 minutes during peak hours, and less frequently during the remainder of the day.

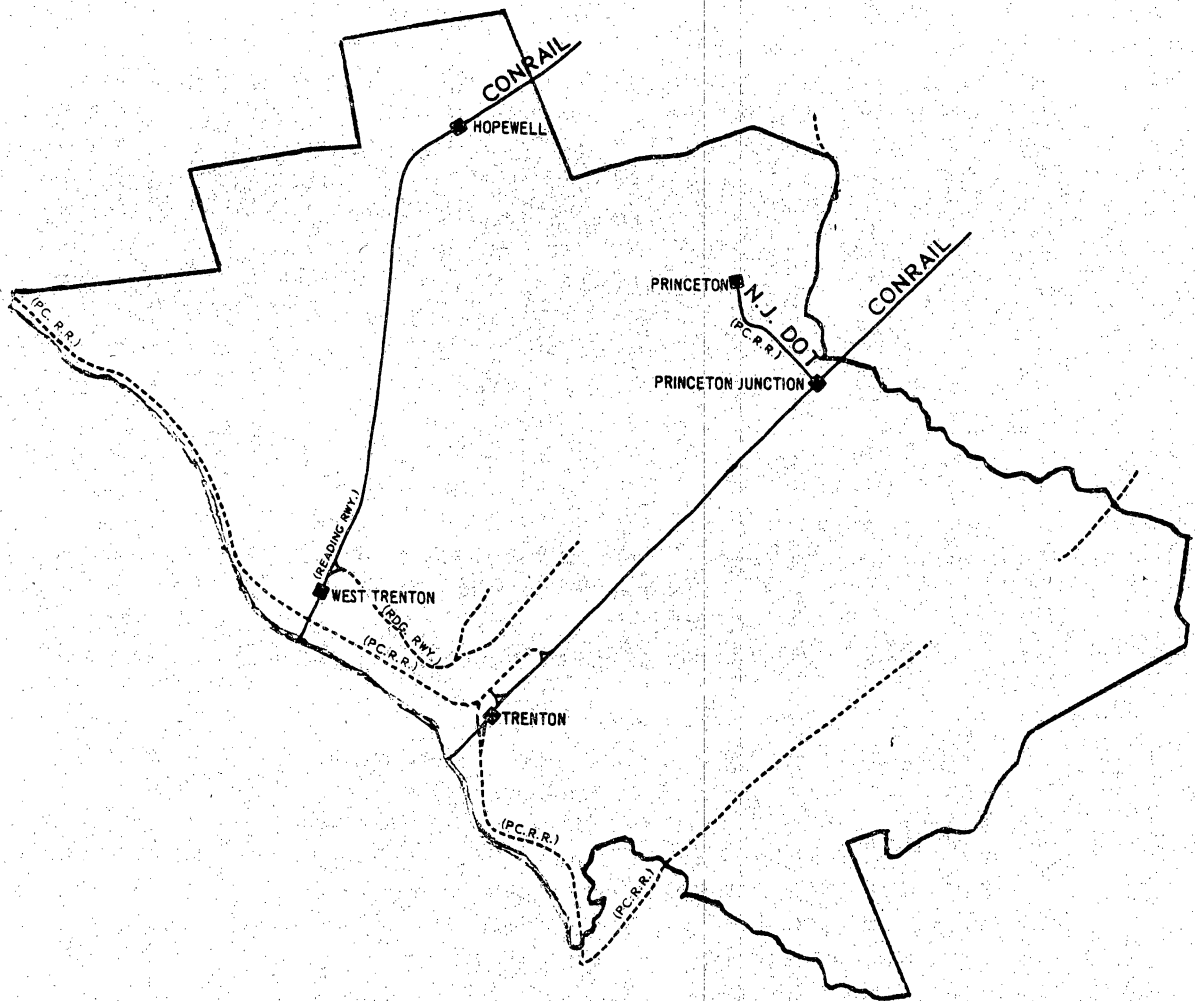
Standard bus transit service is provided within as well as to and from the County by several operators. The largest of these is the Mercer County Improvement Authority, operator of the Mercer Metro, which extends its services to all municipalities in the County. There are fourteen Mercer Metro routes, three of which extend to Asbury Park, Seaside Heights, and Fort Dix/McGuire AFB. Most of the Mercer Metro services are concentrated within Trenton and the heavily populated communities adjacent to it; more distant places such as Hopewell receive less frequent service. Most routes have sharply reduced evening and weekend services, while some have no service at all during these periods.

Starr Transit Company operates an infrequent scheduled bus service to New Brunswick from Trenton, via Robbinsville, Windsor (both in Washington Township), and Hightstown. Two daily round trips operate along this route. Blue Bus Lines, a subsidiary of Starr, operates four routes from Mercer County. One connects Philadelphia and Washington Crossing (Hopewell Township) with two round trips per day. Three routes radiate from downtown Trenton: one operates on a once-weekly schedule to Doylestown, Pa.; twelve daily round trips are run to Yardley, Pa.; the third operates four times each day to Lambertville and Stockton, in Hunterdon County. These services will not carry passengers locally within the Trenton city limits. Weekend service is not operated.

Trenton-Philadelphia Coach Company, a subsidiary of the Southeastern Pennsylvania Transportation Authority (SEPTA), runs a scheduled route between Trenton and Philadelphia. This service crosses into Pennsylvania at Morrisville and travels to Philadelphia via lower Bucks County.

Transport of New Jersey (TNJ) provides local bus service over a route between Trenton and Philadelphia through Burlington and Camden Counties. TNJ operates eighteen round trips on weekdays, nine on Saturdays, and eight on Sundays, providing intra-county service to Trenton and Hamilton Township.

Suburban Transit Corporation operates frequent bus service to several points in Mercer County. Two basic routes are operated: one between Trenton and New York, the other from Dunellen (Middlesex County) and Princeton. Variations provide service to Hopewell,



LEGEND







-  PASSENGER STATIONS
-  PASSENGER & FREIGHT LINES
-  RAPID TRANSIT
-  FREIGHT SERVICE
-  ABANDONED LINES
-  PREVIOUS NAME OF LINE



FIGURE 3

**RAIL ROUTES AND STATIONS
IN MERCER COUNTY**

Princeton, Hightstown, and Twin Rivers (East Windsor Township). Local (intra-county) service is provided where it does not conflict with Mercer Metro service; for example, between Princeton and Hightstown. Service is relatively frequent (one-hour average headways) and also operates on weekends in most instances.

Colonial Coach operates one round trip each weekday, during the afternoon peak period, between downtown Trenton and Bristol, Pa., for local service.

Greyhound Bus Lines and Continental Trailways each operate two routes between New York and Philadelphia and two routes between New York and Trenton. These routes are primarily intercity in nature, and do not provide local service within the County.

All the aforementioned services present the usual hindrances to those people with limited mobility who wish to use public transportation (see Tables 1 and 2).

Scope of Existing Service

The "transit-disadvantaged" residents of Mercer County are served by sixteen different service agencies or other providers of specialized transportation. The majority of these offer service strictly or primarily for senior citizens, there being a total of nine providers in this category. In addition, there are four agencies whose transport services are geared to the needs of handicapped persons, as well as three services which cater to both the elderly and handicapped.

Transportation services offered by the various organizations generally operate in a supportive role to the basic function of the parent organization; for example, a nutrition program would provide transportation to a congregant meal site. The widest variety of transportation needs is largely served by the transportation programs directed by the several community service centers located in Mercer County.

All but five of the aforementioned services provide transportation on demand by telephone reservation. The remainder operate mostly under conditions where the origin and destination of the trip, as well as the hours of travel, are of necessity shared by the users.

Six agencies provide transportation to all municipalities in the County. Others confine their operations to a neighborhood, a municipality, or several municipalities in a region. The most extended of these services is provided by the Trenton chapter of the Red Cross, which furnishes medically-oriented trips to points as far as New York and Philadelphia.

Inventory of Existing Services

1. Rescue Mission of Trenton, Inc., is a shelter and rehabilitation center for homeless men, ages 18-70, providing a service somewhat similar to that of the Salvation Army. The Mission uses two station wagons to transport any of its members who have appointments elsewhere in Mercer County, particularly for medical treatment or social services. This service is provided on a daily basis or as needed, serving three to six round trips per week, on an average. All expenses of operation, as well as capital costs, are financed by the Mission, either directly or indirectly as a result of work done by its residents.
2. The Trenton Office on Aging, as a social service agency dealing with persons aged 55 or over, furnishes transportation for elderly citizens making trips within the Trenton City limits. This is a demand-responsive operation, requiring reservations 24 hours in advance, which runs every weekday between 8:45 a.m. and 4:45 p.m. In August 1976, a representative month, senior citizens made 1,023 trips using this service. The most frequent destinations are social service organizations and congregant meal sites of the Mercer County Nutrition Program. The Office on Aging uses three vehicles: two vans, carrying 12 and 14 passengers, and a 20-passenger school bus.

There are four sources from which the Office on Aging draws its capital and operating funds: Title III of the Older Americans Act; Title XX of the Social Security Act; and matching shares from the New Jersey Department of Community Affairs and the City of Trenton. No fare is charged to the riders.

3. The Jewish Community Center (JCC) of Ewing Township does not operate a transportation service of its own, but charters bus transportation to the weekly meeting for its senior (aged 60 or over) members. Runs are scheduled for each Monday, starting at 11:30 a.m. and ending at 4:00 p.m. Approximately 35 round trips are made each week, with each patron paying a 25-cent fare. The majority of the users travel from Trenton; the remainder begin their trips in Hamilton or Ewing Townships or Bucks County, Pennsylvania.

In addition to the revenue derived from the fare, charter expenses are defrayed by appropriations from the budget of the senior citizens' club.

4. The Morris Hall Rehabilitation Center of Trenton provides a limited transportation service, free of charge, to its clients. One van, with a capacity for as many as five wheelchairs, carries 200 to 220 patients to and from the center each month, from all points in Mercer County. The

van is also used for shopping and recreation trips one day per week. This service is operated each weekday between 7 a.m. and 5 p.m. The Center provides transportation strictly for handicapped persons; approximately 70 percent of these are senior citizens.

Capital expenses for the service were funded partially by a Title III grant. Additional capital and all operating costs are paid from Catholic Charities sponsored by the Trenton Diocese.

5. The Community Action Program (CAP) of Mercer County is a community service organization based in Trenton. It serves low-income residents of the County of all ages; its transportation program provides social service and medical trips for senior citizens when its vehicles are not conveying children to its day care center. The three 12-passenger vans and a 22-passenger school bus are in service every weekday between 9:00 a.m. and 4:30 p.m. No figures are available concerning the number of passengers carried.

Transportation is provided without cost to the riders. The United States Department of Health, Education and Welfare (HEW) is the source of capital funding for the CAP transportation program. Operating costs are defrayed by appropriations provided by the Mercer County Freeholders.

6. The Mercer County Association for Retarded Citizens (ARC), transports handicapped children and adults to and from its school and vocational rehabilitation center. The ARC does not operate the service itself; rather, a charter operator is contracted to provide transportation for about 40 round trips each day, five days per week. Hours of operation are from approximately 8 a.m. to 4 p.m. The ARC operated three vans, until recently, for transporting its clients. Funding for the service is provided by the Division of Mental Rehabilitation (DMR) of the New Jersey Department of Institutions and Agencies.
7. The Trenton chapter of the American Red Cross furnishes transportation for senior and handicapped citizens from anywhere in Mercer County to other points in or out of the County. In particular, medical trips to destinations as far as New York, Philadelphia and Newark are those most frequently made, although trip purpose need not be limited to health service. Service is generally provided on weekdays between the hours of 7:30 a.m. and 6:00 p.m. However, this capability can be extended to 24 hours, 7 days per week if necessary. The Red Cross operates on a demand-responsive basis, requiring 24 hours advance notice. Six vehicles carrying nine

passengers each make up the Red Cross' fleet. Persons meeting criteria outlined by Title XX of the Older Americans Act are the primary customers of this service, although some non-Title XX persons are also transported.

This is not a revenue operation, since no fare is levied. Capital funding is met by a combination of 75 percent Title XX funds, 10 percent from the United Fund, and 15 percent from a County matching share. The American Red Cross pays all local chapter insurance costs from its national headquarters. All other operating costs are funded under Title XX.

8. Crosstown - 62 is a demand-responsive transportation service for elderly persons aged 62 or over, sponsored by the Princeton chapter of the Red Cross. Senior citizens may take advantage of the program Monday through Friday between 9 a.m. and 4 p.m., provided they make a reservation 24 hours in advance. The "fleet" consists of one 1975 Ford Maverick, which holds four or five passengers. The operating area is limited to the Borough and Township of Princeton. Up to 120 trips per week are served by Crosstown - 62.

The local Jaycees chapter, through contributions, has funded startup of the service, as well as administrative costs. Revenue derived from a 50-cent fare is used to cover operating expenses; the remaining costs of operation are shared equally by the budgets of the Township and the Borough. Capital costs are almost nonexistent, since the vehicle is leased from a local dealer for the nominal fee of one dollar.

9. In addition to Crosstown - 62, the Princeton Red Cross runs a demand-responsive transportation service catering to both the elderly and handicapped, operating mainly in support to Red Cross programs. This service, besides providing specialized transit in Princeton Borough and Township, also extends to Hightstown and Lawrence, East Windsor, and West Windsor Townships. Employing a fleet of three six-passenger station wagons, the program operates Monday through Friday between 8:30 a.m. and 5:00 p.m. On occasion, service may also be provided on Saturday. Although the primary function of the program is to furnish medically-related transportation, the volunteer drivers also deliver "meals on wheels" and transport senior citizens to a weekly nutrition program at a local elementary school. Other trip purposes may be served if cars and drivers are available.

The Red Cross does not charge a fare for this service. The operating budget of the chapter covers all capital and operating costs.

10. The Senior Citizens' Resource Center is operated by the Mercer Street Friends Center, in Trenton, as a multi-purpose social service organization for the elderly. The Center has two vans, which hold 12 and 15 passengers. These are used to carry senior citizens (55 and older) to and from the center and on health, social welfare, and shopping trips. Transportation is also provided to the city nutrition program. Roughly 30 passengers make round trips to the congregant meal site, while about 75 to 80 are carried for other purposes. The program operates on weekdays from 7:30 a.m. to 4:30 p.m., although 24-hour service is available under some circumstances. Travel is restricted to points within the city limits of Trenton.

The service provided by the Center produces no revenue, since no fare is charged to its users. Capital expenses for one van were funded under Title III of the Older Americans Act, through the Department of Community Affairs. The second vehicle was purchased by the City. Operating costs are met through the City budget, either directly through fueling and maintenance by the City garage, or indirectly through drivers' salaries passed on from the City by the Mercer Street Friends Center.

11. The Community Service Center of Hightstown - East Windsor is another social service agency providing transportation within Mercer County to elderly and handicapped persons. A demand-responsive service, using the personal automobiles of two aides, carries the Center's patrons to various social welfare functions, including a weekly trip to Trenton. The aides are reimbursed for use of their vehicles on a cost-per-mile basis. This particular service carries about 250 round-trip passengers per month, on a schedule of 9:00 a.m. to 4:30 p.m., weekdays. Operating costs are met entirely by the Mercer County Community Action Program (CAP).

The Service Center also operates a 15-passenger van to supply transportation to a nutrition project in Hightstown. Approximately 60 persons per day ride the van to the congregant meal site, from locations in Hightstown and East Windsor. Scheduled runs are made every weekday. The van was supplied by the Mercer County Office on Aging, using Title XX funding authorized by the Older Americans Act. Operating funds are furnished by the CAP. Both this and the demand-responsive service operate free of charge.

12. The Delaware Valley Rehabilitation Center, of Hamilton Township, uses one 16-passenger and one 8-passenger van to transport multiply handicapped persons (primarily pre-school children) to its facilities. About 20 round-trip passengers are carried each weekday, between the hours of 7:00 a.m. and 4:30 p.m., from locations throughout Mercer County. This function operates on a regular schedule tailored to the educational activities of the Center.

Service is provided free of charge. Funds from the Delaware Valley United Way, plus a matching share furnished by the County Freeholders, defray capital expenses. Operating costs are offset through a combination of funds from the Freeholders, donations, fund raising, and a Medicaid contract.

13. The Lawrence Township Neighborhood Center provides a demand-responsive transit service for travel within the Township. The service is available to all persons free of charge, operating between 8 a.m. and 5 p.m., six or seven days per week. The variation in operating days is dependent upon the activity schedule of the local Head Start program, for which the 12-passenger van is also used. Travel must be arranged a week to 10 days in advance, although shorter notice can be given in the event of an "emergency". Normally, 15 to 25 round-trip passengers use this service each day, while an additional 30-round trips are provided for the Head Start program.

Purchase of the van, as well as a portion of the operating expenditures, are included in the budget of the Township of Lawrence. Additional funds for operation are provided by the Mercer County Freeholders.

14. The East Trenton Civic Center is a social service agency sponsored by the New Brunswick Presbyterian Church. It provides transportation for senior (aged 55 and over) residents of East Trenton to a weekly nutrition program and senior citizens' meeting. A 10-passenger van is used to carry 40 or 50 round-trip passengers every Wednesday, when the Center schedules its activities. Service begins at 9 a.m. and ends at 3 p.m. Reservations are made by telephone on Tuesday. No fare is charged, and all capital and operating funds are donated by the Presbyterian Church.
15. The Mercer County Nutrition Program operates six daily congregant meal sites throughout Mercer County, for elderly persons aged 60 or older. In support to this program, two 14-passenger and two 7-passenger vans are used to transport participants to the sites in Hamilton and Lawrence Townships and Trenton, Princeton and Hightstown. As outlined in the foregoing narrative, other agencies also provide transportation to this meals program. No service is provided from Hopewell Township or Pennington or Hopewell Boroughs. Runs are scheduled for weekdays, between 10 a.m. and 3 p.m. The Nutrition Program itself provides round-trip service for 80 to 90 passengers each day.

Users of the transportation service are permitted to ride without charge. Capital funding for the purchase of vehicles is provided under Title VII of the Older Americans Act. Operating expenses are defrayed through use of Title VII funds and a matching share provided by Mercer County.

16. Mercer Metro operates a "Grocery Shoppers' Special" which provides transportation for residents of selected residential complexes to shopping areas in Ewing and Lawrence Townships. Buses are dispatched to six complexes in Trenton and one in Lawrence Township, where residents board the buses for the trip to a local supermarket. Shoppers are allowed up to an hour and a half for shopping, at which time they are returned by the same bus to their original boarding place.

While any person who is willing to meet the bus at the starting point may ride, about 90% of those using the service are senior citizens. Service is provided on Tuesdays, Wednesdays, and Thursdays, with each complex being served on a once-weekly basis. Buses leave their starting points at 10:00 a.m., returning between 11:45 a.m. and 12:20 p.m. Ridership is usually limited by the capacity of the bus to 45 persons. However, if demand warrants, a second bus can be dispatched within a short time. Ridership for a typical week is approximately 550 one-way trips. This concept has been so successful that plans call for extension of operating hours, thus enabling additional trips to accommodate increased demand and to alleviate overcrowding at the stores served by the specials.

Riders pay a 15-cent fare in each direction. Since the specials are operated during off-peak hours, equipment and drivers which would normally be idle can be used. Revenue derived from fares is generally sufficient to cover operating expenses, resulting in a break-even or better financial situation. Capital costs are not accountable specifically to this operation, since the equipment is used primarily for normal transit operations.

MIDDLESEX COUNTY

County Demographics

In 1970, Middlesex County had a population of 583,813 which made it the fourth most populous county in New Jersey. With a land area of 311 square miles, the County had a population density of 1,877 persons per square mile which was almost twice the State's overall density of 958.

The 1970 Census identified 37,363 County residents as aged 65 or over. Persons in this age group accounted for 6.4 percent of total County population (the second lowest of the State's 21 counties). This figure was considerably lower than the overall statewide percentage of 9.7. Four of the County's 25 municipalities, Edison, New Brunswick, Perth Amboy, and Woodbridge, contained nearly half of the County's elderly population. Persons aged 65 and over having incomes below poverty level accounted for 17.1 percent of the County's elderly. Nearly 43 percent of persons in this category resided in 3 municipalities, New Brunswick (14.1 percent), Perth Amboy (16.6 percent), and Woodbridge (12.2 percent).

According to the 1970 Census, Middlesex County had 26,034 residents who were handicapped or disabled. Persons in this group accounted for 4.5 percent of the County's total population. Handicapped persons were fairly evenly distributed throughout the County. Only one municipality, Woodbridge, had more than 10 percent of the County's handicapped residents. Base data for the elderly and handicapped population, by municipality, are shown in Table 1. Figures 1 and 2 are general location maps for reference purposes.

Regular Transit Service

Middlesex County is relatively well served by mass transit. Rail service is provided by Conrail on its Atlantic Region, New Jersey Division routes (former Penn Central Mainline and New York and Long Branch Railroad) and its Lehigh Division route (former Central Railroad of New Jersey Mainline). There are 10 stops along these routes within the County (see Figure 3). Although this service is used by County residents primarily for commutation to places of employment in northern New Jersey and New York City, it can also be used for intracounty trips.

Bus service is provided by 10 carriers operating 45 routes. Some routes provide local service linking municipalities within the County while others provide service between Middlesex and the neighboring Counties of Union, Somerset, Mercer and Monmouth. Longer distance line-haul service is available to Newark and New York City to the north and Ocean and Atlantic Counties to the south. In addition, Greyhound and Trailways provide service to Trenton, Philadelphia, Wilmington, Baltimore and Washington, D.C.

TABLE 1
MIDDLESEX COUNTY

Municipality	1 Total Population	2 POPULATION AGED 65 OR OVER			3 AGED 65 OR OVER BELOW POVERTY			4 HANDICAPPED		
		a. Number of Persons	b. % of Municipal Population	c. % of County Elderly	a. Number of Persons	b. % of Municipal Elderly	c. % of County Elderly In Poverty	a. Number of Persons	b. % of Municipal Population	c. % of County Handicapped
Carteret	23,137	1,170	7.4	4.6	379	22.2	5.9	1,313	5.7	5.0
Cranbury	2,253	242	10.7	0.6	39	16.1	0.6	166	7.4	0.6
Dunellen	7,072	789	11.2	2.1	122	15.5	1.9	387	5.5	1.5
East Brunswick	34,166	1,158	3.4	3.1	143	12.4	2.2	1,166	3.4	4.5
Edison	67,120	3,461	5.2	9.3	403	11.6	6.3	2,290	6.7	8.8
Helmetta	955	113	11.8	0.3	24	21.2	0.4	21	2.2	0.1
Highland Park	14,385	1,536	10.7	4.1	335	21.8	5.2	574	4.0	2.2
Jamesburg	4,584	313	6.8	0.8	51	23.9	0.8	212	4.6	0.8
Madison*	48,715	1,976	4.1	5.3	262	13.3	4.0	1,777	3.6	6.8
Metuchen	16,031	1,408	8.8	3.8	189	13.4	3.0	960	6.0	3.7
Middlesex	15,038	847	5.6	2.3	124	14.6	1.9	729	4.8	2.8
Milltown	6,470	566	8.7	1.5	70	12.4	1.1	199	3.1	0.8
Monroe	9,138	1,007	11.0	2.7	45	4.5	0.7	305	3.3	1.2
New Brunswick	41,885	4,052	9.7	10.8	898	22.2	14.1	2,240	5.3	8.6
North Brunswick	16,691	1,169	7.0	3.1	158	13.5	2.5	680	4.1	2.6
Perth Amboy	38,798	4,337	11.2	11.6	1,062	24.5	16.6	2,309	6.0	8.9
Piscataway	36,418	1,322	3.6	3.5	190	14.4	3.0	1,449	4.0	5.6
Plainsboro	1,648	151	9.2	0.4	42	27.8	0.7	26	1.6	0.1
Sayreville	32,508	1,671	5.1	4.5	253	15.1	4.0	1,341	4.1	5.1
South Amboy	9,338	961	10.3	2.6	217	22.6	3.4	578	6.2	2.2
South Brunswick	14,058	731	5.2	2.0	119	16.3	1.9	771	5.5	3.0
South Plainfield	21,142	936	4.4	2.5	131	14.0	2.1	926	4.4	3.5
South River	15,428	1,382	9.0	3.7	283	20.5	4.4	823	5.3	3.2
Spotswood	7,891	292	3.7	0.8	65	22.3	1.1	238	3.0	0.9
Woodbridge	98,944	5,233	5.3	14.0	781	14.9	12.2	4,554	4.6	17.5
TOTAL	583,813	37,363	6.4%	100.0%	6,385	17.1%	100.0%	26,034	4.5%	100.0%
			of County Population			of County Elderly			of County Population	

Source: U.S. Census of Population, 1970
 Cols. 1, 2A-C: PC(1) B 32 General Population Characteristics
 Cols. 3A-C: P4M 86, 90 (estimated from 20% sample)
 Cols. 4A-C: P4M 52 (estimated from 5% sample, ages 16-64)
 data for handicapped under 16 not available

* Name changed to Old Bridge Township, January 1, 1976

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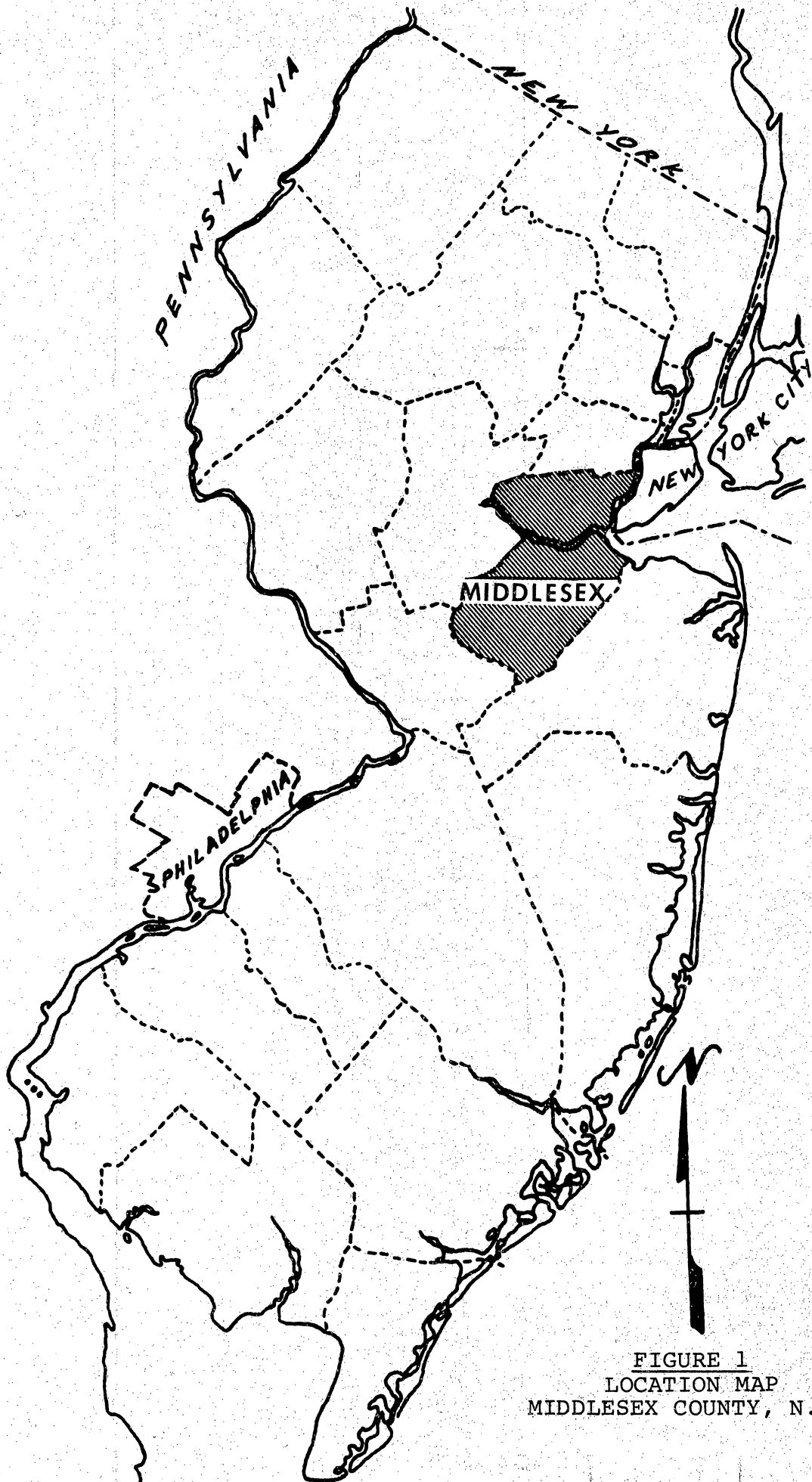
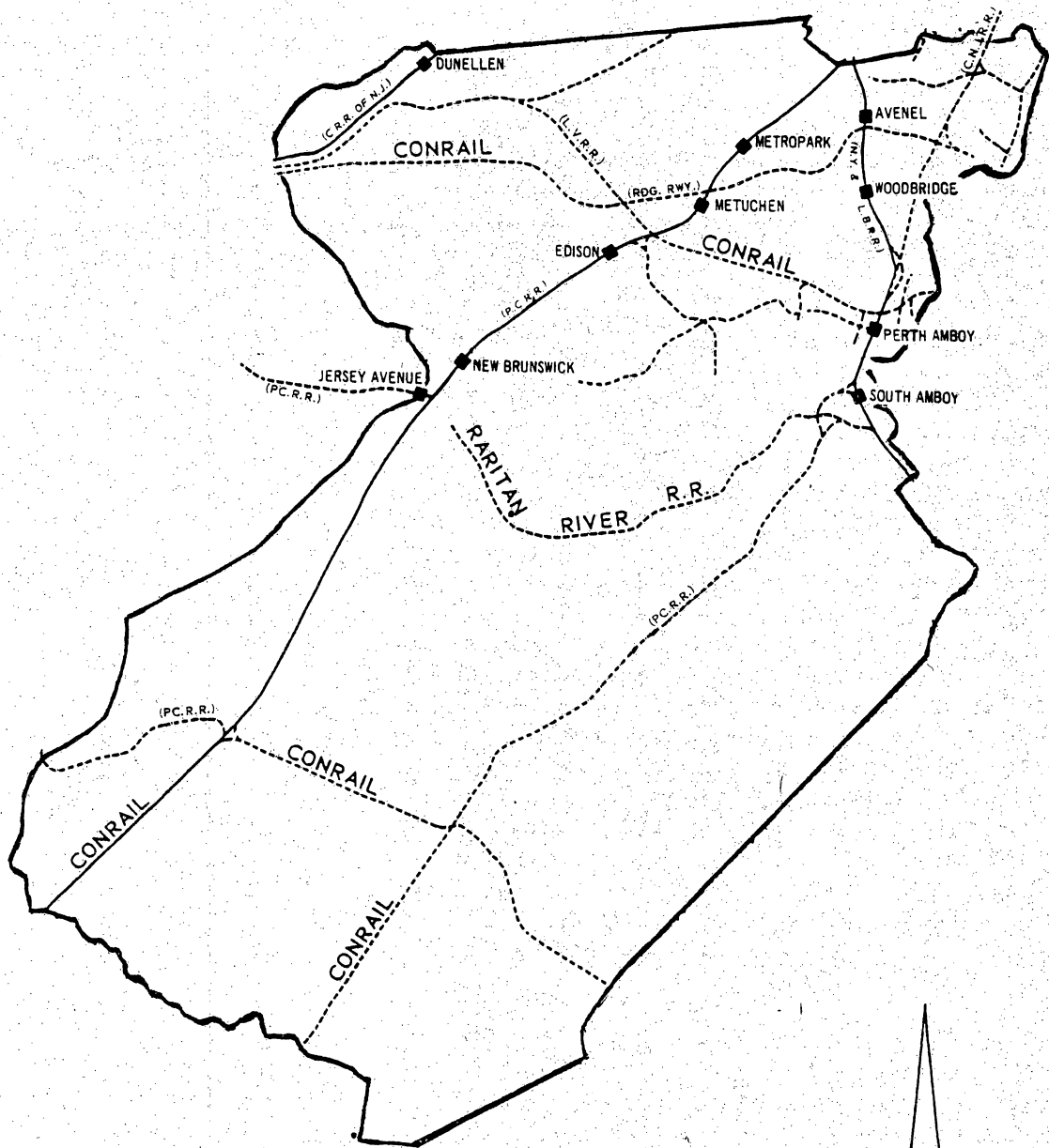


FIGURE 1
LOCATION MAP
MIDDLESEX COUNTY, N.J.



FIGURE 2
LOCATION MAP
MIDDLESEX COUNTY MUNICIPALITIES



LEGEND

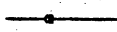
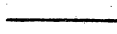
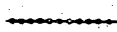

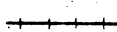

-  PASSENGER STATIONS
-  PASSENGER & FREIGHT LINES
-  RAPID TRANSIT
-  FREIGHT SERVICE
-  ABANDONED LINES
-  PREVIOUS NAME OF LINE



FIGURE 3
CONRAIL ROUTES AND
STATION STOPS IN
MIDDLESEX COUNTY

At present, 35 taxicab companies operate in the County. Fares vary from one municipality to another since fares are regulated by municipal ordinance.

As of March, 1976, 14,331 of the County's elderly residents had registered for the State's Senior Citizens Half Fare Program. As of January 18, 1977, 14,450 of Middlesex's handicapped residents had registered for the State's Handicapped Half Fare Program.

Scope of Existing Service

At present, special paratransit services for the County's elderly¹ and handicapped are provided by some 32 public and private, non-profit agencies. Of these, 3 are State agencies, 4 are County, 15 are municipal and 10 are private-non-profit. Taken together, they operate a fleet of 69 vehicles. In general, the services provided cater to specific client groups, are offered free of charge and are available only during daytime hours (usually 9:00 a.m. to 5:00 p.m.) Monday through Friday. Results of a telephone survey conducted by the Middlesex County Planning Board in the Spring of 1976 indicate that for fiscal year 1976 these agencies spent approximately \$745,000 providing approximately 261,000 one-way trips to their clients. According to these figures an average trip cost \$2.85. This amount, however, understates the true cost of providing such trips since it is based on estimates of direct operating expenses borne by the respective agencies and may not take into account goods and services given to the agencies free of charge under various government programs or through donations from private sources.

Under Section 16 (b) (2) of the Urban Mass Transportation Act of 1964, as amended, private, non-profit organizations can apply for capital assistance grants for the purchase of vehicles and equipment to provide transportation services for the elderly and handicapped. Through participation in this program the following organizations in Middlesex County acquired the following vehicles under the fiscal year 1975 program: Easter Seal Society - 1 station wagon, Senior Citizens Center, Middlesex - 1 van, and Central New Jersey Chapter of the Red Cross - 2 vans.

As a result of the discontinuance of the Haddonfield dial-a-ride demonstration project in March, 1975 several vehicles became available for distribution to organizations serving the transportation-disadvantaged. Through the "Gift-on-Wheels Program," East Brunswick Senior Citizens were given two 17-passenger bus.

Inventory of Existing Services

The Tri-State Regional Planning Commission program for FY 1977 included provision for the development of county Elderly and Handicapped Transportation Plans. The plans include an inventory of existing specialized transit services for these groups. Table 2 is an excerpted tabulation from the inventory prepared by the Middlesex County Planning Board. It summarizes services provided by agencies, municipalities and private non-profit organizations.

In addition to the services so tabularized, a few private, for-profit businesses offer transportation to elderly and handicapped County residents for specific types of trips. Ambulance and medivan service for trips to and from various medical facilities is offered by private concerns such as Ambicare, Incorporated. Licensed by the New Jersey Department of Health, these private, for-profit providers of medical transportation currently charge rates of \$35.00 per trip within a 10 mile area. Besides such transportation for medical purposes, Pathmark, Shoprite and the Perth Amboy Chamber of Commerce provide free transportation to senior citizens for shopping trips.

TABLE 2

SPECIAL TRANSPORTATION SERVICES FOR ELDERLY/HANDICAPPED
IN MIDDLESEX COUNTY

<u>ORGANIZATION</u>	<u>VEHICLES FOR CLIENT TRANSPORT</u>	<u>ANNUAL COST OF CLIENT TRANSPORT</u>	<u>EMPHASIS⁽¹⁾</u>	<u>SERVICE AREA</u>	<u>ESTIMATED ANNUAL TRIPS⁽²⁾</u>
<u>STATE AGENCIES</u>					
New Jersey Dept. of Institutions and Agencies - Home for Disabled Soldiers	4	\$ 20,000	E/H	Central Jersey	\$ 2,000
New Jersey Commission of the Blind	1	15,000	H	Central Jersey	2,000
Middlesex County Day Training Center	6	60,000	H	Central Jersey	12,000
Sub-TOTAL-State Agencies	11	95,000			16,000
<u>COUNTY AGENCIES</u>					
Middlesex County Office on Aging Title 20	4	112,000	E	Middlesex County	42,000
Middlesex County Welfare Department	1 (3)	9,000	E/H	Middlesex County	2,000
Roosevelt Hospital	5	40,000	E/H	Middlesex County	2,500 (Patients Only)
Raritan Bay Mental Health Center	3	45,000	H/S	Carteret, Perth Amboy and Woodbridge	7,500
Sub-TOTAL-County Agencies	13	206,000			54,000
<u>MUNICIPALITY (Senior Centers)</u>					
Carteret	1	11,500	E	Carteret	5,000
East Brunswick	2	18,000	E	East Brunswick	---
Edison	1	11,500	H	Edison	10,000
Metuchen	1	9,000	E	Metuchen	7,500
Middlesex	1	7,000	E	Middlesex	---
Milltown	1	15,000	E	Milltown	---
New Brunswick					
Senior Center	1	9,000	E	New Brunswick	10,000
Dial-A-Ride	2	23,000	E	New Brunswick	15,000
North Brunswick	1	9,000	E	North Brunswick	

Source: Middlesex County Elderly and Handicapped Transportation Plan, October, 1976.

Perth Amboy	1	9,000	E	Perth Amboy	5,000
Piscataway	1	9,000	E	Piscataway	---
Sayreville	1	9,000	E	Sayreville	---
South Brunswick	1	9,000	E	South Brunswick	---
South River	1	9,000	E	South River	8,500
Woodbridge	<u>1</u>	<u>16,000</u>	E	Woodbridge	<u>19,500</u>
Sub-TOTAL-Municipal Agencies	18	183,000			100,500
<u>PRIVATE NON-PROFIT</u>					
JFK Medical Center and Robert W. Johnson, Jr. Rehabilitation Institute	1	17,000	H	Central New Jersey	7,500
Perth Amboy General Hospital	1	10,000	H/S	North East/Middlesex County	7,500
Raritan Valley Workshop	1	4,000	H	Middlesex County	---
United Cerebral Palsey Assoc.	12	140,000	H	Middlesex County	40,000
South Amboy Hospital	1	3,000	H/S	South County	2,000
Rutgers Mental Health Center	1	6,000	E/H/S	North West & Central Middlesex County	7,500
American Red Cross	4	9,000	E/V	Middlesex County	800
YWCA of Central Jersey Middlesex County Nutrition Project	4	48,000	F	Middlesex County	24,500
RSVP	1	9,000		Central New Jersey	1,000
Visiting Nurses Assoc. of Middlesex County Migrant Program (July - Nov.)	<u>1</u>	<u>3,000</u>	H/H/S		<u>200</u>
Sub-TOTAL-Private Non-Profit Agencies	27	249,000			91,000
TOTAL AGENCY TRANSPORTATION	<u>69</u>	<u>638,000</u>			<u>245,500</u>

NOTES:

- (1) E-Elderly; H-Handicapped; H/S-Health Services; E/V-Elderly Volunteer.
- (2) 1975-76 trip estimates were developed from a telephone survey conducted by the Middlesex County Planning Board, in the Spring of 1976. "Trip" means one way, not a round trip. Where estimates were imprecise, a minimum figure was assumed.
- (3) Includes employee bus.

Source: Middlesex County Elderly and Handicapped Transportation Plan, October, 1976.

MONMOUTH COUNTY

County Demographics

In 1970, Monmouth County had a population of 461,849 which made it the fifth most populous county in New Jersey. With a land area of 471.57 square miles, the County had a population density of 979 persons per square mile making it the State's ninth most densely populated county. Monmouth's density was somewhat higher than the State's overall density of 958.

According to the 1970 Census, 44,919 of the County's residents were aged 65 or over. This represented 9.7 percent of Monmouth's total population and was identical to the overall statewide value. On a municipal basis, there was no apparent concentration of elderly in any one municipality or group of municipalities. Only 5 of Monmouth's 53 municipalities had elderly populations that accounted for more than 5 percent of the County's elderly (Neptune Township, 9.0 percent; Middletown, 8.2 percent; Long Branch, 7.3 percent; and Red Bank, 5.5 percent). However, on an absolute numerical basis, more elderly persons resided in the more populous seashore communities in the coastal eastern third of the County than in the more sparsely populated central and western portions. Elderly persons with incomes below poverty level accounted for 18.7 percent of Monmouth's residents aged 65 or over and were fairly evenly distributed throughout the County with the exception of 2 municipalities, Asbury Park and Neptune Township, which together contained nearly 25 percent of persons in this category.

The 1970 Census identified 21,119 County residents as handicapped or disabled. This represented 4.6 percent of the County's total population which was slightly lower than the statewide value of 4.9 percent. On a municipal basis, handicapped persons were fairly well scattered throughout the County. Only 4 municipalities had handicapped populations accounting for more than 5 percent of the County's handicapped (Middletown, 11.5 percent; Long Branch, 7.5 percent; Asbury Park, 6.7 percent; and Neptune Township, 6.5 percent). As with the County's elderly, on an absolute numerical basis, more handicapped persons resided in the County's coastal corridor than in the rest of the County. Thus, according to 1970 Census data, at least 66,038 County residents, accounting for 14.3 percent of total County population, were either elderly or handicapped. Base data for the elderly and handicapped population, by municipality, is shown in Table 1. Figures 1 and 2 are general location maps provided for reference purposes.

TABLE 1
MONMOUTH COUNTY

Municipality	1 Total Population	2 POPULATION AGED 65 OR OVER			3 AGED 65 OR OVER BELOW POVERTY			4 HANDICAPPED		
		a. Number of Persons	b. % of Municipal Population	c. % of County Elderly	a. Number of Persons	b. % of Municipal Elderly	c. % of County Elderly In Poverty	a. Number of Persons	b. % of Municipal Population	c. % of County Handicapped
Allenhurst	1,012	129	12.7	0.3	9	7.0	0.1	0	0	0
Allentown	1,603	161	10.0	0.4	34	21.1	0.4	39	2.4	0.2
Asbury Park	16,533	3,290	19.9	7.3	1,024	31.1	12.2	1,417	8.6	6.7
Atlantic Highlands	5,102	504	9.9	1.1	51	10.1	0.6	318	6.2	1.5
Avon-by-the-Sea	2,163	474	21.9	1.1	53	11.2	0.6	169	7.8	0.8
Belmar	5,782	1,102	19.1	2.4	256	23.2	3.0	289	5.0	1.4
Bradley Beach	4,163	757	18.2	1.7	226	29.9	2.7	255	6.1	1.2
Brielle	3,594	609	16.9	1.4	44	7.2	0.5	191	5.3	0.9
Colts Neck	5,819	310	5.3	0.7	49	15.8	0.6	146	2.5	0.7
Deal	2,401	326	13.6	0.7	51	15.6	0.6	115	4.8	0.6
Eatontown	14,619	705	4.8	1.6	127	18.0	1.5	467	3.2	2.2
Englishtown	1,048	118	11.3	0.3	32	27.1	0.4	96	9.2	0.5
Fair Haven	6,142	537	8.7	1.2	83	15.5	1.0	101	1.6	0.5
Farmingdale	1,148	116	10.1	0.3	33	28.5	0.4	97	8.5	0.5
Freehold Boro	10,545	1,256	11.9	2.8	248	19.8	3.0	327	3.1	1.6
Freehold Twp.	13,185	803	6.1	1.8	108	13.5	1.3	439	3.3	2.1
Hazlet	22,239	1,028	4.6	2.3	190	18.5	2.3	726	3.3	3.4
Highlands	3,916	520	13.3	1.2	174	33.5	2.1	252	6.4	1.2
Holmdel	6,117	411	6.7	0.9	49	11.9	0.6	250	4.1	1.2
Howell	21,756	1,639	7.5	3.6	444	27.1	5.3	1,059	4.9	5.0
Interlaken	1,182	132	11.2	0.3	17	12.9	0.2	0	0	0
Keansburg	9,720	1,045	10.8	2.3	242	23.2	2.9	590	6.1	2.8
Keyport	7,205	817	11.3	1.8	160	19.6	1.9	615	8.5	2.9
Little Silver	6,010	467	7.8	1.0	54	11.6	0.6	457	7.6	2.2
Loch Arbour	395	60	15.2	0.1	10	16.7	0.1	0	0	0
Long Branch	31,774	3,617	11.4	8.0	643	17.8	7.7	1,581	5.0	7.5
Manalapan	14,049	552	3.9	1.2	99	17.9	1.2	470	3.3	2.2
Manasquan	4,971	920	18.5	2.0	133	14.5	1.6	254	5.1	1.2
Marlboro	12,273	955	7.8	2.1	95	0.1	1.1	285	2.3	1.3
Matawan Boro	9,136	671	7.3	1.5	63	9.4	0.8	493	5.4	2.3
Matawan Twp.	17,680	727	4.1	1.6	99	13.6	1.2	667	3.8	3.2
Middletown	54,623	3,671	6.7	8.2	513	14.0	6.1	2,437	4.5	11.5
Millstone	2,535	242	9.5	0.5	90	37.2	1.1	133	5.2	0.6
Monmouth Beach	2,042	211	10.3	0.5	33	15.6	0.4	82	4.0	0.4

M-2

TABLE 1 (continued)
MONMOUTH COUNTY (continued)

Municipality	1 Total Population	2POPULATION AGED 65 OR OVER			3AGED 65 OR OVER BELOW POVERTY			4HANDICAPPED		
		a. Number of Persons	b. % of Municipal Population	c. % of County Elderly	a, Number of Persons	b. % of Municipal Elderly	c. % of County Elderly In Poverty	a. Number of Persons	b. % of Municipal Population	c. % of County Handicapped
Neptune City	5,502	799	14.5	1.8	120	15.0	1.4	404	7.3	1.9
Neptune Twp.	27,863	4,045	14.5	9.0	1,043	25.8	12.4	1,367	4.9	6.5
New Shrewsbury*	5,925	314	5.3	0.7	42	13.4	0.5	231	2.8	1.1
Oceanport	7,503	314	4.2	0.7	38	12.1	0.5	387	5.2	1.8
Ocean	18,643	1,389	7.5	3.1	197	14.2	2.3	812	4.4	3.8
Red Bank	12,847	2,477	19.3	5.5	455	18.4	5.4	780	6.1	3.7
Roosevelt	814	76	9.3	0.2	40	52.6	0.5	0	0	0
Rumson	7,421	715	9.6	1.6	103	14.4	1.2	215	2.9	1.0
Sea Bright	1,339	172	12.8	0.4	36	20.9	0.4	124	9.3	0.6
Sea Girt	2,207	520	23.6	1.2	52	10.0	0.6	32	1.4	0.2
Shrewsbury Boro	3,315	278	8.4	0.6	13	4.7	0.2	176	5.3	0.8
Shrewsbury Twp.	1,164	45	3.9	0.1	9	20.0	0.1	105	9.0	0.5
South Belmar	1,490	309	20.7	0.7	70	22.7	0.8	37	2.5	0.2
Spring Lake	3,896	678	17.4	1.5	60	8.9	0.7	50	1.3	0.2
Spring Lake Hts.	4,602	658	14.3	1.5	92	14.0	1.1	173	3.8	0.8
Union Beach	6,472	496	7.7	1.1	109	22.0	1.3	345	5.3	1.6
Upper Freehold	2,551	245	9.6	0.5	35	14.3	0.4	92	3.6	0.4
Wall	16,498	2,027	12.3	4.5	254	12.5	3.0	807	4.9	3.8
West Long Branch	6,845	477	7.0	1.1	92	19.3	1.1	165	2.4	0.8
TOTAL	459,379	44,919	9.7% of County Population	100.0%	8,396	18.7% of County Elderly	100.0%	21,119	4.6% of County Population	100.0%

Source: U.S. Census of Population, 1970
 Cols. 1, 2A-C: PC(1) B 32 General Population Characteristics
 Cols. 3A-C: P4M 86, 90 (estimated from 20% sample)
 Cols. 4A-C: P4M 52 (estimated from 5% sample, ages 16-64)
 data for handicapped under 16 not available

* Name changed to Tinton Falls Borough, January 1, 1976

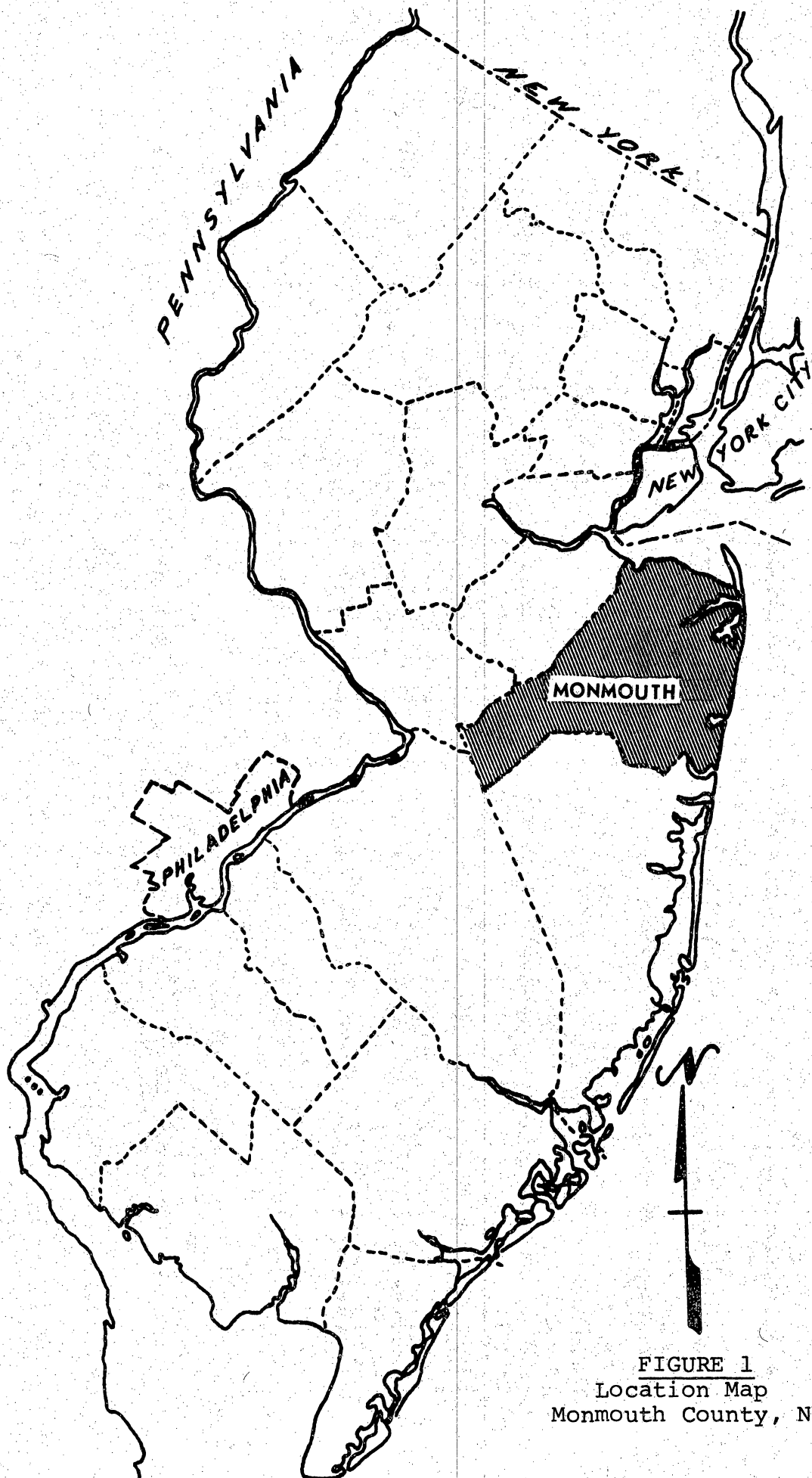


FIGURE 1
Location Map
Monmouth County, N.J.

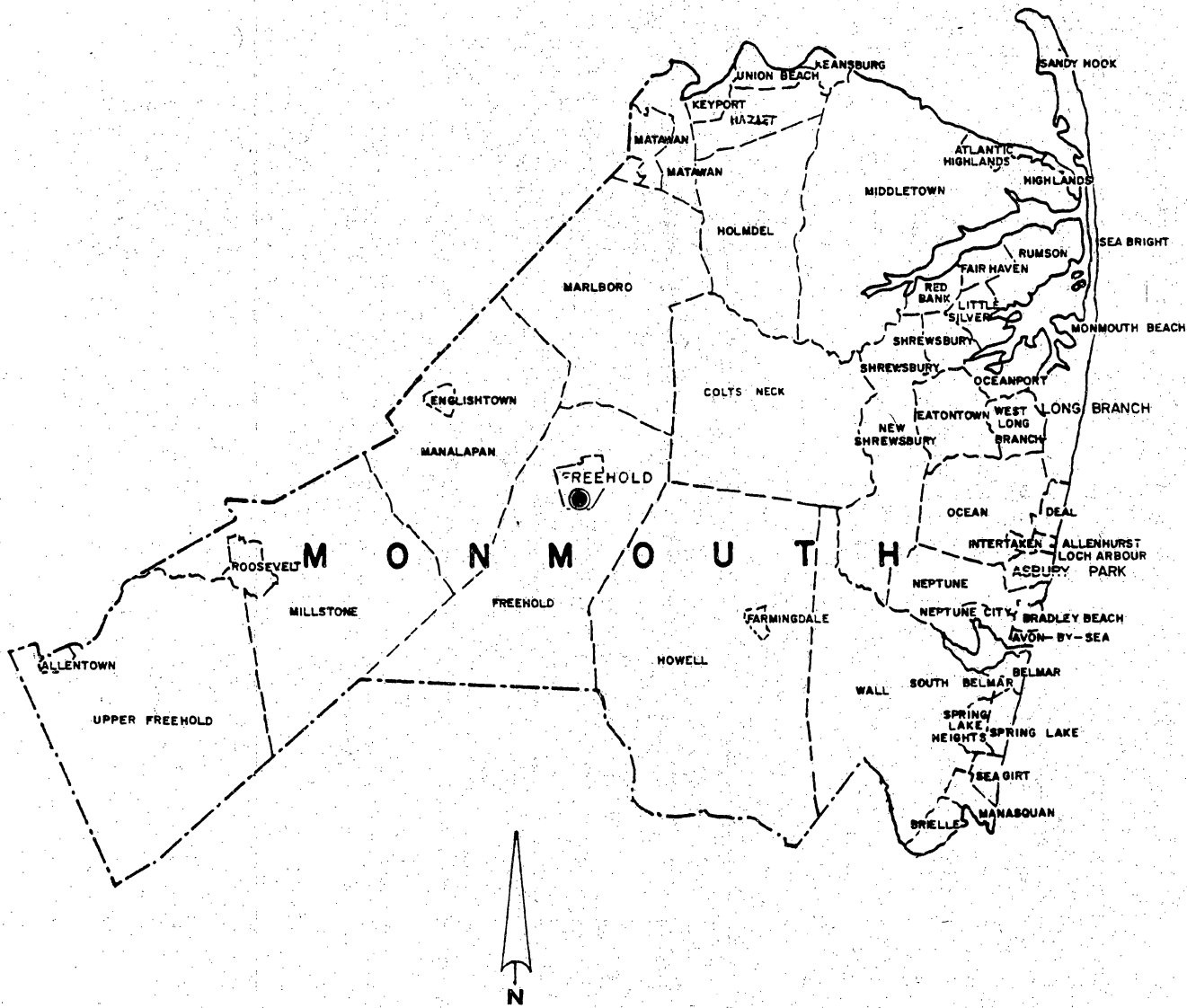


FIGURE 2
LOCATION MAP
MONMOUTH COUNTY
MUNICIPALITIES

Regular Transit Service


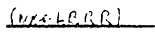

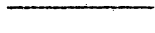
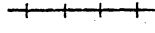
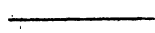
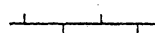
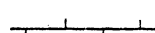
Transit service in Monmouth County is well developed in the east and northeastern coastal corridor, but quite limited in the rest of the County. Rail service is provided by Conrail on its Atlantic Region, New Jersey Division line (former New York & Long Branch Railroad). There are 14 station stops along the route in Monmouth County (see Figure 3). Although the main function of this service is to take commuters to places of employment in northern New Jersey and New York City, it can also be used for intracounty trips.

Bus service is provided by 10 carriers, 6 offering long distance line-haul service and 4, local service. Asbury Park-New York Transit Company, New York-Keansburg-Long Branch Bus Company, North and South Jersey Bus Company and Transport of New Jersey, in conjunction with Lincoln Transit Company, offer service to northern New Jersey and New York City. Suburban Transit provides service to neighboring Mercer County and direct express service to New York City. Transport of New Jersey provides service to Philadelphia to the west and, in conjunction with Lincoln Transit, to Ocean, Atlantic and Cape May Counties to the south. Local service within the County is offered by Boro Busses Company, Coast Cities Coaches, Inc., Marathon Transit Company and Mercer Metro (operated by the Mercer County Improvement Authority). Boro Busses operates routes linking municipalities in the northeast portion of the County to each other and to Freehold to the west. Coast Cities Coaches provides service between municipalities in the southern portion of the coastal corridor. Marathon Transit links Keansburg, Union Beach, Keyport and Matawan to each other and to Perth Amboy in Middlesex County. Mercer Metro operates one route linking Asbury Park, Farmingdale and Freehold to each other and to points in Mercer County.

Taxi Companies located both within Monmouth and in neighboring Middlesex and Ocean Counties serve residents in all parts of the County. A few taxi operators within Monmouth offer a special discount to senior citizens for local trips within a given municipality. To qualify, it is necessary to purchase a book of tickets at a reduction over regular one-way fare. For example, a book of ten \$1.00 coupons good for ten local rides costs \$8.00, or a savings of 20 percent.

As of March, 1976, 15,819 of the County's elderly had registered for New Jersey's Senior Citizens Half Fare Program. As of January 18, 1977, 15,934 of Monmouth's handicapped residents had registered for the State's Handicapped Half Fare Program.

LEGEND

-  PASSENGER STATIONS
-  PASSENGER & FREIGHT LINES
-  RAPID TRANSIT
-  FREIGHT SERVICE
-  ABANDONED LINES
-  PREVIOUS NAME OF LINE
-  LIGHT DENSITY (PASSENGER & FREIGHT)
-  LIGHT DENSITY (FREIGHT)

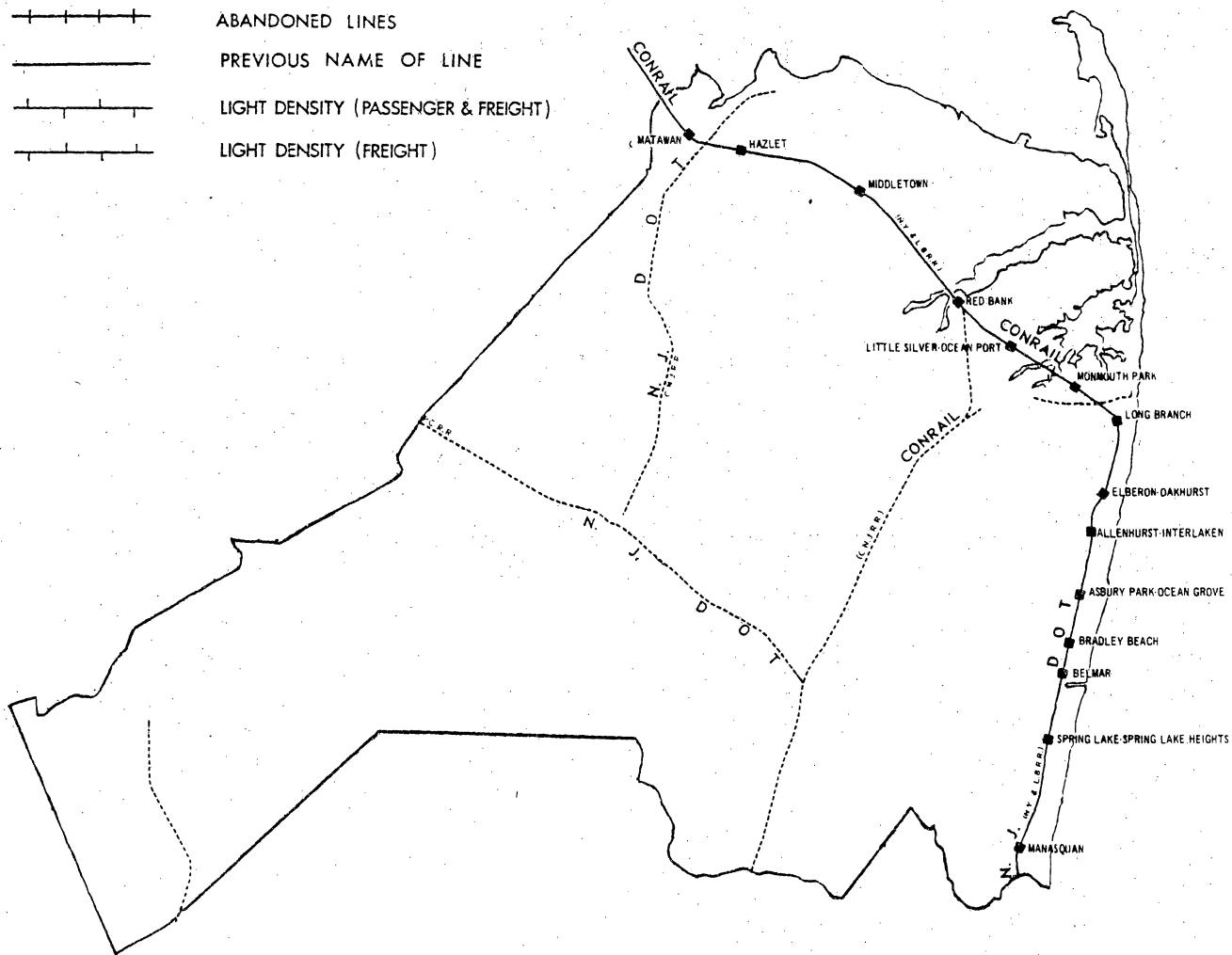


FIGURE 3

**CONRAIL, N.J. DIVISION
ROUTE AND STATION STOPS
IN MONMOUTH COUNTY**



Scope of Existing Services

Special paratransit services for the elderly and handicapped in Monmouth County are currently provided by 57 operators. Six of these operators are public agencies, 10 are non-profit organizations, 5 are private or public housing operators, 1 is a private, for-profit business offering free transportation to its elderly and/or handicapped clients, 3 are municipal operators, 2 are taxi companies, 28 are boards of education, and 2 are private, for-profit contractors providing transportation to handicapped school children for several boards of education.

With the discontinuance of the Haddonfield dial-a-ride demonstration project in March, 1975, 19 vehicles became available for distribution to organizations offering transportation services to the transportation disadvantaged. Through the "Gift-on-Wheels" program the Borough of Freehold received one 10-passenger bus and the City of Asbury Park, one 17-passenger bus.

Inventory of Existing Services

The Tri-State Regional Planning Commission Subregional Planning program for FY 1977 included provision for the development of county Elderly and Handicapped Transportation Plans. The plans include an inventory of existing specialized transit services for these groups. Table 2 presents the inventory tabulation prepared by the Monmouth County Planning Board.

In addition to these services, the Monmouth County Transportation Information Center, located in Red Bank, provides the elderly and handicapped, as well as others, with information regarding rail station locations, schedule departure and arrival times and how to get from one point to another.

INVENTORY OF EXISTING TRANSPORTATION SERVICES

OPERATOR	FUNDING	USERS	LEVEL OF SERVICE	VEHICLES	COMMENTS
Monmouth County Office on Aging.	Title III, Older Americans Act	Elderly (over 60)	Daily	Four-14 passenger vans.	The County provides Transportation services to elderly residents of twenty municipalities. This is primarily a fixed route system with routes established by participating municipalities.
Middletown Twp. Housing Authority	Local & participants	Elderly	Twice weekly	One-10 passenger bus.	Use is limited to residents of Housing Authority complexes.
Community Development Program, Long Branch	Title III, Older Americans Act.	Elderly (over 60)	Daily	Two-15 passenger vans.	This is a demand responsive system limited to residents of Long Branch.
Monmouth County Unit, N.J. Assoc. for Retarded Children; End Bank	Non-profit	Handicapped	Daily	Two-20 passenger buses. Three-11 passenger vans.	Transportation is provided to adults attending unit sponsored programs.
Salvation Army, Asbury Park	Title VII, Nutrition program	Elderly	Daily	Four-11 passenger vans.	Transportation is provided to those attending the four nutrition sites in the county.
Borough of Freehold	Local	Elderly	Twice weekly	One-55 passenger bus.	A reservation system used to transport seniors to local shopping areas
Senior Citizens Center, Asbury Park	Title III, Older Americans Act	Elderly (over 60)	Daily	One-14 passenger van.	Service is limited to Asbury Park residents and preference is given to those with doctors' appointments, other medical needs and social service agency appointments.

Source: Elderly and Handicapped Transportation Services Report, Monmouth County Planning Board, February, 1977.

TABLE 2 (continued)

OPERATOR	FUNDING	USERS	LEVEL OF SERVICE	VEHICLES	COMMENTS
Board of Education, Neptune City	Local	Handicapped	Daily	One-15 passenger van. Two-9 passenger vans.	Transportation for school children.
Board of Education, Oceanport	Local	Handicapped	Daily	One-7 passenger van.	Transportation of school children.
Board of Education Neptune Twp.	Local	Handicapped	Daily	Two-11 passenger vans Three-16 passenger vans Two-12 passenger vans (1 w/lift)	Transportation for school children.
Board of Education, Ocean Twp.	Local	Handicapped	Daily	Five 9-passenger Suburbans One-12 passenger bus w/lift One-24 passenger bus w/lift (includes 4 wheelchairs)	Transportation for school children.
Board of Education, Shore Regional, West Long Branch	Local	Handicapped	Daily	One-16 passenger van w/lift (capacity for 2 wheelchairs)	Transportation of school children
Board of Education, City of Long Branch	Local	Handicapped	Daily	One-16 passenger van (capacity 2 wheelchairs and 6 passengers)	Transportation of school children.
Board of Education Manalapan-Englishtown Regional	Local	Handicapped	Daily	Three-9 passenger suburbans Three-14 passenger mini-buses.	Transportation of school children.
Board of Education, Matawan Regional	Local	Handicapped	Daily	One-54 passenger school bus One-21 passenger mini-bus Two-9 passenger carry-all.	Transportation of school children.

Source: Elderly and Handicapped Transportation Services Report, Monmouth County Planning Board, February, 1977.

TABLE 2 (CONTINUED)

OPERATOR	FUNDING	USERS	LEVEL OF SERVICE	VEHICLES	COMMENTS
Board of Education, Marlboro Twp.	Local	Handicapped	Daily	Four-16 passenger vans One-43 passenger school bus w/lift (capacity for 3 wheel- chairs)	Transportation of school children.
Board of Education, Millstone Twp.	Local	Handicapped	Daily	Two-8 passenger vans	Transportation of school children.
Monmouth Regional Board of Education, Tinton Falls	Local	Handicapped	Daily	Two-9 passenger vans; One- 20 passenger school bus w/lift.	Transportation of school children.
Board of Education, Freehold Twp.	Local	Handicapped	Daily	Four-16 passenger mini-buses One-16 passenger mini-bus w/lift.	Transportation of school children (capacity-2 wheelchairs plus 3 pas- sengers).
Board of Education, Hazlet Twp.	Local	Handicapped	Daily	One-16 passenger van w/lift (capacity 3 wheelchairs) Two-9 passenger vans, Five-16 pas- senger vans.	Transportation of school children.
Board of Education, Holmdel Twp.	Local	Handicapped	Daily	Three-10 passenger vans	Transportation of school children.
Board of Education, Howell Twp.	Local	Handicapped	Daily	Five-54 passenger school buses Three-16 passenger vans	Transportation of school children.
Board of Education, Middletown Twp.	Local	Handicapped	Daily	Two-15 passenger vans. Six-16 passenger vans (2 w/lift capa- cities for two & three wheel- chairs plus 9 passengers).	Transportation of school children.

Source: Elderly and Handicapped Transportation Services Report, Monmouth County Planning Board, February, 1977.

TABLE 2 (continued)

OPERATOR	FUNDING	USERS	LEVEL OF SERVICE	VEHICLES	COMMENTS
Monmouth YM-YHA Ocean Twp.	Private Non-profit	Elderly	Once weekly and as re- quired	One-14 pas- senger van.	Used to transport senior citizens to Y activities.
Tri-Board of Education, Atlantic Highlands, Highlands, Henry Hudson Regional	Local	Handicapped	Daily	Two-12 pas- senger vans.	Transportation of school children.
Board of Education, Julia	Local	Handicapped	Daily	One 16 passenger van w/hydraulic lift	Transportation of school children.
Board of Education, Shady Beach	Local	Handicapped	Daily	One-12 passenger van	Transportation of school children.
Board of Education, Eatontown	Local	Handicapped	Daily	Three-9 passenger vans	Transportation of school children.
Board of Education, Colts Neck Twp.	Local	Handicapped	Daily	One-12 passenger van.	Transportation of school children.
Board of Education, Freehold Boro	Local	Handicapped	Daily	Two 9-passenger Station Wagons	Transportation of school children.
Freehold Regional High School Board of Ed- ucation, Freehold	Local	Handicapped	Daily	Two-20 passenger school buses w/ lifts Seven-16 passenger mini buses. Twelve 9- pass. carry-alls.	Transportation of school children.

Source: Elderly and Handicapped Transportation Services Report, Monmouth
County Planning Board, February, 1977.

OPERATOR	FUNDING	USERS	LEVEL OF SERVICE	VEHICLES	COMMENTS
Board of Education, Spring Lake	Local	Handicapped	Daily	One-11 passenger van (leased)	Transportation of school children.
Board of Education, Tinton Falls	Local	Handicapped	Daily	Three-16 passenger vans	Transportation of school children.
Upper Freehold Regional Board of Education, Allentown	Local	Handicapped	Daily	One-12 passenger van	Transportation of school children.
Board of Education, Wall Twp.	Local	Handicapped	Daily	Four-14 passenger vans (1 w/ramp)	Transportation of school children.
Board of Education, Union Beach	Local	Handicapped	Daily	Two-16 passenger vans (1 w/lift)	Transportation of school children.
Beverly School, Middletown Twp.	Private/ Non-profit	Handicapped	Daily	One-12 passenger van	Transportation of school children.
Hiltbrunner & Sons, Tinton Falls	Private	Handicapped	Daily	Eighteen-16 passenger vans all w/lifts (capacity 10 pas- sengers and 2 wheelchairs).	Transportation of school children as contracted by various boards of education.
Coast City Cabs, Avon	Private	Handicapped	Daily	Eleven-16-20 passenger vans equiped with lifts	Transportation of school children as contracted by various boards of education.
Peter S. George, Matawan Twp.	Private	Handicapped	Daily	Three-15 passenger vans Four-12 passenger vans	Transportation of school children as contracted by various boards of education.

Source: Elderly and Handicapped Transportation Services Report, Monmouth
County Planning Board, February, 1977.

TABLE 2 (continued)

OPERATOR	FUNDING	USERS	LEVEL OF SERVICE	VEHICLES	COMMENTS
Pathmark, Eatontown	Private	Elderly	Twice weekly	One-53 passenger bus.	Pathmark contracts with a local bus company to provide service to Asbury Park residents for shopping trips to their store.
St. John's United Methodist Church, Hazlet	Private	Elderly	Three Days per week	Two-44 passenger buses. One-16 passenger converted van.	Service is primarily provided to residents of Bethany Manor (church supported) and participants of St. John's Senior Citizen groups.
American Red Cross, Snowbury	Non-profit	Handicapped Elderly	Daily	Five-Station Wagons	This service is limited to those requiring transportation to a medical facility (doctor, hospital, etc.) and are unable to obtain another means of transportation.
Salvation Army, Red Bank	Non-profit	Elderly	Weekly	One-Station Wagon One-11 passenger van.	Transportation is provided to those attending Salvation Army sponsored functions.
Arthur Brisbane Child Treatment Center, Farmingdale	State Agency	Handicapped	As needed	Three-Station Wagons Three-Sedans One-20 passenger bus.	Transportation is provided for residents living at the Center or to recreational, medical, shopping, etc.
Monmouth Community Action Program, Long Branch	Federal, State, County	Elderly Handicapped	Daily	Five-Station Wagons	The elderly and handicapped are among the transportation disadvantaged who are transported to a variety of activities.

Source: Elderly and Handicapped Transportation Services Report, Monmouth County Planning Board, February, 1977.

OPERATOR	FUNDING	USERS	LEVEL OF SERVICE	VEHICLES	COMMENTS
RDPV of Monmouth County (part of family & children's service), Long Branch	Federal	Elderly	Daily	One-14 passenger van.	Transportation is provided for senior citizens to and from volunteer positions.
Dayshore Senior Day Center, Keansburg	Non-profit	Elderly	Daily	One-16 passenger van	The service is the greater Keansburg area.
Shadow Lake Village, Condominium Assoc.	Private, Non-profit (part of maintenance fee)	Elderly	Daily	One 15-passenger bus	Service is limited to residents for shopping and to meet mass transit.
The Villages, Howell Twp.	Private, Non-profit	Elderly	Twice weekly	One-44 passenger bus	Provides transportation to residents to local shopping areas.
Covered Bridge Condominium Assoc., Manalapan	Private-Non-profit (part of maintenance fee)	Elderly	Daily	One 20-25 passenger mini-bus.	Service is provided to local shopping, medical and religious activities for residents of the complex. This is primarily a fixed schedule system.
Asbury Tower, Asbury Park	Private	Elderly	1-5 days per week	One-15 passenger mini-bus.	This service is primarily for residents of this complex and is limited to shopping trips and trips to churches.
Yellow Cab Co., Red Bank	Commercial Paid by user	Handicapped	Daily-on demand	One-15 passenger van w/hydraulic lift and capacity for 4 wheelchairs	Available for hire

Source: Elderly and Handicapped Transportation Services Report, Monmouth County Planning Board, February, 1977.

TABLE 2 (continued)

OPERATOR	FUNDING	USERS	LEVEL OF SERVICE	VEHICLES	COMMENTS
Howell Twp. Senior Citizens Transportation	Purchased from Board of Education for \$1.00	Elderly 55+ Any age handicapped	5 days per week Monday through Friday. 1 Sunday a month.	One-11 passenger van. Additional lower level step.	Demand response-24 hour notice requested. Two-way radio in van. Used exclusively in Howell Twp.
Freehold Borough	State leased to Boro.	Elderly	5 days per week Monday through Friday	One-11 passenger bus	Demand response-advance notice required. Person calls coordinator who arranges for bus to pick up person. Service covers reasonable distance from boro.
City of Asbury Park	State leased to City	Elderly & Handicapped $\frac{1}{2}$ fare	Jitney bus Fixed route basis 5 days per week Tuesday-Saturday	One-18 passenger bus	Fixed route with printed schedule.
Salvation Army, Asbury Park	Non-profit	Elderly	Daily	One-35 passenger bus One-12 passenger van.	Transportation is provided to participants of Salvation Army sponsored functions.

Source: Elderly and Handicapped Transportation Services Report, Monmouth County Planning Board, February, 1977.

MORRIS COUNTY

County Demographics

In 1970, Morris County had a population of 261,620 making it New Jersey's ninth most populous county. With a land area of 470.24 square miles and a population density of 815 persons per square mile, Morris ranked seventh among the State's twenty-one counties in area and tenth in density. The County's population density was somewhat lower than that of the State taken as a whole which was 958.

According to 1970 Census data, 28,465 County residents were aged 65 or over. This represented 7.4 percent of the County's population which was considerably lower than the corresponding Statewide value of 9.7 percent. Viewing the elderly on a percent of municipal population basis, there was a wide range among the County's thirty-nine municipalities. Morris Plains had the highest (26.7) and Morris Township the lowest (2.5) percent of their respective populations aged 65 or over. On a countywide basis, the elderly were fairly evenly distributed throughout the County. Only one municipality, Parsippany-Troy Hills, contained more than 10 percent of Morris' elderly residents. Of the County's senior citizens, 11.9 percent had incomes below poverty level as defined by the Bureau of the Census. This percentage was significantly lower than the overall Statewide figure of 18.1 percent.

The 1970 Census identified 15,174 County residents as handicapped or disabled. This represented 4 percent of County population which was somewhat lower than the State's overall percentage of 4.9. On a percent of municipal population basis, there was very little variation among the County's municipalities. On a countywide basis, with the exception of Parsippany-Troy Hills which contained 12.7 percent of persons in this group, Morris' handicapped residents were fairly uniformly distributed throughout the County. Thus, according to 1970 Census data, at least 43,639 County residents representing 11.4 percent of Morris' population are either elderly or handicapped. Base data for the elderly and handicapped population, by municipality, is shown in Table 1. Figures 1 and 2 are general location maps provided for reference purposes.

Regular Transit Service

Transit service in Morris County consists of commuter rail and line-haul and local bus. Rail service to New York City is provided by Conrail on the Boonton, Morristown and Gladstone Lines of its Hoboken Division. There are seventeen station stops in the County (see Figure 3). Though Conrail's service is primarily geared for commutation to New York City it can also be used by County residents for intra-county trips.

TABLE 1
MORRIS COUNTY

Municipality	1 Total Population	2 POPULATION AGED 65 OR OVER			3 AGED 65 OR OVER BELOW POVERTY			4 HANDICAPPED		
		a. Number of Persons	b. % of Municipal Population	c. % of County Elderly	a. Number of Persons	b. % of Municipal Elderly	c. % of County Elderly In Poverty	a. Number of Persons	b. % of Municipal Population	c. % of County Handicapped
Boonton Town	9,261	1,152	12.4	4.0	215	18.7	6.3	588	6.3	3.9
Boonton Twp.	3,070	342	11.1	1.2	63	18.4	1.9	0	0	0
Butler	7,051	607	8.6	2.1	151	24.9	4.5	321	4.6	2.1
Chatham Boro	9,566	1,081	11.3	3.8	100	9.3	3.0	362	3.8	2.4
Chatham Twp.	8,093	535	6.6	1.9	22	4.1	0.7	425	5.3	2.8
Chester Boro	1,299	103	7.9	0.4	14	13.6	0.4	46	3.5	0.3
Chester Twp.	4,265	303	7.1	1.1	42	13.9	1.2	256	6.0	1.7
Denville	14,045	1,071	7.6	3.8	143	13.4	4.2	438	3.1	2.9
Dover	15,039	1,623	10.8	5.7	312	19.2	9.2	841	5.6	5.5
East Hanover	7,734	427	5.5	1.5	32	7.5	0.9	343	4.4	2.3
Florham Park	8,094	532	6.6	1.9	16	3.0	0.5	139	1.7	0.9
Hanover	10,700	639	6.0	2.2	59	9.2	1.8	356	3.3	2.3
Harding	3,249	303	9.3	1.1	38	12.5	1.1	71	2.2	0.5
Jefferson	14,122	873	6.2	3.1	106	12.1	3.1	615	4.4	4.1
Kinnelon	7,600	322	4.2	1.1	22	6.8	0.6	126	1.7	0.8
Lincoln Park	9,034	619	6.9	2.2	75	12.1	2.2	279	3.1	1.8
Madison	16,710	1,604	9.6	5.6	125	7.8	3.7	437	2.6	2.9
Mendham Boro	3,729	276	7.4	1.0	16	5.8	0.5	182	4.9	1.2
Mendham Twp.	3,697	254	6.9	0.9	12	4.7	0.4	189	5.1	1.2
Mine Hill	3,557	232	6.5	0.8	32	9.6	0.9	275	7.7	1.8
Montville	11,846	763	6.4	2.7	45	5.9	1.3	297	2.5	2.0
Morris Plains	5,540	1,479	26.7	5.2	216	14.6	6.4	277	5.0	1.8
Morris	19,414	494	2.5	1.7	32	6.5	0.9	680	3.5	4.5
Morristown	17,662	2,427	13.7	8.5	389	16.0	11.5	762	4.3	5.0
Mountain Lakes	4,739	228	4.8	0.8	12	5.3	0.4	57	1.2	0.4
Mount Arlington	3,590	175	4.9	0.6	27	15.4	0.8	205	5.7	1.4
Mount Olive	10,394	535	5.1	1.9	82	15.3	2.4	542	5.2	3.6
Netcong	2,858	269	9.4	0.9	51	19.0	1.5	307	10.7	2.0
Parsippany-Troy	55,112	3,364	6.1	11.8	238	7.1	7.0	1,921	3.5	12.7
Passaic	7,393	497	6.7	1.7	50	10.1	1.5	301	4.1	2.0
Pequannock	14,350	819	5.7	2.9	81	9.9	2.4	309	2.2	2.0
Randolph	13,296	642	4.8	2.3	78	12.2	2.3	465	3.5	3.1

TABLE 1 (continued)
MORRIS COUNTY (continued)

Municipality	1 Total Population	2POPULATION AGED 65 OR OVER			3AGED 65 OR OVER BELOW POVERTY			4HANDICAPPED		
		a. Number of Persons	b. % of Municipal Population	c. % of County Elderly	a. Number of Persons	b. % of Municipal Elderly	c. % of County Elderly In Poverty	a. Number of Persons	b. % of Municipal Population	c. % of County Handicapped
Riverdale	2,729	208	7.6	0.7	39	18.8	1.2	95	3.5	0.6
Rockaway Boro	6,383	540	8.5	1.9	62	11.5	1.8	439	6.9	2.9
Rockaway Twp.	18,955	925	4.9	3.2	99	10.7	2.9	728	3.8	4.8
Roxbury	15,754	907	5.8	3.2	139	15.3	4.1	833	5.3	5.5
Victory Gardens	1,027	36	3.5	0.1	5	13.9	0.1	23	2.2	0.1
Washington	6,962	754	10.8	2.6	88	11.7	2.6	368	5.3	2.4
Wharton	5,535	505	9.1	1.8	62	12.3	1.8	276	5.0	1.8
TOTAL	383,454	28,465	7.4% of County Population	100.0%	3,390	11.9% of County Elderly	100.0%	15,174	4.0% of County Population	100.0%

Source: U.S. Census of Population, 1970
 Cols. 1, 2A-C: PC(1) B 32 General Population Characteristics
 Cols. 3A-C: P4M 86, 90 (estimated from 20% sample)
 Cols. 4A-C: P4M 52 (estimated from 5% sample, ages 16-64)
 data for handicapped under 16 not available

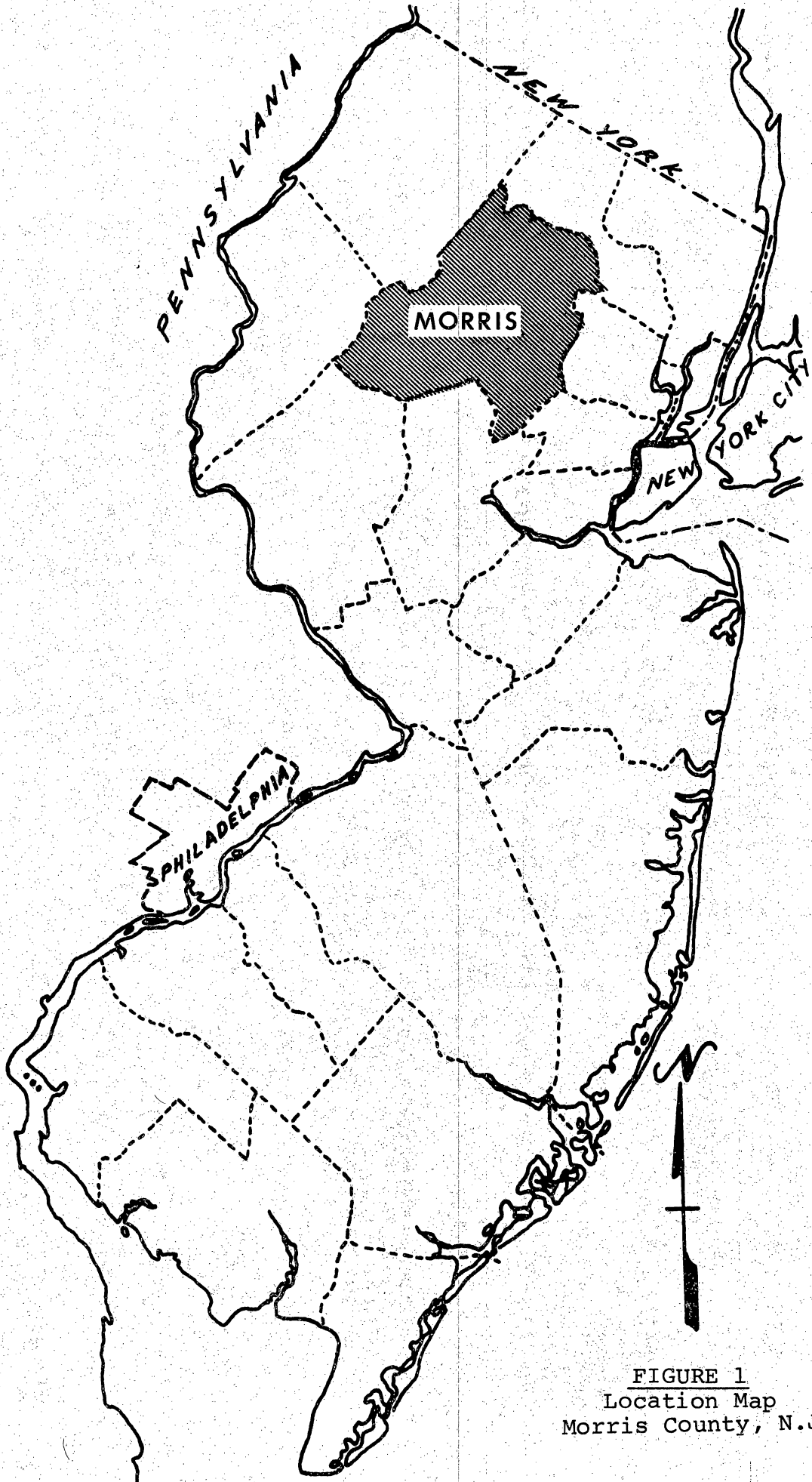


FIGURE 1
Location Map
Morris County, N.J.

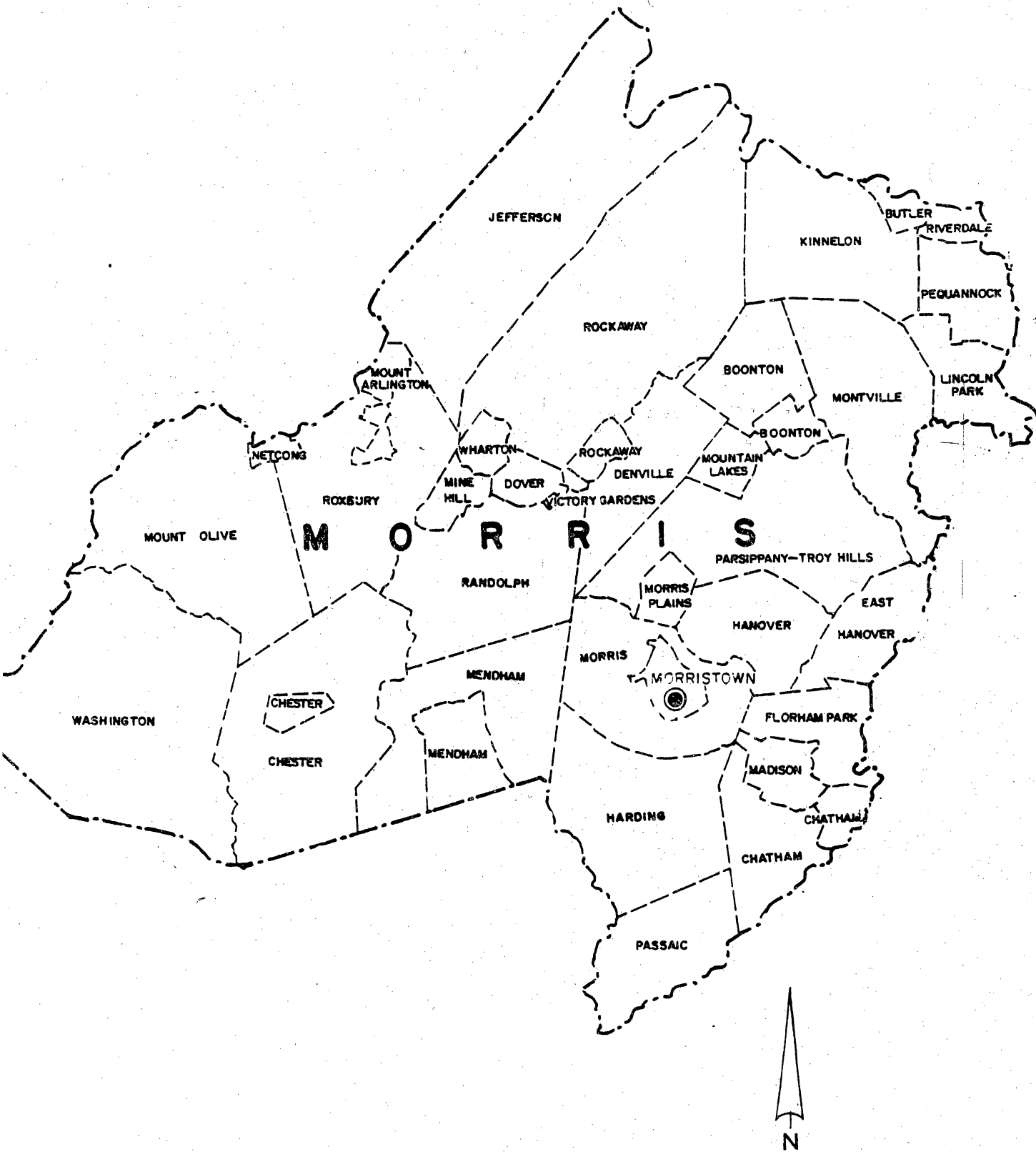
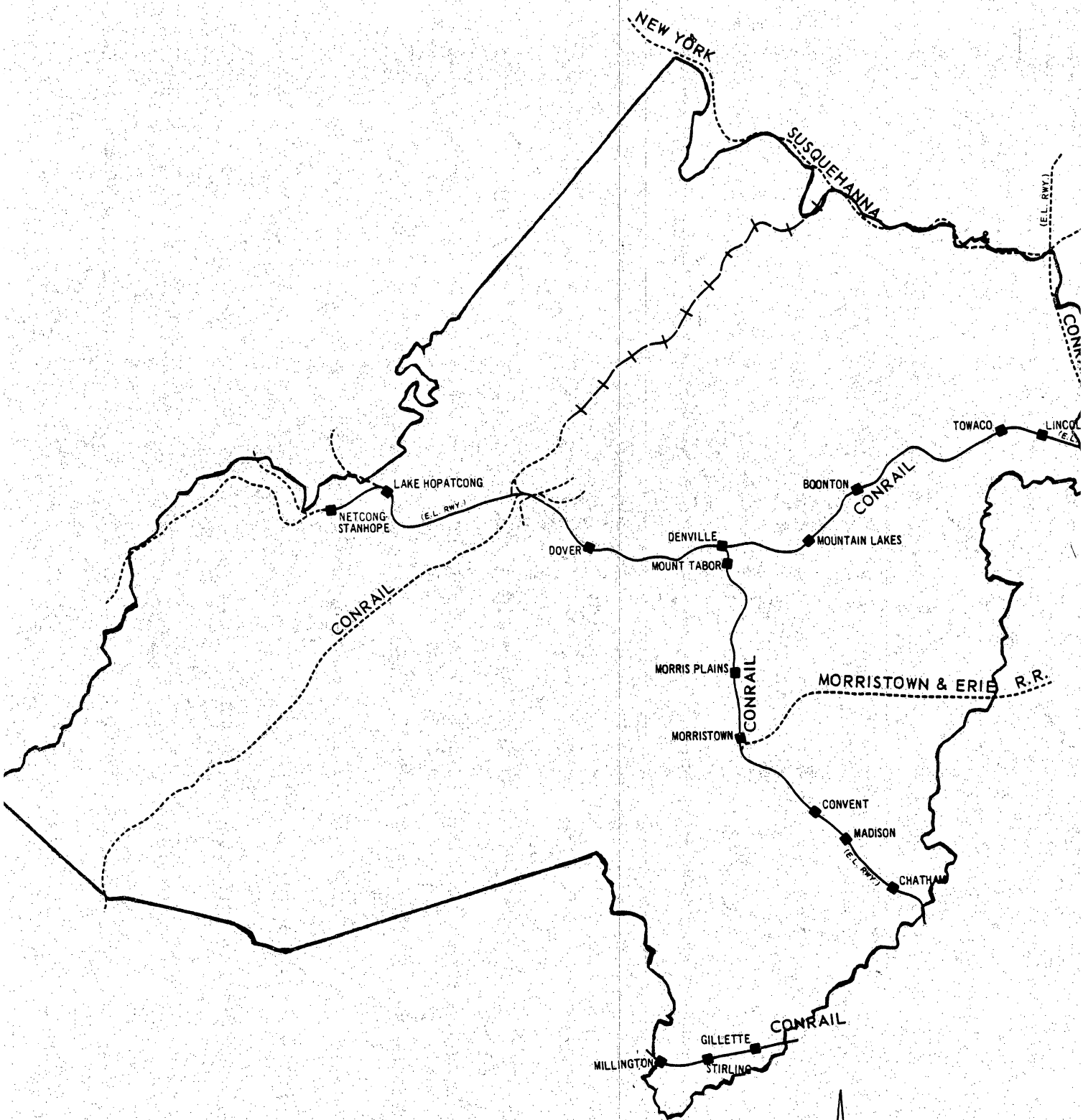


FIGURE 2
 Location Map
 Morris County Municipalities



LEGEND

- PASSENGER STATIONS
- PASSENGER & FREIGHT LINES
- |—|— RAPID TRANSIT
- |—|— FREIGHT SERVICE
- - - - - ABANDONED LINES
- |—|— PREVIOUS NAME OF LINE

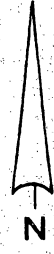


FIGURE 3
 Conrail, Hoboken Division
 Routes and Station Stops
 In Morris County

Bus service is currently provided by four carriers operating nine routes. DeCamp Bus Lines and Lakeland Bus Lines provide service to Manhattan from Morristown and Dover respectively. Transport of New Jersey provides service to Newark from Dover and Butler. Morris Metro which is subsidized by the County, provides local service connecting major population centers, places of employment and social service facilities within the County. It also provides service to the Livingston and Short Hills malls in neighboring Essex County and to the Willowbrook Mall in Passaic County.

Numerous taxicab companies provide service to all parts of the County as well as to destinations in neighboring counties, New York City and major airports in the New York Metropolitan area.

As of January 18, 1977, 6,395 of Morris' senior citizens and 83 of its handicapped residents had registered for New Jersey's Half-Fare Program. It should be noted that an unknown number of handicapped may have registered under the elderly portion of the program.

Scope of Existing Services

At present, there are an estimated thirteen public and private, non-profit social service agencies providing special transportation services to the County's elderly and handicapped. Of these, two serve only the handicapped and one serves only the elderly.

Under Section 16 (b) (2) of the Urban Mass Transportation Act of 1964, as amended, private, non-profit organizations can apply for capital assistance grants for the purchase of vehicles and equipment to provide transportation services to the elderly and handicapped. Through participation in this program, the following organizations in Morris County acquired the following vehicles under the fiscal year 1975 program: American Red Cross, Morris Area Chapter - 1 van with wheelchair lift, United Way of Morris County - 1 van, Occupational Training Center (Morristown) - 2 vans, one equipped with a wheelchair lift, St. Clare's Hospital (Denville) - 1 van, St. Francis Health Resort (Denville) - 1 van with wheelchair lift. The latter three organizations were not listed in the preliminary inventory prepared by the Morris County Planning Board.

Following termination of the Haddonfield dial-a-ride demonstration project in March, 1975 several vehicles became available for distribution to organizations serving the transportation-disadvantaged. Through the "Gift-on-Wheels" Program, the Town of Morristown and the Township of Parsippany-Troy Hills each received one 17-passenger bus. These municipalities were not listed in the preliminary inventory prepared by the Morris County Planning Board.

Inventory of Existing Services

The Tri-State Regional Planning Commission Subregional Planning Program for FY 1977 included provision for the development of county Elderly and Handicapped Transportation Plans. Plans were to include an inventory of existing specialized transportation services for these user groups. However, in the case of Morris County, this work is to be included as part of an UMTA funded technical study entitled, "Morris County Social Service Consolidation Study," which is to be initiated during the Summer, 1977. Therefore, specific inventory data is not available at this time. Table 2 presents a listing of social service agencies and organizations, compiled by the Morris County Planning Board, who are known to provide some form of specialized transportation services.

TABLE 2

SOCIAL SERVICE AGENCIES PROVIDING TRANSPORTATION SERVICES IN MORRIS COUNTY

American Red Cross - Essex Chapter
106 Washington Street
East Orange, New Jersey 07017

American Red Cross - Madison-Chatham Chapter
1 Madison Avenue
Madison, New Jersey 07940

American Red Cross - Morris Area Chapter
29 Elm Street
Morristown, New Jersey 07960

American Red Cross - Passaic Valley Chapter
661 Fourteenth Avenue
Paterson, New Jersey 07504

American Red Cross - Summit Area Chapter
695 Springfield Avenue
Summit, New Jersey 07901

American Red Cross - West Morris Chapter
55 North Morris Street
Dover, New Jersey 07801

Birthright
19 Belmont and Trenton Street
Dover, New Jersey 07801

First Presbyterian Church of New Vernon
Lee's Hill Road
New Vernon, New Jersey 07976

FISH
4 Lagoon Terrace, Kinnelon, New Jersey 07405
224 Kings Road, Madison, New Jersey 07940
155 Morris Avenue, Denville, New Jersey 07834
51 W. Blackwell Street, Dover, New Jersey 07801
42 Seney Drive, Bernardsville, New Jersey 07924
17 Collingwood Place, Flanders, New Jersey 07836

Leukemia Society of America, Inc.
1496 Morris Avenue
Union, New Jersey 07083

Morris County Economic Opportunity Council, Inc.
35 Ridgedale Avenue
Morristown, New Jersey 07960

Easter Seal Society for Crippled Children and Adults of Morris County
260 Tabor Road
Morris Plains, New Jersey 07950

SCRIP (Statewide Computerized
Referral Information Program)
P. O. Box 132
Convent Station, New Jersey 07961

Morris County Department on Aging
Courthouse
Morristown, New Jersey 07960

Morris County Office of Manpower
Services
Courthouse
Morristown, New Jersey 07960

R.S.V.P.
Box 641M
Morristown, New Jersey 07960

United Way of Morris County
67 Whippany Road, P. O. Box 641M
Morristown, New Jersey 07960

Morris County Welfare Board
Celeste F. Kalina, Director
Courthouse
Morristown, New Jersey 07960

Morris County Fair Housing Council
P. O. Box 773
Morristown, New Jersey 07960

OCEAN COUNTY

County Demographics

With a land area of 637.09 square miles, Ocean County is the second largest county in New Jersey. In 1970, the County had a population of 208,470 giving it a density of 327 persons per square mile. This figure was considerably lower than the State's overall density of 958.

According to the 1970 Census, 32,920 County residents were aged 65 or over. Persons in this age group accounted for 15.8 percent of total County population. This was significantly higher than the overall statewide value of 9.7 percent. Only two of the State's 21 counties (Atlantic and Cape May) had a higher percentage of elderly in their populations. On a percent of municipal population basis, the elderly were fairly evenly distributed throughout the County. In only four of Ocean's 33 municipalities did the number of elderly persons account for less than 10 percent of municipal population. However, on a countywide basis, persons aged 65 or over were quite unevenly distributed, both in numerical and geographic terms. Taken together, five municipalities contained 65 percent of the County's elderly (Dover, 18.6 percent; Lakewood, 17.5 percent; Brick, 11.7 percent; Manchester, 8.7 percent and Pt. Pleasant Boro, 8.5 percent). All but Manchester are located in the northeastern portion of the County. Elderly persons with incomes below poverty level, 15.7 percent of total elderly in the County, were nearly as unevenly distributed. Four of the same five municipalities accounted for more than 54 percent of the County's elderly in poverty (Lakewood, 19.9 percent; Dover, 14.4 percent; Brick, 12.4 percent and Pt. Pleasant Boro, 7.5 percent).

The 1970 Census identified 11,482 County residents as handicapped or disabled. This represents 5.5 percent of Ocean's total population, which is somewhat higher than the overall statewide figure of 4.9 percent. On a percent of municipal population basis, there is considerable variation in the municipalities' handicapped population. On a countywide basis, nearly 50 percent of the County's handicapped lived in Dover (20.2 percent), Brick (17.7 percent) and Lakewood (11.8 percent). Thus, in 1970 at least 44,402 County residents were either elderly and/or handicapped. Base data for the elderly and handicapped population, by municipality, is shown in Table 1. Figures 1 and 2 are general location maps provided for reference purposes.

TABLE 1
OCEAN COUNTY

Municipality	1 Total Population	2POPULATION AGED 65 OR OVER			3AGED 65 OR OVER BELOW POVERTY			4HANDICAPPED		
		a. Number of Persons	b. % of Municipal Population	c. % of County Elderly	a. Number of Persons	b. % of Municipal Elderly	c. % of County Elderly In Poverty	a. Number of Persons	b. % of Municipal Population	c. % of County Handicapped
Barnegat Light	554	86	15.5	0.3	0	0	0	70	12.6	0.6
Bay Head	1,083	178	16.4	0.5	6	3.4	0.1	41	3.8	0.3
Beach Haven	1,488	291	19.6	0.9	51	17.5	1.0	177	11.9	1.5
Beachwood	4,390	649	14.8	2.0	97	15.0	1.8	168	3.8	1.5
Berkeley	7,918	1,371	17.3	4.2	170	12.4	3.3	429	5.4	3.7
Brick	35,057	3,832	10.9	11.7	641	16.7	12.4	2,029	5.8	17.7
Dover	43,751	6,129	14.0	18.6	747	12.2	14.4	2,325	5.3	20.2
Eagleswood	823	142	17.3	0.4	25	17.6	0.5	22	2.7	0.2
Harvey Cedars	314	54	17.2	0.2	0	0	0	44	14.0	0.4
Island Heights	1,397	215	15.4	0.7	14	6.5	0.3	153	11.0	1.3
Jackson	18,276	1,338	7.3	4.1	373	27.9	7.2	771	4.2	6.7
Lacey	4,616	911	19.7	2.8	146	16.0	2.8	320	6.9	2.8
Lakehurst	2,641	135	5.1	0.4	21	15.6	0.4	184	7.0	1.6
Lakewood	25,223	5,759	22.8	17.5	1,031	17.6	19.9	1,350	5.4	11.8
Lavallette	1,509	326	21.6	1.0	61	18.7	1.2	30	2.0	0.3
Little Egg Harbor	2,972	507	17.1	1.5	120	23.2	2.3	239	8.0	2.1
Long Beach	2,910	566	19.5	1.7	72	12.7	1.4	184	6.3	1.6
Manchester	7,550	2,877	38.1	8.7	283	8.8	5.4	407	5.4	3.5
Mantoloking	319	71	22.3	0.2	0	0	0	22	6.9	0.2
Ocean Gate	1,081	216	20.0	0.7	70	32.4	1.3	42	3.9	0.4
Ocean	2,222	553	24.9	1.7	47	8.5	0.9	222	10.0	1.9
Pine Beach	1,395	252	18.1	0.8	16	6.4	0.3	44	3.2	0.4
Plumsted	4,113	300	7.3	0.9	78	26.0	1.5	397	9.7	3.5
Pt. Pleasant Beach	4,882	971	19.9	2.9	227	23.4	4.4	129	2.6	1.1
Pt. Pleasant Boro	15,968	2,800	17.5	8.5	390	13.9	7.5	647	4.1	5.6
Seaside Heights	1,248	241	19.3	0.7	45	18.7	0.8	167	13.4	1.5
Seaside Park	1,432	339	23.7	1.0	64	18.9	1.2	120	8.4	1.0
Ship Bottom	1,079	206	19.1	0.6	37	18.0	0.7	67	6.2	0.6
South Toms River	3,981	260	6.5	0.8	46	17.7	0.9	227	5.7	2.0
Stafford	3,684	501	13.6	1.5	79	15.8	1.5	123	3.3	1.1

TABLE 1 (continued)
OCEAN COUNTY (continued)

Municipality	1 Total Population	2 POPULATION AGED 65 OR OVER			3 AGED 65 OR OVER BELOW POVERTY			4 HANDICAPPED		
		a. Number of Persons	b. % of Municipal Population	c. % of County Elderly	a. Number of Persons	b. % of Municipal Elderly	c. % of County Elderly In Poverty	a. Number of Persons	b. % of Municipal Population	c. % of County Handicapped
Surf City	1,129	235	20.8	0.7	77	32.8	1.5	43	3.8	0.4
Tuckerton	1,926	340	17.7	1.0	87	25.6	1.7	159	8.3	1.4
Union	1,539	269	17.5	0.8	73	27.1	1.4	130	8.4	1.1
TOTAL	208,470	32,920	15.8% of County Population	100.0%	5,176	15.7% of County Elderly	100.0%	11,482	5.5% of County Population	100.0%

Source: U.S. Census of Population, 1970
 Cols. 1, 2A-C: PC(1) B 32 General Population Characteristics
 Cols. 3A-C: P4M 86, 90 (estimated from 20% sample)
 Cols. 4A-C: P4M 52 (estimated from 5% sample, ages 16-64)
 data for handicapped under 16 not available

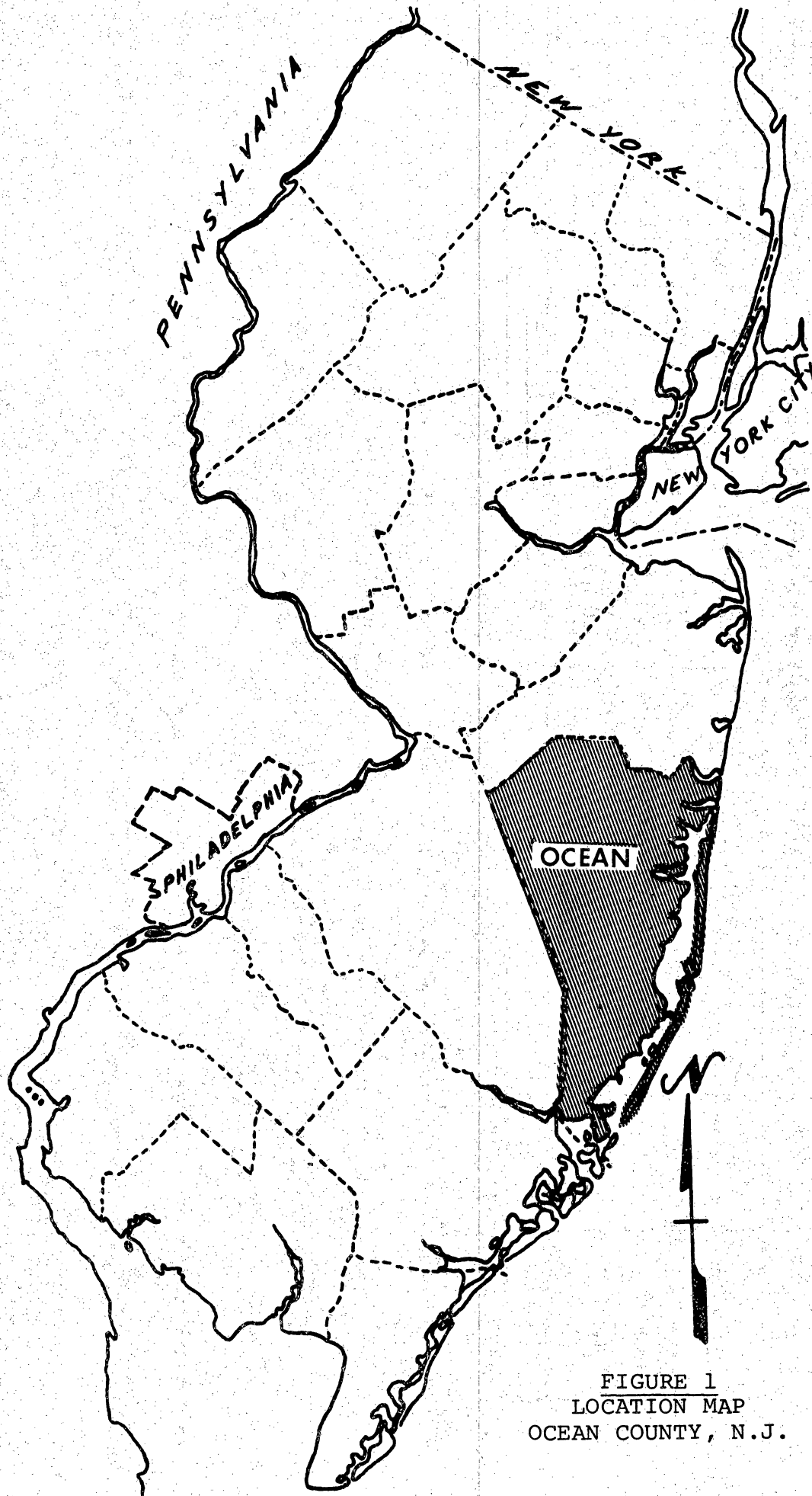


FIGURE 1
LOCATION MAP
OCEAN COUNTY, N.J.

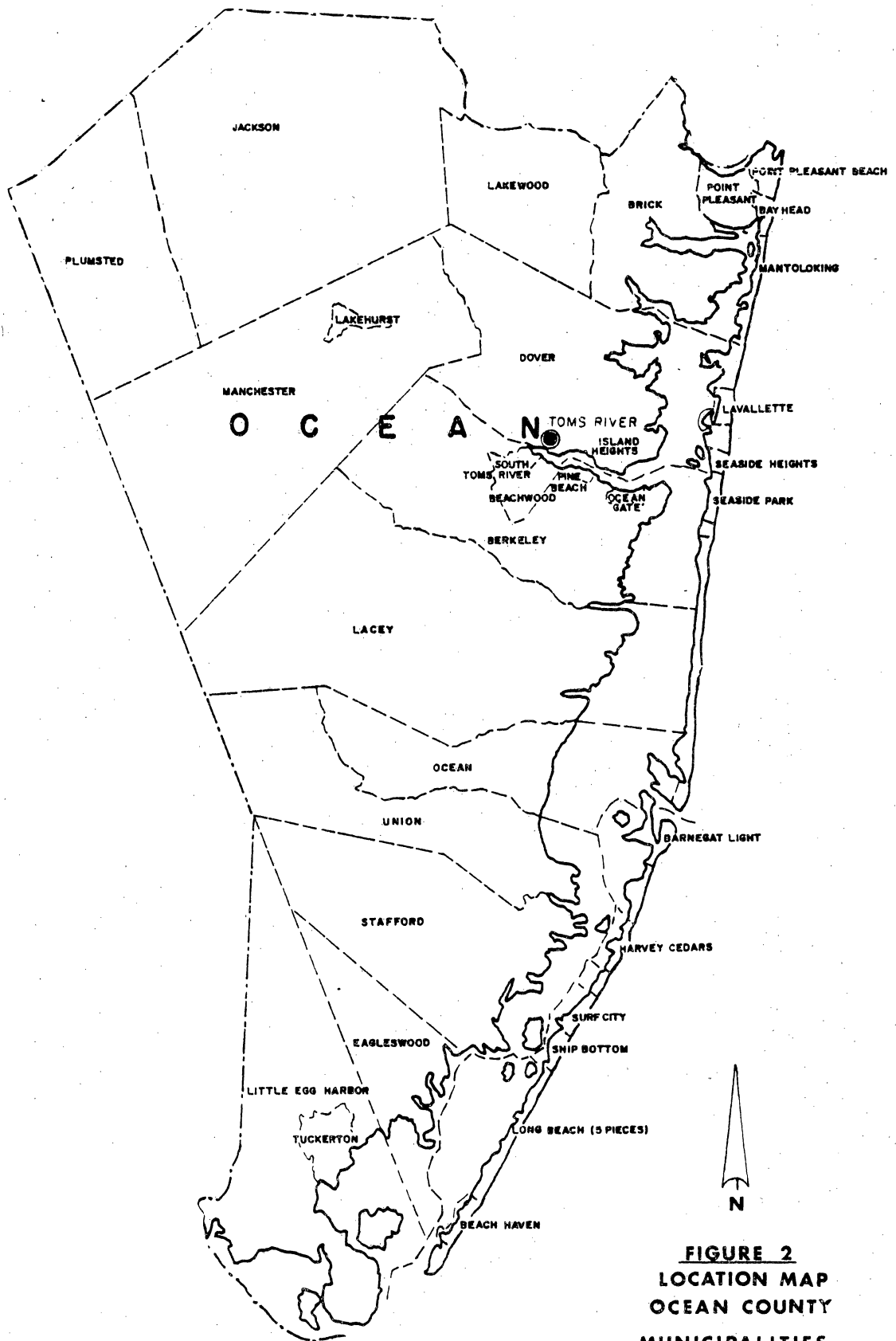


FIGURE 2
LOCATION MAP
OCEAN COUNTY
MUNICIPALITIES

Regular Transit Service

As might be expected, Ocean County with its relatively low population density and diffuse patterns of residential, commercial and industrial development has a generally low level of mass transit. Commuter rail service is provided by Conrail on its Atlantic Region, New Jersey Division line (former New York & Long Branch Railroad). There are two Ocean County station stops, both located in the extreme northeast portion of the County at Pt. Pleasant and Bay Head. The line predominantly provides a commuter service to Newark and New York City (see Figure 3 for a location map of the County's rail routes and stations).

Bus service is provided by two carriers, Transport of New Jersey (TNJ) and Lincoln Transit Company. Five routes running in a north-south direction provide service to Atlantic and Cape May Counties to the south and Monmouth, Middlesex, Essex, and Hudson Counties and New York City to the north. The only east-west service is between Seaside Heights and Toms River. However, this route is only in operation during the summer months. Local service within municipalities is non-existent.

Taxi service is available for trips both within and outside the County.

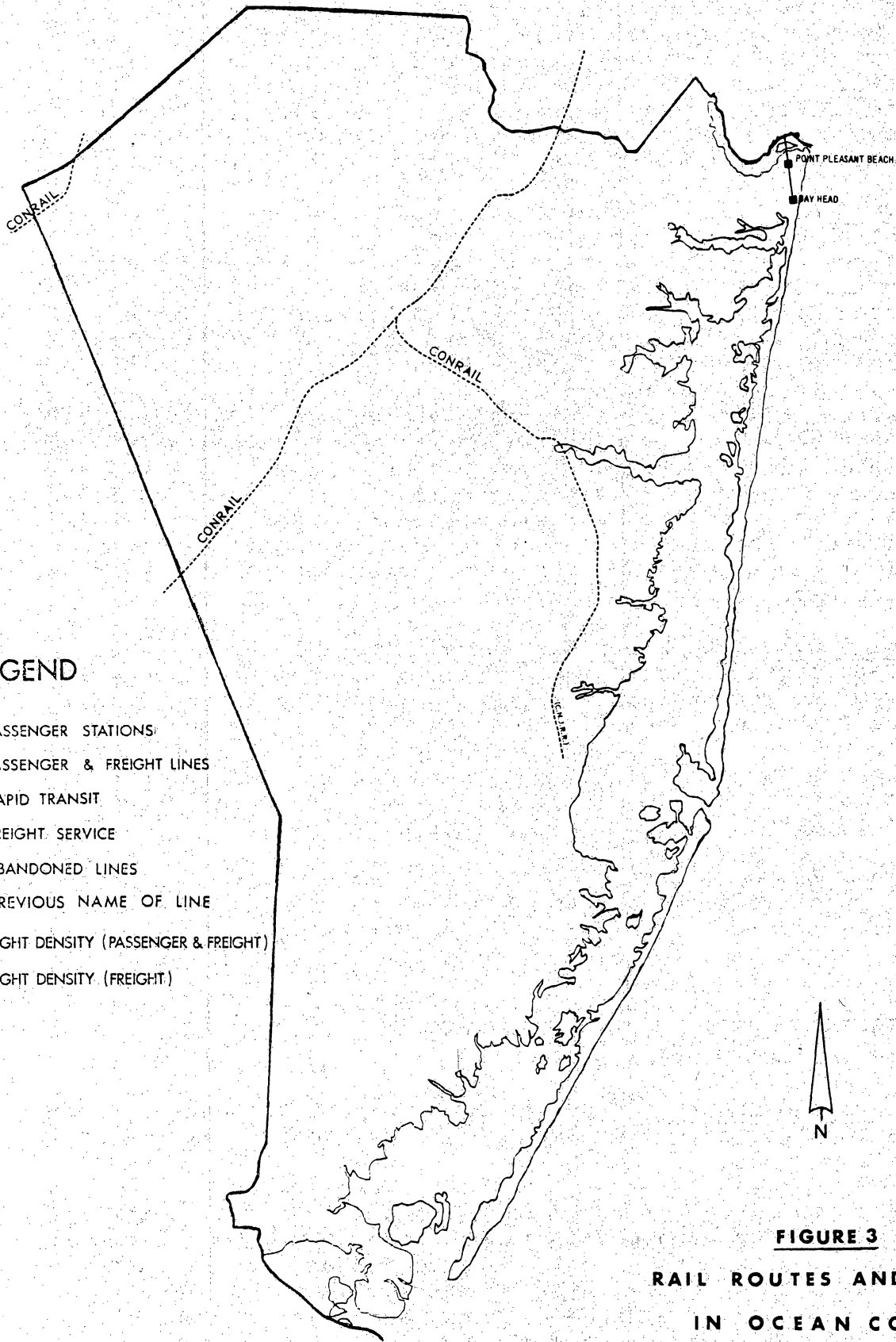
As of April, 1976, 21,886 of Ocean's elderly residents had registered for New Jersey's Senior Citizens Half Fare Program. As of January 18, 1977, 44 of the County's handicapped residents had registered for the State's Handicapped Half Fare Program.

Scope of Existing Services

Special paratransit services catering exclusively to the needs of the elderly and handicapped in Ocean County are provided by 8 public agencies, 4 municipalities, 2 private, non-profit organizations, and a majority of the County's 29 retirement villages.

Under Section 16 (b) (2) of the Urban Mass Transportation Act of 1964, as amended, the Federal government makes funds available to non-profit organizations for the purchase of vehicles and equipment to provide transportation to the elderly and handicapped. Through participation in this program the following organizations received vehicles under the fiscal year 1975 program: O.C.E.A.N., Inc. - 4 station wagons, Long Beach Island Community Center - 2 vans.

With the discontinuance of the Haddonfield dial-a-ride demonstration project in March, 1975, 19 vehicles became available for distribution to organizations offering transportation services to the transportation disadvantaged. Through the "Gift-on-Wheels" program the Boro of Seaside Heights received one 10-passenger bus.



LEGEND

- | — PASSENGER STATIONS
- | — PASSENGER & FREIGHT LINES
- | — RAPID TRANSIT
- | — FREIGHT SERVICE
- | — ABANDONED LINES
- | — PREVIOUS NAME OF LINE
- | — LIGHT DENSITY (PASSENGER & FREIGHT)
- | — LIGHT DENSITY (FREIGHT)

FIGURE 3
RAIL ROUTES AND STATIONS
IN OCEAN COUNTY

Inventory of Existing Services

The Tri-State Regional Planning Commission Subregional Planning program for FY 1977 included provision for the development of county Elderly and Handicapped Transportation Plans. The plans include an inventory of existing specialized transit services for these groups. The following material has been excerpted from the inventory prepared by the Ocean County Planning Board in late 1976.

O.C.E.A.N., Inc., located in Toms River, is the Community Action Program agency for the County. At present, the agency operates 3 station wagons which are used primarily to transport 15 mentally retarded children to and from the Sarah Miller School in Brick Township and 6 handicapped adults to and from the Sheltered Workshop in Lakewood. Whenever possible, during non-scheduled hours, the vehicles are also used to transport elderly County residents to various destinations for various purposes. In addition, staff personnel provide transportation to especially needy senior citizens to and from Outreach centers in Berkeley, Jackson, Lakewood and Stafford Townships. Using their own cars, they receive reimbursement of \$0.15 per mile. However, the availability of this service is restricted since the amount of funds each center has for transportation expenses is limited.

The Long Beach Island Community Center, located in Brant Beach provides free transportation to senior citizens for trips to medical facilities, shopping centers and banks. The Center operates 2 vans supported by funds obtained under Title III of the Older Americans Act. Supplemental service is provided by volunteers driving their own cars. In June, 1976, over 1,296 trips were made. This figure includes both regular and volunteer service.

The Lakewood Outreach Center operates one van. Although the vehicle is used primarily to bring senior citizens to the Nutrition Center at the Lakewood YMCA, it is also used by senior citizens making trips for other purposes.

The Ocean County Health Department has one station wagon that can be used only for emergency trips to hospitals and physicians' offices.

The Ocean County Red Cross also provides emergency transportation for medical trips. It has one vehicle available for this purpose.

Other operators of transportation services for Ocean's elderly and handicapped include: Ocean County Cancer Society, Nutrition Centers in Lakewood, Long Beach, Pt. Pleasant and Toms River, the Townships of Brick, Jackson and Stafford and the Boro of Seaside Heights, and a majority of the County's 29 retirement villages.

PASSAIC COUNTY

County Demographics

Passaic County occupies an area of only 192 square miles, placing it eighteenth among the 21 New Jersey Counties in terms of size. As recorded by the 1970 U.S. Census, however, the County's population of 460,782 ranks sixth statewide. A comparison of population and size shows that Passaic is also the fourth most densely populated New Jersey county, with an average of 2,400 persons per square mile. While development in the northern segment of this hourglass-shaped county has been mostly suburban or rural in character, the County's high overall density of population results from intense urban development in its lower portion. Here, densities in municipalities such as Paterson and Passaic, according to the Census, are upwards of 17,000 persons per square mile.

The Census also shows that of the people living in Passaic County, 47,753, or 10.4 percent, are 65 years of age or older. Additionally, 10,086 of these elderly people, or 21.1 percent of the age group, have family incomes at or below the poverty level recognized by the U.S. Bureau of the Census. Compared to the statewide county averages of 9.7 percent for elderly persons and 18.1 percent for elderly persons below the poverty level, the proportions for Passaic County are significantly higher in both categories. The great majority of the County's senior citizens are concentrated in Clifton, Passaic, and Paterson, where 68.8 percent of these people are located. Municipalities with relatively high densities of elderly persons are generally located in the urbanized area around Paterson. The only municipality with a low incidence of poverty among its elderly is Wayne Township, where only 5.3 percent of this group lives below the poverty level. Paterson, Passaic, and Clifton contain the overwhelming majority of elderly poverty victims: 77.7 percent of the County's total in this category.

As estimated by the 1970 Census, 21,165 of the residents of Passaic County are handicapped or disabled or about 4.7 percent of the County's population. This percentage is nearly the same as the average of 4.9 percent for all New Jersey counties. Paterson, Passaic, and Clifton are also the leaders in this category, containing 72.7 percent of the County total. Thus, based on data developed by the 1970 Census, at least 69,368 residents representing 15.1 percent of the total population of Passaic County, are either elderly or handicapped. Base data for the elderly and handicapped population, by municipality, is shown in Table 1. Figures 1 and 2 are general location maps provided for reference purposes.

TABLE 1
PASSAIC COUNTY

Municipality	1 Total Population	2POPULATION AGED 65 OR OVER			3AGED 65 OR OVER BELOW POVERTY			4HANDICAPPED		
		a. Number of Persons	b. % of Municipal Population	c. % of County Elderly	a. Number of Persons	b. % of Municipal Elderly	c. % of County Elderly In Poverty	a. Number of Persons	b. % of Municipal Population	c. % of County Handicapped
Bloomingtondale	7,797	475	6.1	1.0	87	18.0	0.9	209	2.7	1.0
Clifton	82,437	9,720	11.8	20.4	1,663	17.1	16.5	4,046	4.9	18.7
Haledon	6,767	1,284	19.0	2.7	205	16.0	2.0	267	3.9	1.2
Hawthorne	19,173	2,673	13.9	5.6	401	15.0	4.0	661	3.4	3.1
Little Falls	11,727	1,112	9.5	2.3	169	15.2	1.7	346	3.0	1.6
North Haledon	7,614	822	10.8	1.7	104	12.1	1.0	303	4.0	1.4
Passaic	55,124	6,822	12.4	14.3	1,807	26.5	17.9	3,067	5.6	14.2
Patterson	144,824	16,157	11.2	33.8	4,368	27.0	43.3	8,593	5.9	39.8
Pompton Lakes	11,397	847	7.4	1.8	170	20.1	1.7	482	4.2	2.2
Prospect Park	5,176	768	14.8	1.6	269	25.0	2.7	327	6.3	1.5
Ringwood	10,393	467	4.5	1.0	81	17.3	0.8	234	2.3	1.1
Totowa	11,580	940	8.1	2.0	197	21.0	2.0	368	3.2	1.7
Wanaque	8,636	612	7.1	1.3	92	15.0	0.9	385	4.5	1.8
Wayne	49,141	3,312	6.7	6.9	174	5.3	1.7	1,567	3.2	7.2
West Milford	17,304	999	5.8	2.1	144	14.4	1.4	458	2.6	2.1
West Paterson	11,692	723	6.2	1.5	155	21.4	1.5	302	2.6	1.4
TOTAL	460,782	47,753	10.4% of County Population	100.0%	10,086	21.1% of County Elderly	100.0%	21,615	4.7% of County Population	100.0%

Source: U.S. Census of Population, 1970
 Cols. 1, 2A-C: PC(1) B 32 General Population Characteristics
 Cols. 3A-C: P4M 86, 90 (estimated from 20% sample)
 Cols. 4A-C: P4M 52 (estimated from 5% sample, ages 16-64)
 data for handicapped under 16 not available

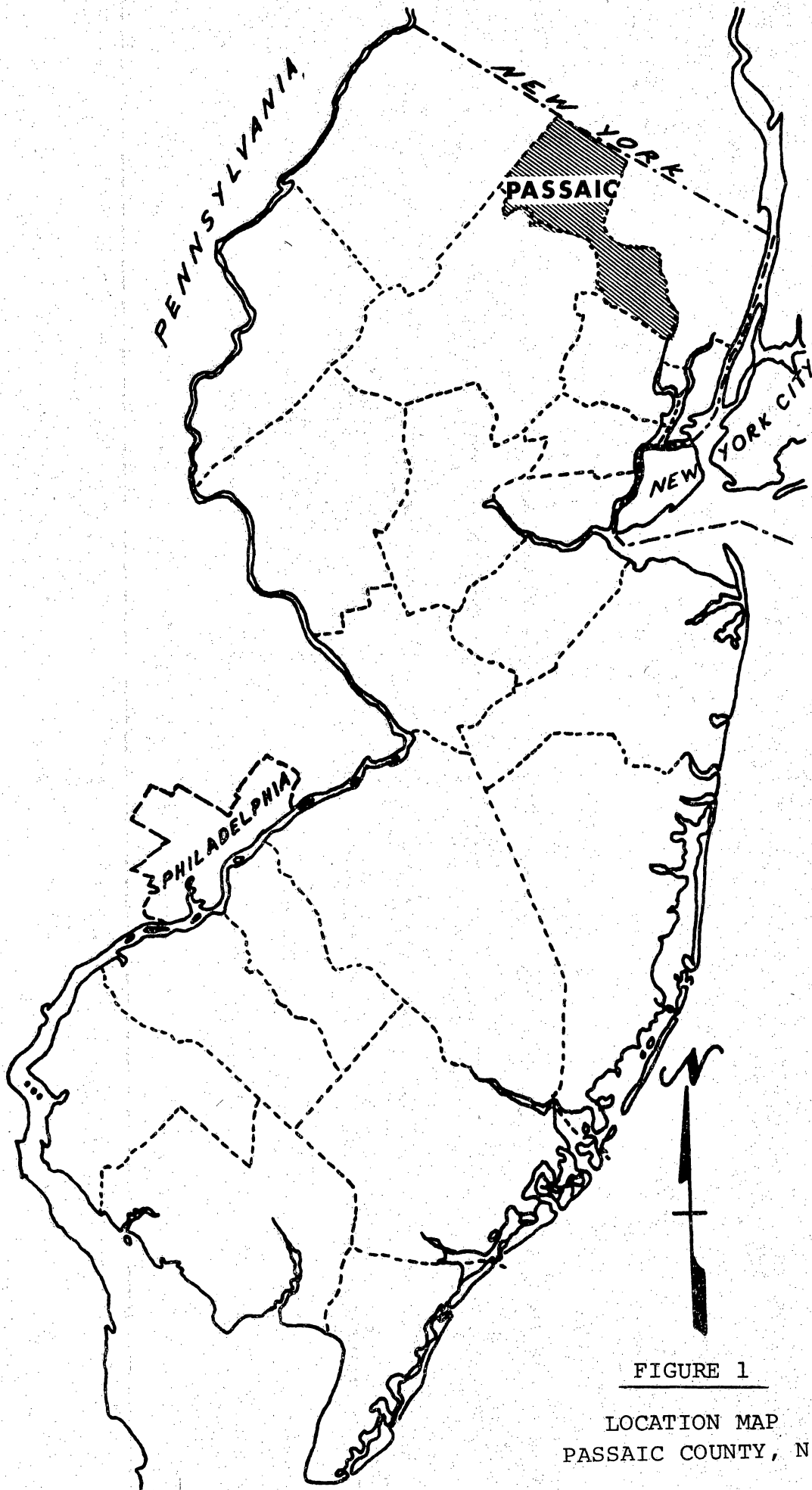


FIGURE 1
LOCATION MAP
PASSAIC COUNTY, N.J.

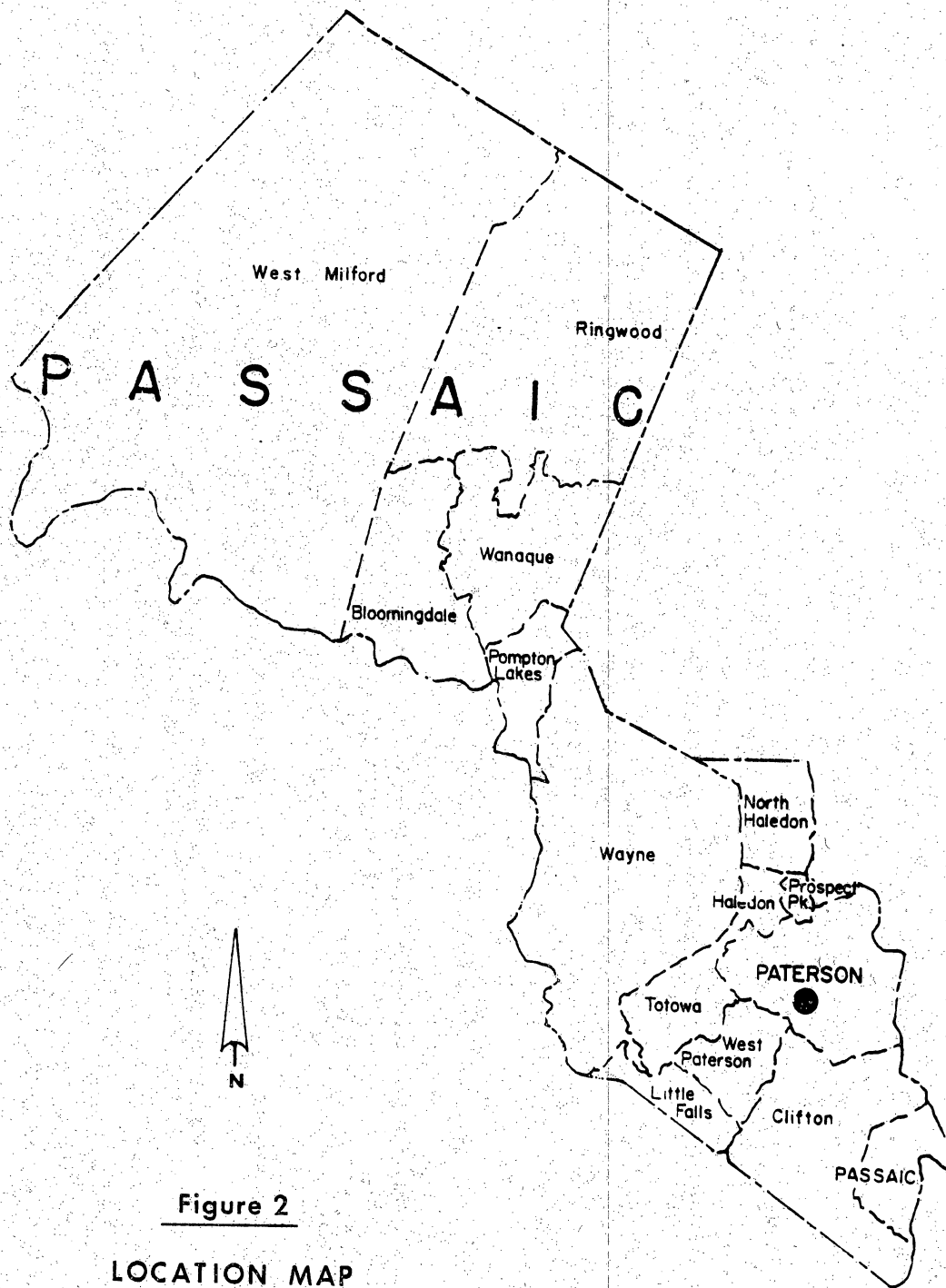


Figure 2

**LOCATION MAP
PASSAIC COUNTY
MUNICIPALITIES**

Regular Transit Service

Passaic County, in general, and its urbanized communities in particular, are served by a rather extensive system of bus and rail transit. Conrail provides service from points within Passaic County to its Hoboken terminal along the Main and Boonton Lines of its Hoboken Division. Trains run frequently on weekdays during peak commuting hours, serving Boonton Line stations at Mountain View, Little Falls, and Great Notch; and the Delawanna, Passaic, Clifton, South Paterson, and Paterson stations on the Main Line (see Figure 3 for a location map of the County's rail routes and stations). Off-peak and Saturday service is also available, although at a substantial reduction in frequency.

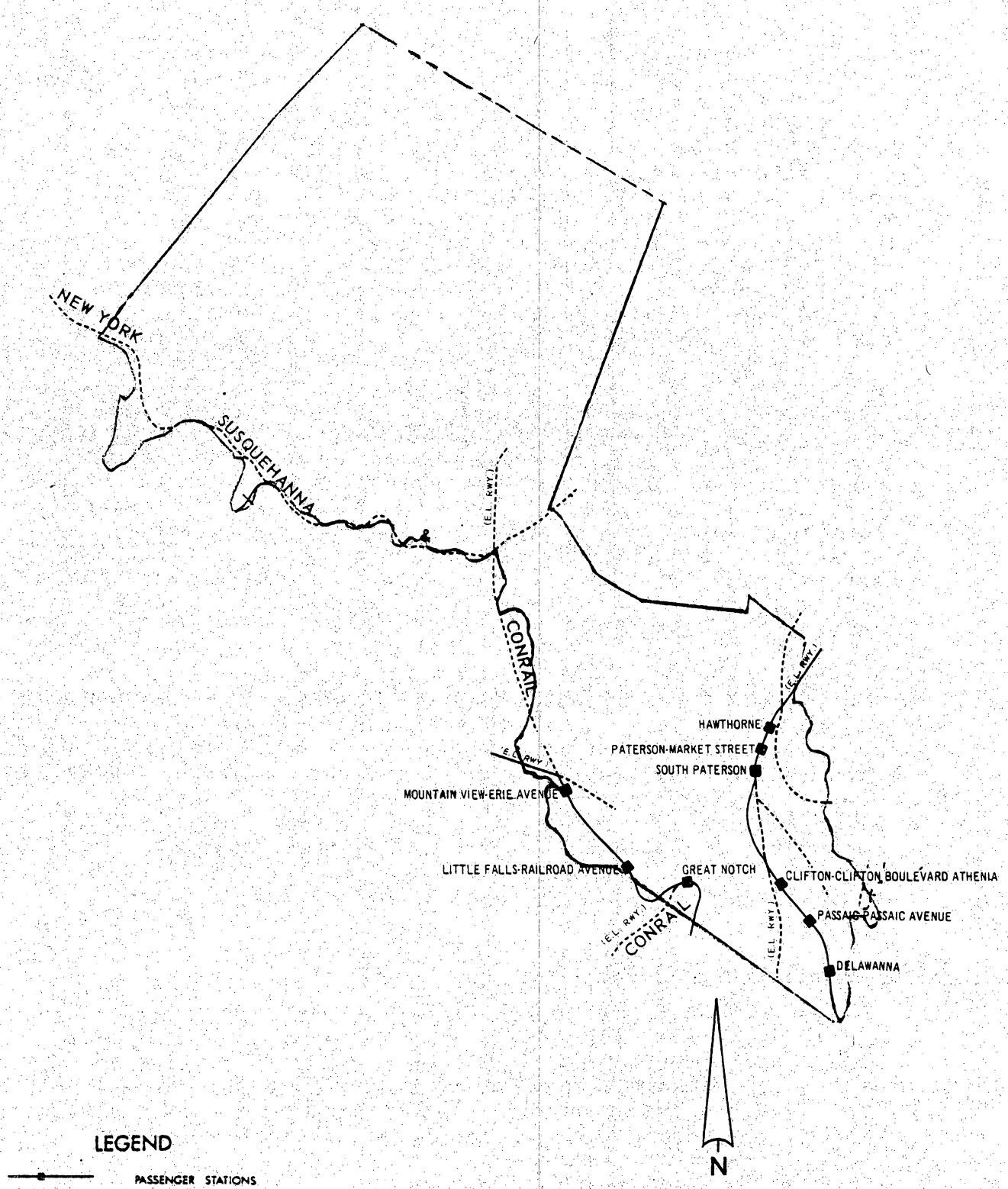
Both commuter and local transit service is provided to most areas of the County. A total of 41 routes are operated by 9 carriers, with the greatest concentration of service in the urban areas centering on Paterson and Passaic. Commuter travel to employment centers in the Newark/New York area is accommodated by routes of DeCamp, Maplewood Equipment Co., Manhattan Transit, and Transport of New Jersey. In addition, Transport of New Jersey, as well as several other smaller operators, provides intra- and inter-county local service between most communities in and adjacent to the County.

A number of taxicab operations also serve Passaic County. The great majority of these services are concentrated in the more populated southern portion of the County. Taxi companies from neighboring Bergen and Essex Counties also accommodate some travel to and from Passaic County points.

As of January 18, 1977, about 25,460 elderly and 177 handicapped citizens of Passaic County had registered for the Senior Citizens and Handicapped Half Fare Program, which is administered by the New Jersey Department of Transportation.

Scope of Existing Service

According to a survey performed by the Passaic County Planning Board, there are 32 agencies, of various sponsorship, which cater to the transportation needs of the elderly¹ and/or handicapped residents of the County. Of these, 8 are for-profit organizations, which provide transportation, usually for health care purposes, at an established fee.



LEGEND

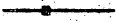
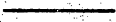


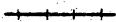

-  PASSENGER STATIONS
-  PASSENGER & FREIGHT LINES
-  RAPID TRANSIT
-  FREIGHT SERVICE
-  ABANDONED LINES
-  PREVIOUS NAME OF LINE

FIGURE 3

**RAIL ROUTES AND STATIONS
IN PASSAIC COUNTY**

Only 3 of the 24 non-profit agencies cater to the needs of both handicapped and elderly persons. Furthermore, 2 of these serve only the City of Paterson, while the third is for the exclusive use of clients of its parent organization. Seven providers operate specifically for handicapped users, with service again limited to clients of the sponsoring organization. Of the remaining 14 providers, all of which specialize in transporting the elderly, most are sponsored by municipalities or local civic groups (e.g., FISH), and accommodate travel for shopping, health care, or congregant nutrition programs. In addition to these services, the YM-YWHA in Passaic/Clifton and YWCAs in Paterson and Wayne provide transportation for social service and medical purposes as well as to various "Y"-sponsored programs.

The Urban Mass Transportation Act of 1964, under Section 16 (b) (2), appropriates Federal funds for use by private non-profit organizations in purchasing vehicles and related equipment to provide transportation services to the elderly and handicapped. Through their participation in the 16 (b) (2) program for Fiscal year 1975, the following agencies received vehicles: Upper Passaic Community Action Council, 3 vans; Paterson Coalition, 1 small bus with a wheelchair lift; Daughters of Miriam Center, 1 van with a wheelchair lift. The latter 2 organizations were not listed as such in the inventory performed by the Passaic County Planning Board.

Following termination of the Haddonfield Dial-a-Ride project in March, 1975, 19 State-owned vehicles were made available to providers of specialized transportation under the "Gift-on-Wheels" Program. The Youth Department of the Diocese of Paterson, was presented with a wheelchair lift-equipped Twin Coach capable of carrying 3 wheelchair and 9 regular passengers.

Inventory of Existing Services

The Tri-State Regional Planning Commission Subregional Planning Program for FY 1977 included provision for the development of county Elderly and Handicapped Transportation Plans. The plans include an inventory of existing specialized transit services for these groups. Tables 2 and 3 are excerpted tabulations from the inventory prepared by the Passaic County Planning Board. They summarize services provided by non-profit agencies and services provided on a fee basis, respectively.

TABLE 2

EXISTING TRANSPORTATION SERVICES PROVIDED BY NON-PROFIT AGENCIES

FOR ELDERLY AND HANDICAPPED

PASSAIC COUNTY

<u>ORGANIZATION</u>	<u>LOCATION OF SERVICE</u>	<u>SERVICE PROVIDED</u>	<u>HANDICAPPED ALL AGES</u>	<u>SENIOR CITIZENS</u>	<u>FREQUENCY OF SERVICE</u>	<u>EQUIPMENT</u>
Catholic Youth Organization, Paterson	Paterson	Shopping-Medical Trips	YES	YES	Monday thru Friday	2 Vans
Cerebral Palsy Treatment Center, Clifton	Passaic County	Round trip Transportation For Its Clients	YES	NO	Monday thru Friday	1 Van
City of Clifton	Clifton	Shopping-Medical Trips, and Transportation to County Nutrition Center	NO	YES	Monday thru Friday	1 Van
Clifton Red Cross, Clifton	Clifton and Vicinity	Medical Trips	NO	YES	Monday thru Friday	1 Van
Community Action Council of Passaic County, Pompton Lakes	Wanaque, West Milford, and Ringwood	Shopping-Medical Trips	NO	YES	One day per week for each Community	3 Vans
Department of Special Education - Catholic Diocese, Paterson	Paterson and Vicinity	Round Trip Transportation for its Clients	YES	YES	Monday thru Friday	1 Van
Fish Club, Hawthorne	Hawthorne	All purposes	NO	YES	Whenever a volunteer is available	1 passeng car

TABLE 2 (continued)

EXISTING TRANSPORTATION SERVICES PROVIDED BY NON-PROFIT AGENCIES

FOR ELDERLY AND HANDICAPPED

PASSAIC COUNTY

<u>ORGANIZATION</u>	<u>LOCATION OF SERVICE</u>	<u>SERVICE PROVIDED</u>	<u>HANDICAPPED ALL AGES</u>	<u>SENIOR CITIZENS</u>	<u>FREQUENCY OF SERVICE</u>	<u>EQUIPMENT</u>
Borough of Haledon	Haledon	Provides Golden Age Club with \$400 per year for Chartered Bus Service used for Recreational Trips	NO	YES	N/A	Chartered Bus
Harbor House, Paterson	Paterson	Shopping and Various stops at State Offices	YES	NO	Monday thru Friday	1 Van
Murray House, Paterson	Paterson and Vicinity	Shopping and Recreational Trips for clients	YES	NO	Seven days per week	1 Van
National Institute For Rehabilitation Engineering, Pompton Lakes	Pompton Lakes and Vicinity	Medical Trips and for job interviews (Emergency Basis Only)	YES	NO	Monday thru Friday	1 Van
New Jersey Association For Retarded Children, Haledon	Paterson	Picks up and return clients at the Broadway Terminal and City Hall in Paterson	YES	NO	Monday thru Friday	1 Van

TABLE 2 (continued)

EXISTING TRANSPORTATION SERVICES PROVIDED BY NON-PROFIT AGENCIES

FOR ELDERLY AND HANDICAPPED

PASSAIC COUNTY

<u>ORGANIZATION</u>	<u>LOCATION OF SERVICE</u>	<u>SERVICE PROVIDED</u>	<u>HANDICAPPED ALL AGES</u>	<u>SENIOR CITIZENS</u>	<u>FREQUENCY OF SERVICE</u>	<u>EQUIPMENT</u>
Northside Forces, Paterson	Paterson	Round Trip Transportation for its clients wishing to go to its Nutrition Center	YES	YES	Monday thru Friday	2 Vans
City of Passaic	Passaic	Transportation to and from Nutrition and Recreation Center	NO	YES	Monday thru Friday	1 Van
Passaic County - Office on Aging	All Municipalities Except Wayne, Clifton and Passaic	Transportation to nearest County Nutrition Center	NO	YES	Monday thru Friday	3 Vans 1 Bus
City of Paterson	Paterson	Transportation to two Nutrition Centers in Paterson	NO	YES	Monday thru Friday	2 Vans
Paterson Association For The Blind and Physically Handicapped, Paterson	Paterson	Medical Trips, Work, and Miscellaneous Trips	YES	NO	Monday thru Friday	1 Passeng Car
Paterson Orphan Asylum, Paterson	Paterson	Shopping and Medical Trips for its residents	YES	NO	Seven days per week	1 Van

TABLE 2 (continued)

EXISTING TRANSPORTATION SERVICES PROVIDED BY NON-PROFIT AGENCIES

FOR ELDERLY AND HANDICAPPED

PASSAIC COUNTY

<u>ORGANIZATION</u>	<u>LOCATION OF SERVICE</u>	<u>SERVICE PROVIDED</u>	<u>HANDICAPPED ALL AGES</u>	<u>SENIOR CITIZENS</u>	<u>FREQUENCY OF SERVICE</u>	<u>EQUIPMENT</u>
Pompton Lakes First Aid Squad, Pompton Lakes	Pompton Lakes and Riverdale	Medical Trips	NO	YES	Seven days per week	2 Passenger Cars
Star Fish Organization, Wayne	Wayne	Medical Trips on an Emergency Basis	NO	YES	Seven days per week	1 Passenger Car
Township of Wayne	Wayne	Shopping trips and transportation to Senior Citizens Club	NO	YES	Monday thru Friday	1 School Bus
Y.M. Y.W.H.A. of Passaic and Clifton, Clifton	Passaic and Clifton	Round trip trans- portation to the Y.M. Y.W.H.A. from key locations in the area	NO	YES	Monday thru Friday	3 Vans
Y.W.C.A., Paterson	Paterson	Medical trips, State Offices and to the Y.W.C.A.	NO	YES	Monday thru Friday	1 Van

TABLE 2 (continued)

EXISTING TRANSPORTATION SERVICES PROVIDED BY NON-PROFIT AGENCIES

FOR ELDERLY AND HANDICAPPED

PASSAIC COUNTY

<u>ORGANIZATION</u>	<u>LOCATION OF SERVICE</u>	<u>SERVICE PROVIDED</u>	<u>HANDICAPPED ALL AGES</u>	<u>SENIOR CITIZENS</u>	<u>FREQUENCY OF SERVICE</u>	<u>EQUIPMENT</u>
Y.W.C.A. of Lakeland Valley, Wayne	Wayne and Vicinity	Miscellaneous Trips	NO	YES *	Monday thru Friday	1 Van

* Available to all the members of the Y.W.C.A.

Source: Telephone Interviews

Prepared By: Passaic County Planning Board, October, 1976

TABLE 3

EXISTING TRANSPORTATION SERVICES FOR THE HANDICAPPED

ON A FEE BASIS * - PASSAIC COUNTY

<u>ORGANIZATION</u>	<u>LOCATION OF SERVICE</u>	<u>SERVICE PROVIDED</u>	<u>FREQUENCY OF SERVICES</u>	<u>EQUIPMENT</u>
A.M. Taxi Service of Little Falls, Wayne	Passaic County	Miscellaneous Trips	Seven days per week	Taxi Cab
Ambu Coach, Ford Lee	Passaic County	Miscellaneous Trips group riding can be arranged	Seven days per week	1 Van
Am-Med Medi Coach Inc., Roxton Lakes	Passaic County	Medical Trips and trips for social occasions	Seven days per week	1 Van
Bilkel Ambulance, Medi-Coach and Limousine Service, Paterson	Passaic County	Medical Trips	Seven days per week	1 Van
Certified Ambulance Service Inc., Bergenfield	Passaic County	Medical Trips	Seven days per week	1 Van
Johnny's Taxi and Airport Service, Roxton Lakes	Passaic County	Miscellaneous Trips	Seven days per week	Taxi Cab
Meteler Ambulance Service, Paterson	Passaic County	Medical Trips and for social occasions	Seven days per week	1 Van
Passaic Ambulance Service, Teaneck	Passaic County	Medical Trips	Seven days per week	1 Van

* Above taxi cab companies do provide discounts for the handicapped.

Also the above ambulance companies charges are within the range paid by Medicare and Medicaid Programs.

Source: Telephone Interviews

Prepared By: Passaic County Planning Board, October, 1976

P-10

SALEM COUNTY

County Demographics

Salem County is primarily rural in character, lying just outside both the Philadelphia and Wilmington urbanized areas. Its density, 174.1 persons per square mile is less than one-fifth of the state-wide average. Sussex ranks tenth among the twenty-one New Jersey counties in total land area, and nineteenth in total population.

Only five municipalities within the County have densities of 500 persons per square mile or over. These five municipalities contain 52.0% of the population although they comprise only 8.4% of the total land area.

There are 5,607 residents of Salem County aged 65 or over, representing 9.3% of the population. By Census Bureau standards, 24.5% of the elderly have incomes below the poverty level. The 1970 Census lists 6.3% of the County population as being disabled or handicapped. Table 1 presents base data on the elderly and handicapped on a municipal basis. Figures 1 and 2 are general location maps and are provided for reference purposes.

Regular Transit Service

Salem County is served by three routes of the TNJ PATCO Feeder System. Route JJ connects Philadelphia and Pennsville via Penns Grove and Route GG connects Salem City and Philadelphia. Route SS, connecting Philadelphia and Bridgeton serves the western end of the County. All three routes converge in Woodbury. As of May, 1975, only 17% of the County elderly had registered for the Senior Citizen Reduced Fare Program, reflecting the low level of service available.

Scope of Existing Paratransit Services

Virtually all of the elderly and handicapped in Salem County are without access to transit service. The few services that are available provide a relatively low level of service to a limited clientele. The County Office on Aging is currently attempting to design a system to help fill the need for paratransit services.

Inventory of Existing Services

The YMCA operates a van from both its Penns Grove and Salem Centers. The vans are used two or three times a week for scheduled shopping runs from senior citizen housing centers. Approximately 260 passengers per week are carried. The purchase of the van was subsidized by funds from Title III of the Older Americans Act.

TABLE 1

SALEM COUNTY

Municipality	Total Population	POPULATION AGED 65 OR OVER			AGED 65 OR OVER BELOW POVERTY			HANDICAPPED		
		Number of Persons	% of Total Population	% of County Elderly	Number of Persons	% Municipal Elderly	% of County Elderly In Poverty	Number of Persons	% of Total Population	% of County Handicapped
Alloway	2,550	225	8.8	4.0	40	17.8	2.9	223	8.7	5.9
Elmer	1,592	191	12.0	3.4	61	31.9	4.5	87	5.5	2.3
Elsinboro	1,204	122	10.1	2.2	8	6.6	.1	95	7.9	2.5
Lower Alloways Cr.	1,400	132	9.4	2.4	49	37.1	3.6	110	7.9	2.9
Mannington	1,913	266	13.9	4.7	27	10.2	2.0	79	4.1	2.1
Oldmans	2,088	152	7.3	2.7	48	31.6	3.5	108	5.2	2.8
Penns Grove	5,727	606	10.6	10.8	134	22.1	9.8	614	10.7	16.1
Pennsville	13,296	934	7.0	16.7	140	15.0	10.2	537	4.0	14.1
Pilesgrove	2,706	234	8.7	4.2	58	24.8	4.3	127	4.7	3.3
Pittsgrove	4,618	375	8.1	6.7	164	43.7	12.0	310	6.7	8.1
Quinton	2,567	185	7.2	3.3	34	18.4	2.5	177	6.9	4.7
Salem	7,648	828	10.8	14.8	289	34.9	21.1	391	5.1	10.3
Upper Penns Neck	7,016	629	9.0	11.2	169	26.9	12.3	643	9.2	16.9
Upper Pittsgrove	2,884	300	10.4	5.3	29	9.7	2.2	122	4.2	3.2
Woodstown	3,137	428	13.6	7.6	123	28.7	9.0	183	5.8	4.8
Total	60,346	5,607	9.3	100.0	1,373	24.5	100.0	3,806	6.3	100.0

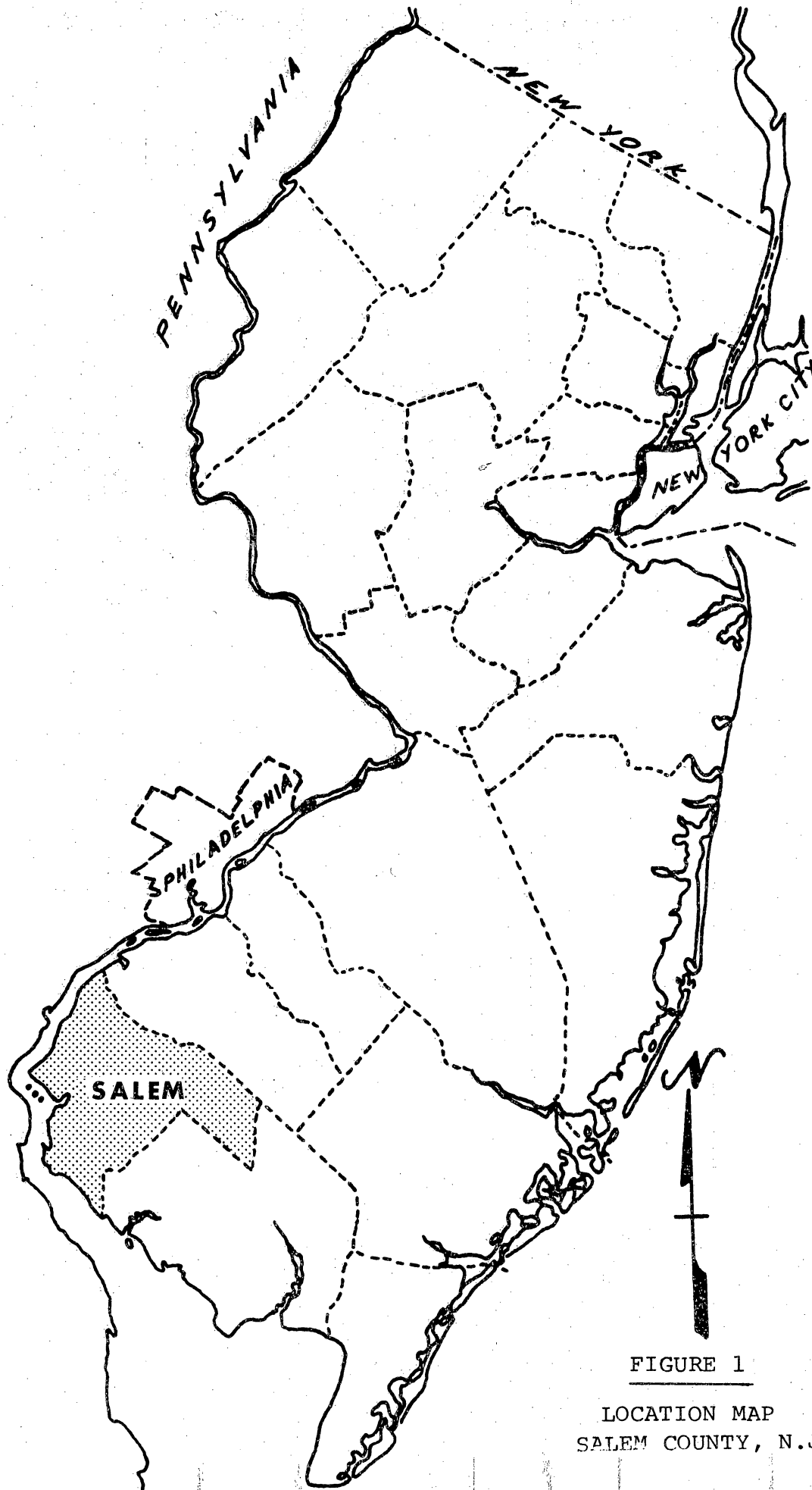


FIGURE 1
LOCATION MAP
SALEM COUNTY, N.J.

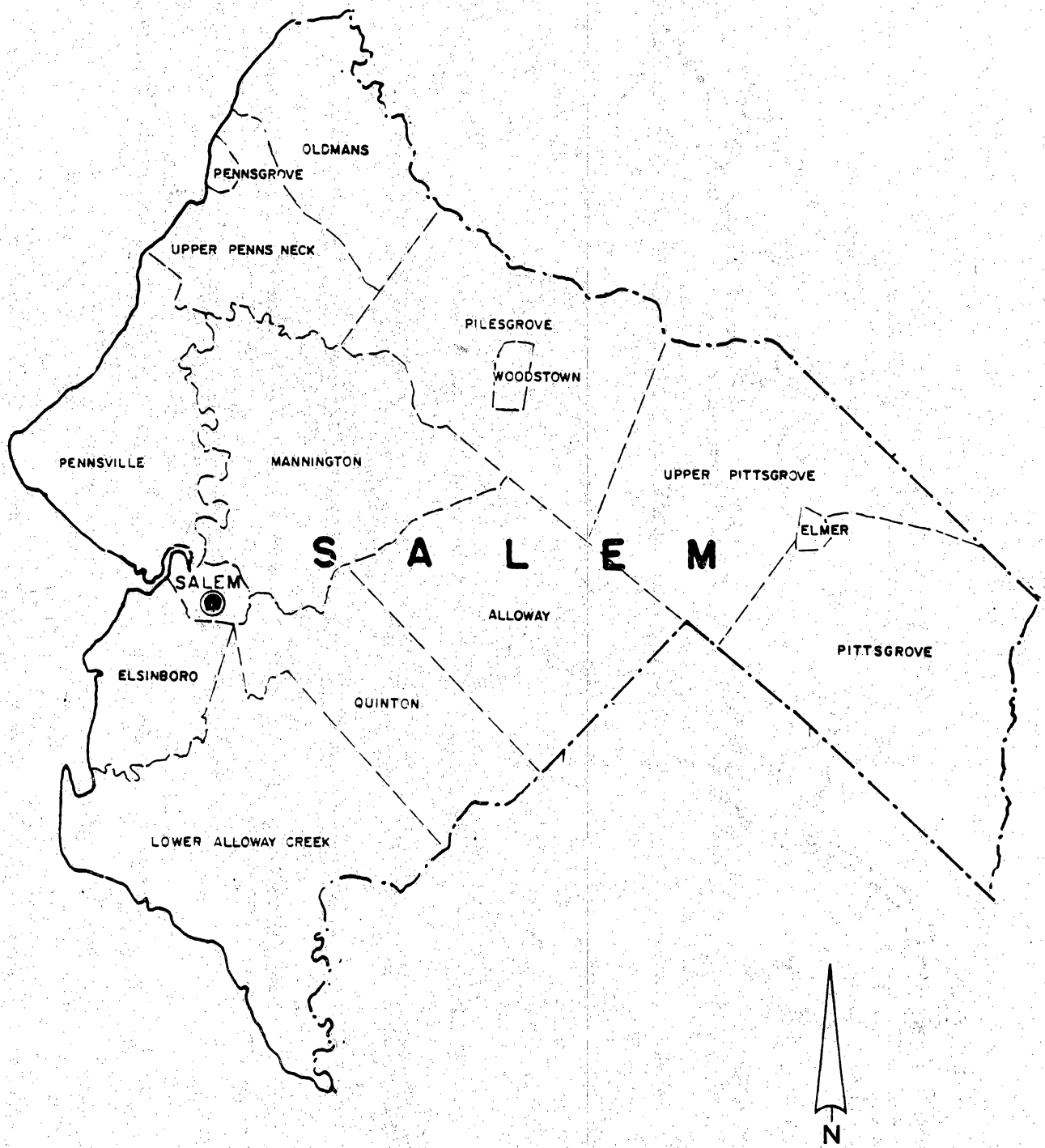


FIGURE 2

SALEM COUNTY MUNICIPALITIES

The Red Cross and Starfish are both volunteer organizations which provide various types of services for persons of all ages. Transportation services are provided by volunteers in private automobiles, and are generally limited to semi-emergency health trips.

The Salem County Rehabilitation Center owns one school bus which is used to transport handicapped clients to and from the center. The bus is quite old, and is inoperative more than half the time.

SOMERSET COUNTY

County Demographics

The County of Somerset comprises an area of 305.55 square miles, ranking thirteenth in size among the 21 New Jersey counties. With a total population of 143,913, the density of population in the County ranks eleventh statewide, at 649 per square mile, as compared to an average of 958 for the State as a whole.

Based on data developed by the 1970 U.S. Census, 14,229 of the County's residents are elderly people aged 65 or older. These people represent about 7.2 percent of Somerset County's total population. This proportion is significantly smaller than the corresponding statewide percentage of 9.7 percent. Of the County's elderly residents, 2,193, or about 15.4 percent, are below the poverty level. This percentage is also lower than the statewide average of 18.1 percent. North Plainfield contains the largest portion of the County's elderly residents, with nearly 15 percent of the total. Franklin and Bridgewater Townships also account for 11.8 percent and 10.7 percent, respectively, of the elderly population. The remainder of this category of population is distributed rather evenly throughout the County. Senior citizens who live below the poverty level recognized by the Census are concentrated in North Plainfield, Franklin Township, and Somerville, which contain 16.2 percent, 14 percent, and 10.8 percent, respectively, of the total County population in that category.

The 1970 Census also identified 7,847 residents of Somerset County as handicapped or disabled. These comprise about 4 percent of the County total population, somewhat less than the average of 4.7 percent for the State as a whole. Again, the municipalities which lead in this category of population are Franklin, with 15.1 percent, North Plainfield, with 11.2 percent, and Bridgewater, containing 10.8 percent of the County's handicapped. Overall, then, the 1970 Census shows that at least 22,076 residents of Somerset County are either elderly or handicapped, a figure equal to 11.2 percent of the County's total population. Table 1 presents base data for the elderly and handicapped population, by municipality. Figures 1 and 2 are general location maps, and are provided for reference purposes.

Regular Transit Service

Local and line-haul transit service is available to most Somerset County municipalities, since the County is traversed by three divisions of Conrail and routes of 6 bus companies.

Conrail provides electrified commuter service over the Gladstone Branch of the Hoboken Division, which provides communities in northern Somerset County with frequent

TABLE 1
SOMERSET COUNTY

Municipality	1 Total Population	2POPULATION AGED 65 OR OVER			3AGED 65 OR OVER BELOW POVERTY			4HANDICAPPED		
		a. Number of Persons	b. % of Municipal Population	c. % of County Elderly	a. Number of Persons	b. % of Municipal Elderly	c. % of County Elderly In Poverty	a. Number of Persons	b. % of Municipal Population	c. % of County Handicapped
Bedminster	2,597	259	10.0	1.8	62	23.9	2.8	145	5.6	1.9
Bernards	13,305	1,147	8.6	8.1	91	7.9	4.1	422	3.2	5.4
Bernardsville	6,652	654	9.8	4.6	59	9.0	2.7	292	4.4	3.7
Bound Brook	10,450	1,061	10.2	7.5	196	18.5	8.9	565	5.4	7.2
Branchburg	5,742	363	6.3	2.5	37	10.2	1.7	192	3.3	2.5
Bridgewater	30,235	1,517	5.0	10.7	182	12.0	8.3	846	2.8	10.8
Far Hills	780	87	11.2	0.6	5	5.8	0.2	0	0	0
Franklin	30,389	1,682	5.5	11.8	306	18.2	14.0	1,187	3.9	15.1
Green Brook	4,302	197	4.6	1.4	42	21.3	1.9	144	3.3	1.8
Hillsborough	11,061	688	6.2	4.8	62	9.0	2.8	293	2.6	3.7
Manville	13,029	592	4.5	4.1	109	18.4	5.0	553	4.2	7.1
Millstone	630	27	4.3	0.2	0	0	0	17	2.7	0.2
Montgomery	6,353	423	6.7	3.0	44	10.4	2.0	175	2.8	2.2
North Plainfield	21,796	2,082	9.6	14.6	355	17.1	16.2	881	4.0	11.2
Peapack-Gladstone	1,924	240	12.5	1.7	61	25.4	2.8	121	6.3	1.5
Raritan	6,691	611	9.1	4.3	144	23.6	6.6	401	6.0	5.1
Rocky Hill	917	55	6.0	0.4	10	18.2	0.5	85	9.3	1.1
Somerville	13,652	1,364	10.0	9.6	236	17.3	10.8	581	4.3	7.4
South Bound Brook	4,525	298	6.6	2.1	73	24.5	3.3	238	5.3	3.0
Warren	8,592	507	5.9	3.6	64	12.6	2.9	430	5.0	5.5
Watchung	4,750	375	7.9	2.6	55	14.7	2.5	279	5.9	3.6
TOTAL	198,372	14,229	7.2% of County Population	100.0%	2,193	15.4% of County Elderly	100.0%	7,847	4.0% of County Population	100.0%

Source: U.S. Census of Population, 1970
 Cols. 1, 2A-C: PC(1) B 32 General Population Characteristics
 Cols. 3A-C: P4M 86, 90 (estimated from 20% sample)
 Cols. 4A-C: P4M 52 (estimated from 5% sample, aged 16-64)
 data for handicapped under 16 not available

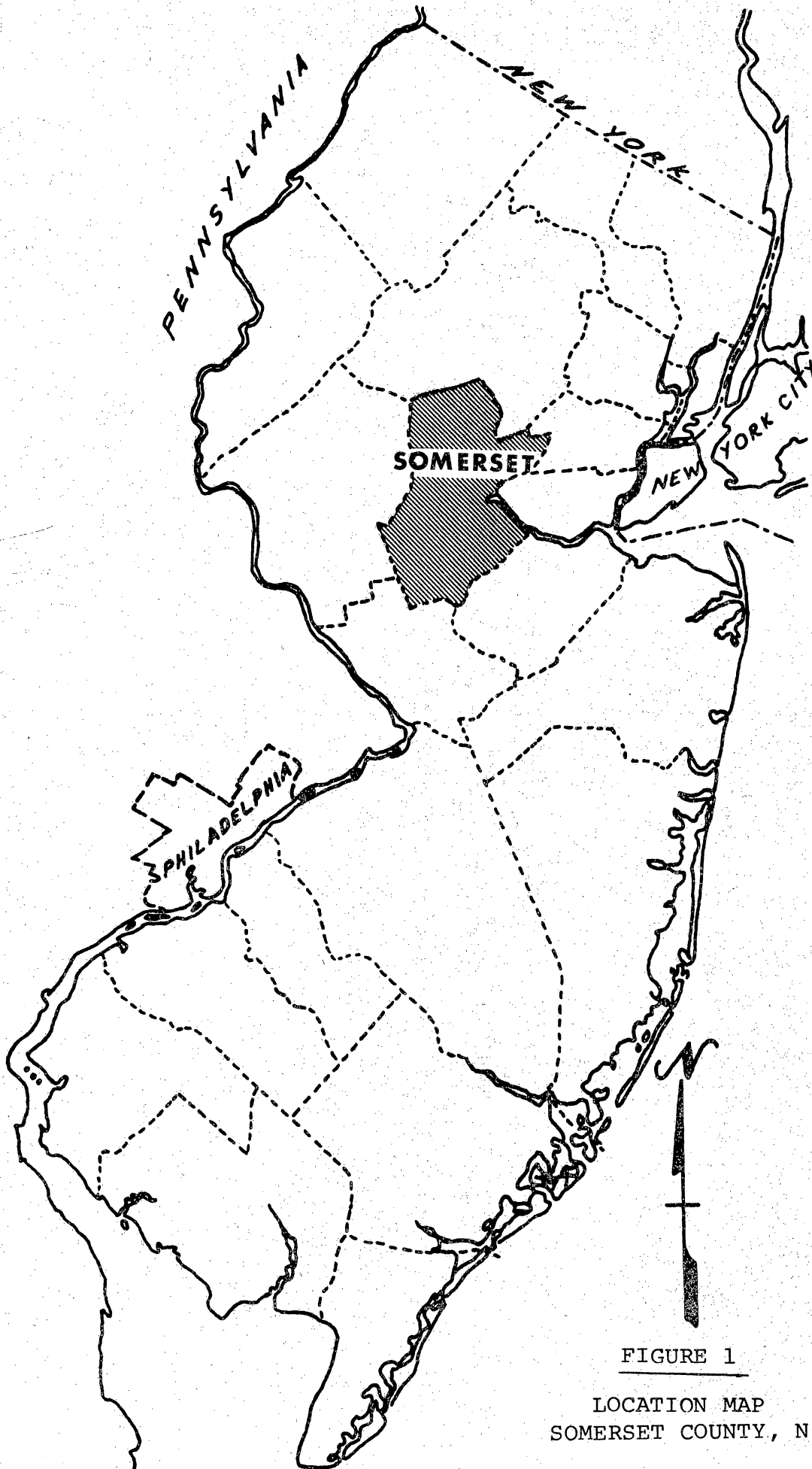


FIGURE 1

LOCATION MAP
SOMERSET COUNTY, N.J.

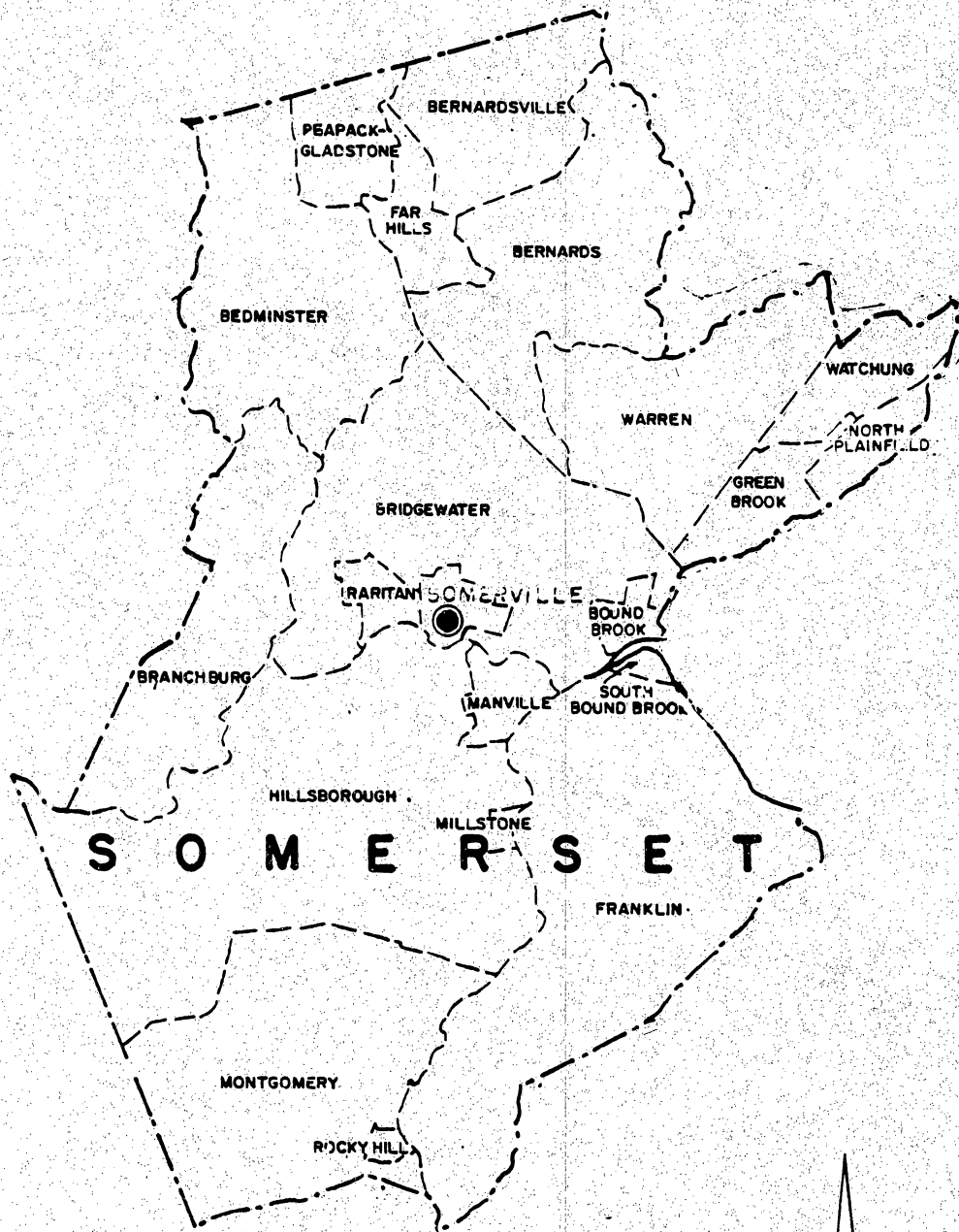


FIGURE 2

SOMERSET COUNTY MUNICIPALITIES

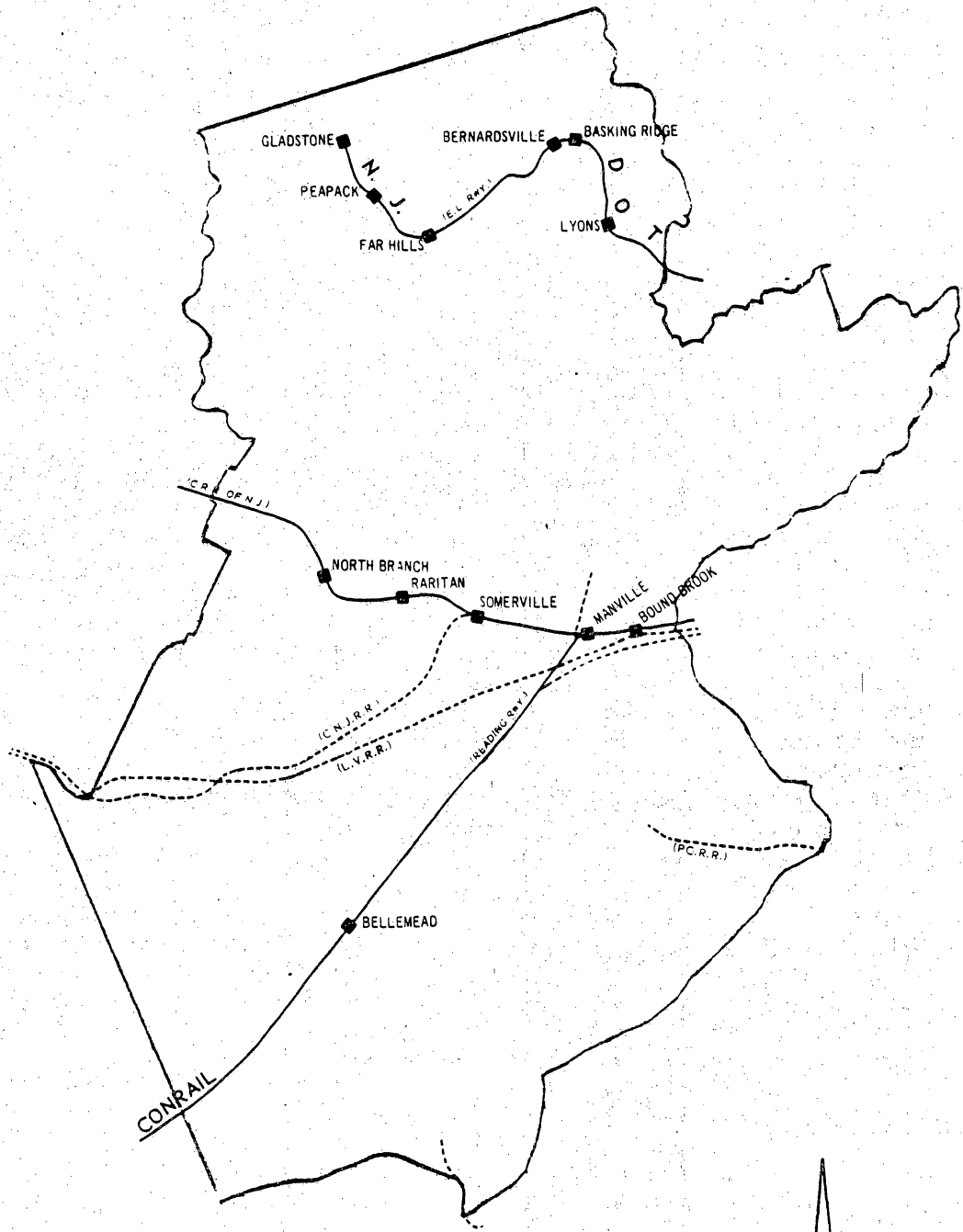
peak period service as well as off-peak and weekend service at a reduced level. Gladstone Branch stations in Somerset County are located at Gladstone, Peapack, Far Hills, Bernardsville, Basking Ridge, and Lyons. The central portion of the County is served by peak period commuter trains operated over the Lehigh and Reading Divisions of Conrail, which, like the Gladstone Branch, are oriented to commuter travel to the New York/Newark metropolitan area. Off-peak service is also available on the Lehigh Division east of Raritan. Trains on these 2 divisions serve stations at North Branch, Raritan, Somerville, Manville, Bound Brook, and Belle Mead (see Figure 3 for a location map of the County's rail routes and stations). Residents of southern Somerset County also have access to the trains of Conrail's New Jersey Division and Amtrak, which serve the New Brunswick station, located in adjacent Middlesex County.

Bus service in the County is concentrated primarily in the corridor extending eastward from Raritan through Somerville, Bridgewater, Bound Brook, Green Brook, North Plainfield, and Watchung. This corridor is served by routes of West Hunterdon Transit (serving only Branchburg Township), Transport of New Jersey, and Somerset Bus Company. Local services are also provided by Plainfield Transit Corp. (in North Plainfield) and Watchung Mountain Transit (in Watchung). Residents of Montgomery and Franklin Townships, in the southern portion of the County, are served by 2 variations of a Suburban Transit route which runs along the County's southeastern border. Two Transport of New Jersey routes serving nearby New Brunswick are also accessible to County residents.




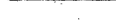
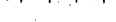

There are presently several taxi companies serving Somerset County, located primarily in the population centers of Somerville and Bound Brook. Fares vary according to each company's location, since they are municipally regulated. County residents are also served by taxicab operations from municipalities in neighboring counties.

Scope of Existing Services

Using the People Without Wheels Transportation Study, May 1975, report as a source, 11 agencies based in the County were identified as serving the transportation needs of the elderly and handicapped to some degree. Only one of these, the Somerset Area Office on Aging, specifically serves senior citizens, while 2 others include the elderly, per se, within their user group. The remaining agencies serve the physically handicapped or other transportation-disadvantaged groups, such as welfare recipients.



LEGEND

-  PASSENGER STATIONS
-  PASSENGER & FREIGHT LINES
-  RAPID TRANSIT
-  FREIGHT SERVICE
-  ABANDONED LINES
-  PREVIOUS NAME OF LINE

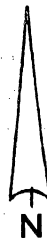


FIGURE 3

**RAIL ROUTES AND STATIONS
IN SOMERSET COUNTY**

The Raritan Valley Workshop of the Easter Seal Society, which is located in North Brunswick, also provides special transportation for handicapped persons. Although it is located in Middlesex County, the Workshop also serves clients in adjacent Somerset County.

Under Section 16 (b) (2) of the Urban Mass Transportation Act of 1964, as amended, Federal funds are appropriated for use by private non-profit agencies to purchase vehicles or other equipment necessary to provide transportation services to the elderly and handicapped. One Somerset County organization, through its participation in the 16 (b) (2) program for fiscal year 1975, received 4 vehicles in supplement to its existing fleet. The Somerset County Unit of the New Jersey Association for Retarded Children received 2 vans and 2 station wagons in August 1976.

Following termination of the Haddonfield Dial-a-Ride program in March, 1975, nineteen State-owned vehicles were made available to providers of specialized transportation under the "Gift-on-Wheels" Program. Under this program the Somerset Opportunities Industrialization Center in Somerville received one 10-passenger bus.

Inventory of Existing Services

The Tri-State Regional Planning Commission Subregional Planning program for FY 1977 included provision for the development of county Elderly and Handicapped Transportation Plans. The plans include an inventory of existing specialized transit services for these groups. Somerset County's Plan submission to Tri-State Regional Planning Commission consisted primarily of the People Without Wheels Transportation Study report, May 1975, prepared for the County by RRC International, Inc., previously referenced. Table 2 presents a summary of specialized transit services in the County, excerpted from a tabulation of the findings of the agency survey found in the study report.

TABLE 2

Somerset County
Elderly and Handicapped
Specialized Transit Services

<u>Agency Name</u>	<u>Agency Description</u>	<u>Transportation Needs</u>	<u>Transportation Resources</u>
Veterans Administration Hospital, Lyons	Federal V.A. psychiatric hospital with 1600 beds	Outpatients to Lyons visitors to hospital employees	Bus on campus Reimburse travel costs to outpatients One van meets train at Lyons Two private vans from Newark for employees
Division of Youth	State agency for foster home placement, parole supervision, child abuse cases, unwed mothers, etc.	Bring clients to Agency children to daycare	Eighteen cars from State pool transportation by Caseworkers limited reimbursement
Division of Vocational Rehabilitation Somerville	Services to handicapped: therapy, referral etc.	Transport of clients to workshops, jobs, interviews	Can pay some travel cost of employable handicapped (No vehicles)
County Welfare Board Somerville	County welfare agency supervising public assistance, AFDC and other programs	Transportation to welfare offices Probation and legal services Occasional shopping	Four vehicles for client transport Limited client direct reimbursements
Somerset County Action Program, Franklin	Community action agency recipient of OEO and DOL funds serving poor exclusively	Transportation to day-care centers, drug rehabilitation legal services, etc.	Three leased vans for SCAP programs, staff travel reimbursement

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TABLE 2 (continued)

<u>Agency Name</u>	<u>Agency Description</u>	<u>Transportation Needs</u>	<u>Transportation Resources</u>
Somerset Area Office on Aging, Somerville	Coordinating agency for aging program including nutrition and transportation	Group transit to congregate feeding sites individual trips to medical appointments	Operates 15 vehicles ¹
American Red Cross	Service to military families, blood program, first aid, water safety and disaster assistance	Transport of clients to NJNPI every Tuesday, occasional transport to health facilities	Owns 2 cars for staff requirements, one used frequently for client travel by volunteer drivers
Jewish Community Center of Somerset County	Inside range of social and recreational services including nursery schools, daycare, senior citizens club, etc.	Client group travel	Spends about \$3,000 per year on bus charters
North Plainfield FISH North Plainfield	Volunteer service agency for transport, food and clothing distribution	Transportation of clients as needed for client needs (i.e., medical, shopping)	Uses volunteers and their cars exclusively
Somerset County Unit of Retarded Children, Somerville	Range of recreational, educational programs for retarded children	Transport of children to daycamp, activity centers, recreation activities	Own 2 vans, may acquire 3 more. Uses 3 privately operated vans ²

¹Original report indicated operation of 2 vans. Somerset County Elderly and Handicapped Transportation Plan submission to TSRPC for FY 1978-1982 TIP indicates that the Office on Aging is currently the largest County service provider.

²Acquired 2 vans and 2 station wagons, in August 1976, under the FY 1975 UMTA 16 (b)(2) program.

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TABLE 2 (continued)

<u>Agency Name</u>	<u>Agency Description</u>	<u>Transportation Needs</u>	<u>Transportation Resources</u>
N.J. State Commission for the Blind, Franklin	Sheltered workshop for blind	Taking blind to work on a continual basis	No transportation funds one state car
Somerset Hills YMCA Bernardsville	Variety of recreational activities for youths, adults and seniors	Children to recreational facilities	Owens one 40-passenger bus, uses volunteers

SUSSEX COUNTY

County Demographics

Although Sussex is one of the most rapidly growing counties in New Jersey, it remains the least densely populated county in the State. Its density, 147.2 persons per square mile, is only 15 percent of the statewide average. Sussex ranks fourth among the twenty-one counties in total land area, and seventeenth in total population.

With the exception of several small towns, Sussex County is entirely rural in nature. The nine municipalities with densities of 500 persons per square mile or greater, account for 5 percent of the total land area and 38 percent of the total population.

There are 7,144 residents of Sussex County aged 65 or over, representing 9.3 percent of the population. One-quarter of the elderly reside in either Newton or Sparta. By Census Bureau standards, 19.3 percent of the elderly have incomes below the poverty level, 20 percent of whom live in Newton.

The 1970 Census lists 4.3 percent of the County population as being disabled or handicapped. Table 1 presents base data on the elderly and handicapped on a municipal basis. Figure 1 and 2 are general location maps and are provided for reference purposes.

Regular Transit Service

All three bus companies operating within Sussex County provide service oriented primarily to New York City. Two of the carriers, Lakeland Bus and Real Transit are not authorized by the Public Utilities Commission to provide intra-state service within New Jersey. The third carrier, Northeast Coach provides service in the County only during peak hours. Intra-county travel is therefore restricted primarily to automobiles. A service connecting Newton, Sparta, Sussex and Franklin operated by the B&E Coach Company was discontinued in August 1974 due to financial difficulties. As of January 18, 1977, only 14 percent of the County elderly and less than 1 percent of the County handicapped had registered for the Senior Citizen and Handicapped Reduced Fare Program, reflecting the low level of service available.

Scope of Existing Service

There presently exist fifteen small specialized transit systems, in Sussex County, which are designed to serve transit-disadvantaged residents of the County. Although certain of these systems are limited in their service areas by such constraints as municipal boundaries, all of the County's municipalities are within the service areas of at least eight of the services described in this report. The present array of these systems reflects a broad expansion of services during 1976. Prior to that year, specialized transit operations had been almost as severely limited as public transit in Sussex County. The result of this expansion has been an increased number of municipally-operated services catering mainly to the transportation needs of elderly citizens. Other user groups served by the

¹ As used in this section of the report, the term "elderly" may include elderly persons who are also handicapped to some degree.

SUSSEX COUNTY

Municipality	2. POPULATION AGED 65 OR OVER			3. AGED 65 OR OVER BELOW POVERTY			4. HANDICAPPED			
	1. Total Population	A. Number of Persons	B. % of Total Population	C. % of County Elderly	A. Number of Persons	B. % Municipal Elderly	C. % of County Elderly In Poverty	A. Number of Persons	B. % of Total Population	C. % of County Handicapped
Andover Boro	813	75	9.2	1.0	14	18.7	1.0	60	7.4	1.8
Andover Twp.	3,040	351	11.5	4.9	51	14.5	3.7	40	1.3	1.2
Branchville	911	130	14.3	1.8	18	13.9	1.3	24	2.6	.7
Byram	4,592	246	5.4	3.4	35	14.2	2.5	100	2.2	3.0
Frankfort	2,777	448	16.1	6.2	47	10.5	3.4	160	5.8	4.8
Franklin	4,236	499	11.8	6.9	86	17.2	6.2	303	7.2	9.1
Fredon	1,372	140	10.2	2.0	23	16.4	1.7	35	2.6	1.0
Green	1,343	92	6.9	1.3	23	25.0	1.7	46	3.4	1.4
Hamburg	1,820	157	8.6	2.2	6	3.8	0.4	121	6.6	3.6
Hampton	2,091	224	10.7	3.1	58	25.9	4.2	365	17.5	11.0
Hardyston	3,499	244	7.0	3.4	49	20.1	3.5	92	2.6	2.8
Hopatcong	9,052	606	6.7	8.4	123	20.3	8.9	250	2.8	7.5
Lafayette	1,202	117	9.7	1.6	40	34.2	2.9	53	4.4	1.6
Montague	1,131	146	12.9	2.0	24	16.4	1.7	60	5.3	1.8
Newton	7,297	955	13.1	13.3	283	29.6	20.4	451	6.2	13.6
Ogdensburg	2,222	144	6.5	2.0	26	18.1	1.9	145	6.5	4.4
Sandyston	1,303	160	12.3	2.2	48	30.0	3.5	98	7.5	2.9
Sparta	10,819	865	8.0	12.0	90	10.4	6.5	252	2.3	7.6
Stanhope	3,040	157	5.2	2.2	49	31.2	3.5	146	4.8	4.4
Stillwater	2,158	284	13.2	4.0	12	4.2	0.9	56	2.6	1.7
Sussex	2,038	271	13.3	3.8	94	34.7	6.8	163	8.0	4.9
Vernon	6,059	431	7.1	6.0	90	20.9	6.5	160	2.6	4.8
Walpack	384	68	17.7	1.0	24	35.3	1.7	17	4.4	0.5
Wantage	4,329	384	8.9	5.3	73	19.0	5.2	129	3.0	3.9
Total	77,528	7,194	9.3	100.0	1,386	19.3	100.0	3,326	4.3	100.0

Source: US Census of Population, 1970
 Cols. 1, 2A-C: PC(1) B 32 General Population Characteristics
 Cols. 3A-C: P4M 86, 90 (estimated from 20% sample)
 Cols. 4A-C: P4M 52 (estimated from 5% sample, ages 16-64)
 data for handicapped under 16 not available

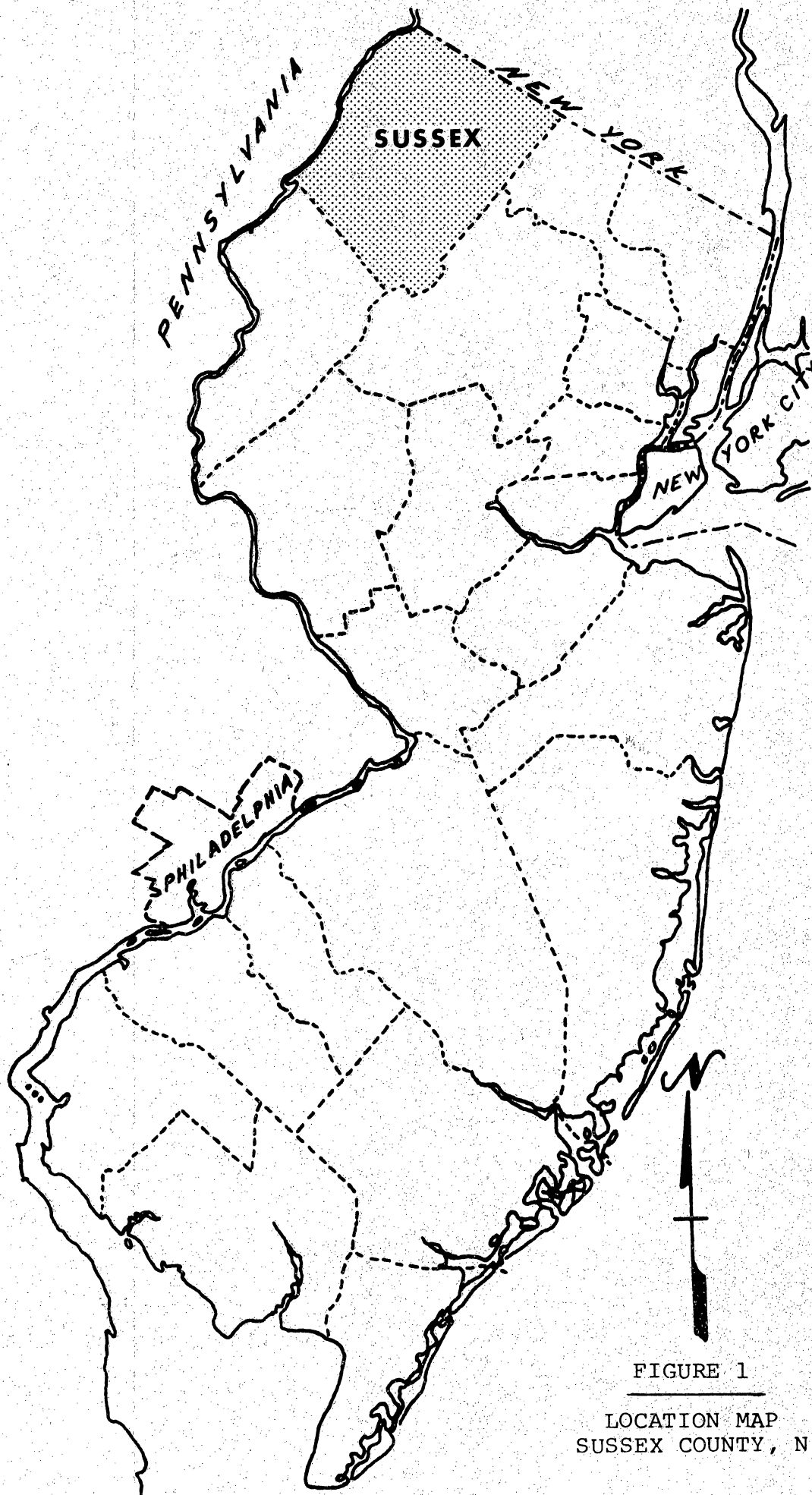


FIGURE 1

LOCATION MAP
SUSSEX COUNTY, N.J.

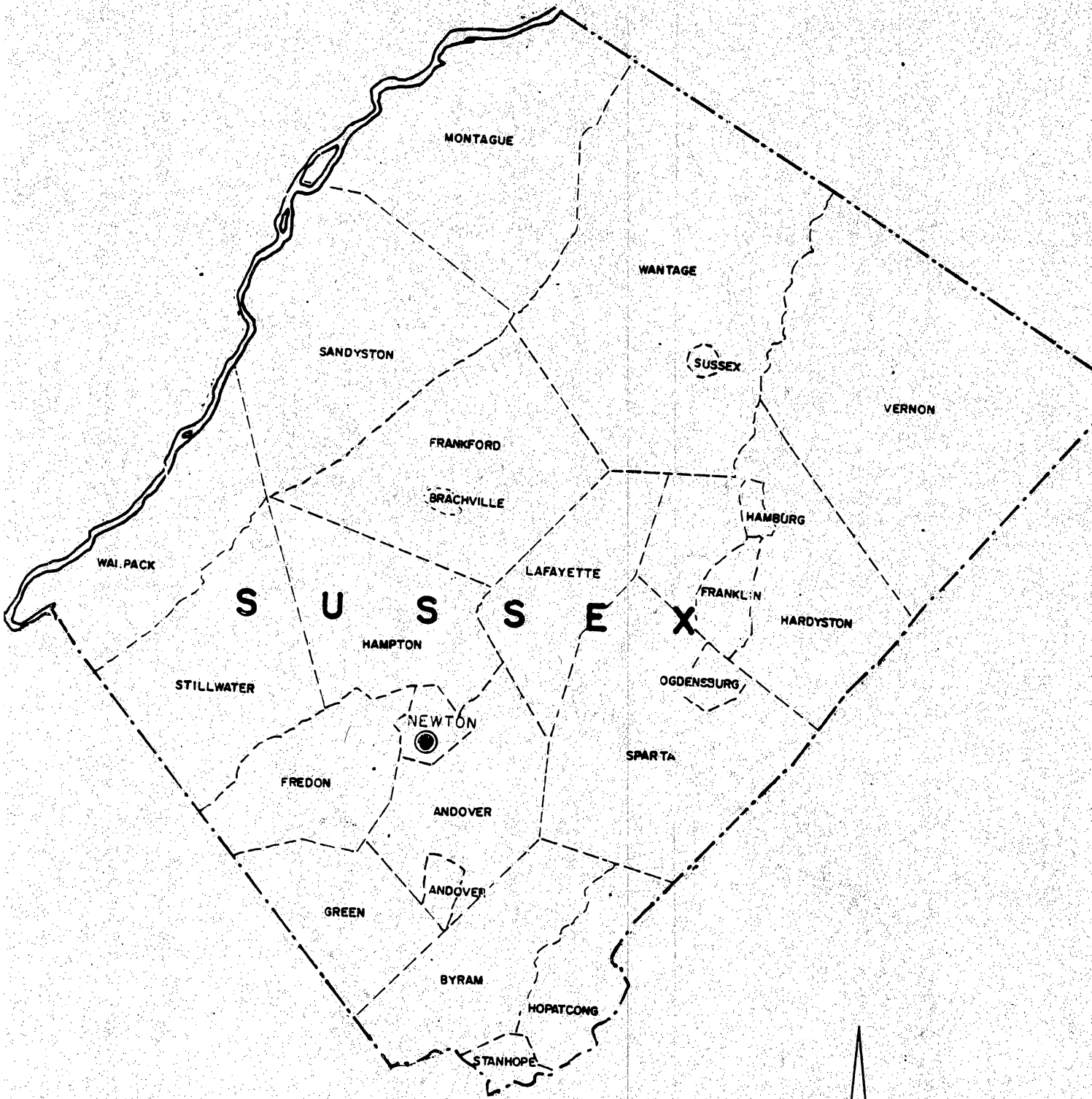


FIGURE 2

SUSSEX COUNTY MUNICIPALITIES

various providers include those persons with mental or physical impairments, disturbed juveniles, drug rehabilitation patients, and welfare recipients.

The Sussex County Planning Board has taken an active role in attempting to link and coordinate the County's specialized transit services. To this end, it has appointed a Special Transportation Coordinator, whose duties include the task of organizing the numerous individual small services into a more efficient county-wide system. Accordingly, this coordinator has certain review responsibilities related to the distribution of Title III (Older Americans Act) grants for aid to special transportation programs. A significant development in the County's coordination efforts is a plan to implement a countywide specialized transit loop system, under the auspices of a grant furnished through section 147 (Rural Highway Public Transportation Demonstration Program) of the Federal Aid Highway Act of 1973. This scheme calls for a fixed minibuss route to be operated throughout the County, which will interconnect several small services operated by municipalities or private sponsors. This intra-county system, with expected implementation in late 1977, will cover virtually all populated areas of Sussex County with a scheduled route fed by demand-responsive transit services. Spurred on by a sizable and vocal elderly population, County, municipal and social service officials are channelling their efforts toward establishment of this system through the Special Transportation Coordinator. As the title implies, this person will bear much of the responsibility for "starting up" the new system and keeping it operating smoothly.

Inventory Of Existing Services

1. Allan House, located in Frankford Township, is a residential facility for emotionally disturbed juveniles, which also transports non-resident clients to daytime programs at its center. Up to 12 clients are transported to and from the facility each day, on a route which is scheduled according to Allan House's program timetable. Hours of operation are generally between 8:30 AM and 4:00 PM, on weekdays. A 1971 Ford 12-passenger van provides transportation for this route and occasional excursions. With the exception of excursions, all travel is confined to Sussex County. No fare is charged for this service. All costs are covered by funds provided through the Division of Youth and Family Services (DYFS) of the New Jersey Department of Institutions and Agencies, and an educational grant under the Beadleston Act.
2. Byram Township is one of several Sussex County municipalities which provide specialized transportation for their senior citizens, free of charge. Using a "retired" 1976 Plymouth 5-passenger police sedan, the Township transports seniors, who are 60 or older, within its boundaries and on special trips up to 25 miles. This service is available on weekdays between 9:00 AM and 5:00 PM; travel must be arranged by telephone one day in advance. Up to 45 trips per month are made using this service, which is funded entirely through appropriations from Byram Township.
3. The Highlands Workshop of Franklin, a sheltered workshop, provides transportation to and from its programs for handicapped clients. The program schedule dictates that participants be transported on weekdays between 7:00 and 9:00 AM and 4:00 and 6:00 PM. The Workshop provides free transportation to clients throughout the County, serving groups of municipalities with scheduled runs on a rotational basis. This also includes mental health trips to Newton as well as scheduled trips to the County nutrition program. Approximately 40 persons per week make round trips in this fashion.

Effective March, 1977, this agency will also operate under contract to the Sussex County Office on Aging. Demand-responsive service for the elderly will be provided, on a rotational cycle, to the 14 Sussex County municipalities which have not previously been served by municipal or other local systems. The new service will be coordinated with the Highlands Workshop's existing schedule, allowing for "Dial-a-Ride" (DAR) service between, approximately, the hours of 10:00 AM and 3:00 PM on weekdays. No fare will be charged to users.

Under the Office on Aging contract, the operation will be funded by a Title III grant, through the Office on Aging, until December 31, 1977. It is expected that the individual municipalities served will assume responsibility for their fair shares of the operational costs from January 1, 1978 onward.

The vehicle pool used by the Highlands Workshop includes three 1976 Dodge 12-passenger vans, provided through NJDOT under the UMTA 16 (b)(2) program for FY 1976, and a 1974 Ford 8-passenger van, funded through Title III.

4. The Borough of Hopatcong provides a free Dial-a-Ride service to its elderly residents aged 60 or older. Transportation is made available to these persons every weekday between 9:00 AM and 3:00 PM. A 1976 Ford 6-passenger station wagon is used, and is operated by a volunteer driver. Trips may be made within the Borough and to nearby points. In January 1977, a typical month, 37 round trip riders were carried for such purposes as shopping, health care, and social services. Capital expenses have been defrayed through a Title III grant, while operating expenses are a municipal budget item.
5. Labyrinthe is a county-operated drug rehabilitation center, which provides free transportation for its clients to and from its program on a regular weekday basis. The scheduled route is operated between approximately 8:00 AM and 5:30 PM, using a 15-passenger 1976 Dodge Maxivan. An average of 12 clients are transported to and from the center each day. Costs incurred by Labyrinthe for transportation are covered by a combination of funds from Sussex County, the State of New Jersey, and the Law Enforcement Assistance Administration.
6. Meals On Wheels/Outreach uses two vehicles to provide Dial-a-Ride service to elderly residents of Hamburg, Franklin, and Ogdensburg. Riders may travel free of charge within these municipalities or, for special purposes, to points up to approximately 30 miles distant. About 30 to 50 round trips are served each week, Monday through Friday, between the hours of 8:00 AM and 4:30 PM. A driver's helper rides with each vehicle to assist less mobile passengers. Trips may be made to a variety of destinations. The vehicles are also used for home delivery of meals to shut-ins.

The agency has applied through the NJDOT for an additional van, under UMTA's FY 1976 16 (b)(2) program. This would enlarge the transportation capabilities of Meals On Wheels, thus enabling it to extend service to Hardyston Township. The existing fleet consists of a 1975 Dodge 12-passenger van and a 1976 Plymouth Volare 6-passenger station wagon. Funding for the service is divided between Title III, municipal funds from the three boroughs served, and local fund-raising efforts.

7. The Newton Senior Shuttle is a scheduled-route service operated within the Borough of Newton for senior citizens. No fare is charged to riders, who must exhibit a County identification card upon boarding. The shuttle vehicle is a 1976 Ford Pacer 20-passenger minibus, which is equipped with a hydraulic lift for wheelchairs. Hours of operation are from 10:00 AM to 4:00 PM, and 6:00 PM to 9:00 PM on Tuesdays through Fridays, and from 10:00 AM to 1:00 PM on Saturdays. The shuttle serves between 250 and 270 trips per week. Funding has been through a block grant provided by the U.S. Department of Housing and Urban Development.
8. NORWESCAP is a social service organization, located in Newton, which serves as a local arm of the Federally-sponsored Community Action Program. Senior citizens may arrange, by telephone, transportation to the various programs at the Newton facility, as well as for certain health care or social service appointments. This service is offered at no charge to elderly persons throughout the County. About 215 persons were provided with such transportation during the period from September 1975 to June 1976, an average of about 21 round trips per month. NORWESCAP's fleet consists of three sedans, with an average age of approximately 9 years.

Sponsored, in turn, by NORWESCAP is the Retired Seniors' Volunteer Program (RSVP), which provides rides for participants to its volunteer work programs for the elderly. Since RSVP programs are scheduled on a regular basis, transportation of volunteers is geared to the same timetable. Using a 1975 Dodge 14-passenger van and two alternating drivers, RSVP accommodates an average of 50 round trips per week from all points in the County. Riders travel at no cost.

Both programs operate Monday through Friday between the hours of 8:30 AM and 4:30 PM. Operating and capital costs are defrayed by grants made by the Federal ACTION program. RSVP has also applied for an additional van through the state-administered UMTA 16 (b)(2) program for FY 1976.

9. Sparta Township provides a municipally-operated Dial-a-Ride service to its elderly residents over 60. This non-fare service operates on weekdays between 9:30 AM and 4:00 PM. Trips may be made within the municipality and to other shopping, health care or social service locations within the County. Ridership figures are unavailable due to a starting date of March 1, 1977, for the system.

Sparta uses a 1977 Plymouth 12-passenger van as the Dial-a-Ride vehicle. Capital and operating funds are derived from a Title III grant and the municipal budget.
10. The Borough of Sussex operates a small municipal DAR service, providing transportation between 9:00 AM and 5:00 PM on weekdays with a 1976 Chevrolet station wagon. Senior citizens are transported free of charge to points within a five-mile radius of the Borough, although trips as far as 25 miles are occasionally made. A 48-hour lead time is generally required for telephone requests. Typically, five passenger round trips are made each week. Capital expenses are municipally funded, while a Title III grant covers operating costs.

11. The Sussex County Association for Retarded Children (ARC) transports its clients (mostly juveniles), by a scheduled route service, to its daily programs at the Newton facility. Operating between the hours of 8:30 AM and 4:30 PM on weekdays, the ARC provides transportation for its clients from all points in the County, serving a total of about 59 round trip passengers each week. A small fleet of three 12-passenger vans is presently used for this service. A replacement 12-passenger van was awarded in late 1976 through a Developmental Disabilities grant program connected with the Division of Mental Retardation of the New Jersey Department of Institutions and Agencies. Additionally, the ARC has applied through the NJDOT for two more replacement vehicles under the FY 1976 16 (b)(2) program. One of these would be a station wagon, while the other would be a van similar to those presently in use.

Funding for both operating and capital costs is received from a variety of sources. Most prominently, the Division of Mental Retardation provides grants directly and through Title XX. School tuitions for individual clients, furnished by their school districts, are another source of transportation funding. Clients are not charged for this service.

12. The Sussex County office of the Division of Youth and Family Services (New Jersey Department of Institutions and Agencies) operates a demand-responsive service for its transportation-disadvantaged clients. Although a client may arrange for transportation on as little as 24 hours' notice, the more common practice is to arrange trips weeks in advance in accordance with the visitation schedules of caseworkers, who will drive clients to their destinations as part of a scheduled visit. Accordingly, operating hours coincide with caseworkers' work hours, which are 9:00 AM to 5:00 PM, Mondays through Fridays. However, emergency trips may be made at any hour. Travel is generally confined to within the County or to nearby points. The DYFS service is used by clients for a total of approximately 65 to 75 round trips per week.

Although staff use their own automobiles for certain visitation duties, insurance stipulations require that vehicles from the state motor pool be used to transport clients. There are usually seven or eight six-passenger sedans available for this purpose. No charge is levied for client transportation. Title XX funds are used to offset operating costs.

13. The Sussex County Nutrition Project sponsors weekday lunches at three sites in the County for senior citizens who are 60 or older. Free transportation is provided to the sites for participants. In addition, trips for shopping and "support" (e.g., medical) services are accommodated when vehicles are available. The latter service is offered on a demand-responsive basis, although shopping travel is generally subscribed a week in advance.

The Newton congregant meal site is assigned a 1974 Ford 12-passenger van, which was furnished with County funds. On a typical week in January, 1977, this vehicle carried 372 round trip riders for all purposes. Service to the Hopatcong/Stanhope site is supported by a 1976 Dodge 16-passenger Maxi-van, which has been provided through a grant under Title VII of the Older Americans Act; this is further supplemented by a 1974 Ford 14-passenger van donated by the local Kiwanis Club. A total of 383 round trips were accommodated by these vehicles during the same week. For that period, an additional 1974 Ford van supplied by the County provided a total of 72 passenger round

trips in connection with the Nutrition Project's Sussex Borough location. A second Dodge van, a 1973 10-passenger model obtained through the Title VII grant, is used largely to shuttle meals between the Newton and Hopatcong locations.

The service area of the Nutrition Project covers the entire County of Sussex. Capital needs are met by the Kiwanis donation, the Title VII grant, and the donation of the County vehicles as an in-kind appropriation. Operating expenses are also offset by Title VII and in-kind maintenance services performed by the County motor pool on its own vehicles. Drivers' salaries are funded through Title VII and the Comprehensive Employment and Training Act.

14. The Sussex County Welfare Board, with headquarters in Newton, offers free transportation to welfare recipients who are unable to provide transportation for themselves. Service is furnished on demand, as vehicle availability permits, provided that a telephone request is made at least 24 to 48 hours in advance. Travel is confined mostly to within County boundaries, although special trips to New York and other less distant points are occasionally also made. The Welfare Board provides for roughly 40 round trip riders per week, during its business hours of 8:30 AM to 4:30 PM, Monday through Friday. Vehicles for this service are drawn from the County motor pool; three to five sedans and two station wagons are generally available for use by the Board. Operating funds are provided through Title XX of the Social Security Act.
15. Vernon Township operates a 1976 Ford 24-passenger minibus for its senior citizens, generally for special excursions. The service area is confined mainly to the Township, although trips are also made to Franklin. About 18 persons are carried on an average vehicle round trip. Hours of operation are 9:00 AM to 5:00 PM, Tuesday, Thursday, and Friday. The vehicle was purchased with revenue-sharing funds by the Township; operating expenses are compensated by municipal budget appropriations or services-in-kind.

Proposed Services

Sussex County, acting through the office of the Special Transportation Coordinator, is proceeding with plans to implement a countywide bus system operating in a two-loop configuration. This new system will include three minibus-type vehicles, a radio dispatching system, and bus shelters at several pickup points. It is expected that the new service will interconnect the various existing municipal and private operations, and will afford greater access to the business, government, and medical facilities of the County for transportation-disadvantaged residents. All 24 municipalities of Sussex County will thus be served by a free, comprehensive, specialized transportation system. Implementation is expected in the late summer or early fall of 1977.

No fare will be charged to users of the County system. As stated previously, the Federal Highway Administration will provide funding for the project in the form of a two-year grant of \$117,000, under the section 147 demonstration program. Two-thirds of the grant will be used for capital expenditures, while the remainder will finance the costs of operation. Startup expenses for the system will be partially offset by existing Title III grant funding which is available to the County.

Inventory Summary Data

Table 2, following, summarizes the operating characteristics of the providers of specialized transportation described in the foregoing narrative. Table 3 presents a summary inventory of the vehicles used by special transportation services in Sussex County.

TABLE 2

OPERATING CHARACTERISTICS OF SPECIALIZED TRANSPORTATION SERVICES
SUSSEX COUNTY

<u>Sponsoring Organization</u>	<u>Type of Service</u>	<u>Hours of Operation</u>	<u>Trips Served Per Week</u>	<u>Funding Sources</u>
Allan House	Scheduled Route	8:30 AM-4PM, M-F	120 (60 Round Trips)	DYFS, educational grants
Byram Township	Dial-A-Ride (DAR)	9 AM-5 PM, M-F	22 (11 Round Trips)	Municipality
Highlands Workshop	Scheduled & DAR	7-9 AM, 4-6 PM, Sched., M-F 10 AM-3 PM, DAR, M-F	80 (40 Round Trips)-Sched. NA -DAR	16 (b)(2), Title III
Hopatcong Borough	DAR	9 AM-3 PM, M-F	18 (9 Round Trips)	Title III, municipality
Labyrinthe	Scheduled	8 AM-5:30 PM, M-F	120 (60 Round Trips)	LEAA, State, County
Meals On Wheels/Outreach	DAR	8 AM-4:30 PM, M-F	100 (50 Round Trips)	Title III, Municipalities, fund raisers
Newton Senior Shuttle	Scheduled	10 AM-4 PM, 6 PM-9 PM, T-F 10 AM-1 PM, Sat.	250 - 270	HUD block grant
NORWESCAP/RSVP	Scheduled & DAR	8:30 AM-4:30 PM, M-F	Approx. 10 (5 RT) - NORWESCAP 100 (50 Round Trips) - RSVP	ACTION
Sparta Township	DAR	9:30 AM-4 PM, M-F	NA	Title III, municipality
Sussex Borough	DAR	9 AM-5 PM, M-F	10 (5 Round Trips)	Borough (vehicle), Title III
Sussex County ARC	Scheduled	8:30 AM-4:30 PM, M-F	118 (59 Round Trips)	Div. of Mental Retardation, Title XX, School tuitions, et al.
Sussex Co. Office - DYFS	DAR	9 AM-5 PM, M-F (24 Hours in Emergency)	150 (75 Round Trips)	State (vehicles), Title XX
Sussex Co. Nutrition Project	DAR	8 AM-4:30 PM, M-F	827	Title VII, CETA, Kiwanis & County donations
Sussex Co. Welfare Board	DAR	8:30 AM-4:30 PM, M-F	80 (40 Round Trips)	County (vehicles), Title XX
Sussex County	Scheduled	To be arranged	NA	FHWA Sec. 147 Demo grant, Title III

TABLE 2
OPERATING CHARACTERISTICS OF SPECIALIZED TRANSPORTATION SERVICES
SUSSEX COUNTY
(continued)

<u>Sponsoring Organization</u>	<u>Type of Service</u>	<u>Hours of Operation</u>	<u>Trips Served Per Week</u>	<u>Funding Sources</u>
Vernon Township	Special Trips	9 AM-5 PM, T, TH, F	NA - 18 per vehicle Round Trip	Revenue sharing, municipality

Source: NJDOT telephone survey of providers of specialized transportation services in Sussex County, February 1977.

TABLE 3

SUSSEX COUNTY SPECIALIZED TRANSPORTATION SERVICES - VEHICLE INVENTORY
BY USER GROUP AND OPERATOR

Vehicle Type	ELDERLY*			HANDICAPPED			ELDERLY & HANDICAPPED			Total All Categories
	County/ Municipal	Non-Profit	Total	County/ Municipal	Non-Profit	Total	County/ Municipal	Non-Profit	Total	
Sedan	1	3	4				13		13	17
Station Wagon	2	1	3				2		2	5
Vans										
8-12 Pass.	4	1	5	3	5	8				13
13-20 Pass.	2	1	3	3	1	4				4
Total All Vans	6	2	8	3	6	9				17
Bus										
22-35 Pass.	1		1							1
17-22 Pass. w/lift	1		1							1
Unspecified							3		3	3
Total All Bus	2		2				3		3	5
Total Vehicles	11	6	17	3	6	9	18	0	18	44

*May include elderly persons who are also handicapped

Source: NJDOT telephone survey of providers of specialized transportation services in Sussex County, February 1977.

UNION COUNTY

County Demographics

With a land area of 102.93 square miles, Union County is the second smallest county in New Jersey. It is, however, the third most densely populated with 5,277 people per square mile compared to an overall statewide density of 958.

According to the 1970 Census, 54,636 County residents were aged 65 or over. This represents 10.1 percent of the County's total population and is somewhat above the Statewide average of 9.7 percent. Persons in this group are not evenly distributed throughout the County. Three of the County's 21 municipalities, Elizabeth, Union Township, and Plainfield, combined have 46 percent of the County's elderly. Elderly persons with incomes considered below the poverty level are even more concentrated. The same three municipalities account for 55 percent of persons in this category.

The 1970 Census identified 27,651 County residents as handicapped or disabled. This represents 5.1 percent of the County's population and is just slightly higher than the statewide value of 4.9 percent. Handicapped residents are just as unevenly distributed throughout the County as the elderly. Approximately 55 percent of the handicapped reside in four municipalities: Elizabeth (28.9 percent), Plainfield (9.2 percent), Union Township (9.1 percent), and Linden (8.1 percent). Thus, according to 1970 Census data, at least 82,287 County residents accounting for 15.2 percent of total County population are either elderly or handicapped. Base data for the elderly and handicapped population, by municipality, is shown in Table 1. Figures 1 and 2 are general location maps provided for reference purposes.

Regular Transit Service

Union County is relatively well served by mass transit. There are 4 rail lines that operate in the County. The Amtrak New York-Washington Line (local service operated by Conrail) has the following Union County stops: North Elizabeth, Elizabeth, Linden, North Rahway, and Rahway. The Conrail Lehigh Division Mainline runs from Newark to Raritan in Somerset County with stops in Union County at Elizabethport, Elizabeth, Elmora Avenue, Roselle, Cranford, Garwood, Westfield, Fanwood, and Plainfield. The Conrail Hoboken Division has two lines. The Morristown Line runs from Hoboken to Morristown with one stop within the County at Summit. The Gladstone Line runs from Hoboken to Gladstone in Somerset County with stops within the County at Summit, New Providence, Murray Hill and Berkeley Heights (see Figure 3 for a location map of the County's rail routes and stations). Though their major function from the standpoint of Union County residents is to carry commuters to places of employment in New York City and Newark, they also provide transportation for intra-county trips.

TABLE 1
UNION COUNTY

Municipality	1 Total Population	2POPULATION AGED 65 OR OVER			3AGED 65 OR OVER BELOW POVERTY			4HANDICAPPED		
		a. Number of Persons	b. % of Municipal Population	c.% of County Elderly	a. Number of Persons	b. % of Municipal Elderly	c. % of County Elderly In Poverty	a. Number of Persons	b. % of Municipal Population	c. % of County Handicapped
Berkeley Heights	13,078	874	6.7	1.6	66	7.6	0.8	300	2.3	1.1
Clark	18,829	921	4.9	1.7	64	7.0	0.8	649	3.4	2.3
Cranford	27,391	2,537	9.3	4.6	309	12.2	3.7	930	3.4	3.4
Elizabeth	112,654	13,414	11.9	24.6	2,800	20.9	33.4	7,984	7.1	28.9
Fanwood	8,920	493	5.5	0.9	29	5.9	0.3	562	6.3	2.0
Garwood	5,260	494	9.4	0.9	63	12.8	0.8	388	7.4	1.4
Hillside	21,636	2,587	12.0	4.7	421	16.3	5.0	1,431	6.6	5.2
Kenilworth	9,165	611	6.7	1.1	61	10.0	0.7	444	4.8	1.6
Linden	41,409	3,638	8.8	6.7	660	18.1	7.9	2,239	5.4	8.1
Mountainside	7,520	626	8.3	1.2	12	1.9	0.1	306	4.1	1.1
New Providence	13,796	763	5.5	1.4	107	14.0	1.3	480	3.5	1.7
Plainfield	46,862	5,238	11.2	9.6	1,002	19.1	12.0	2,546	5.4	9.2
Rahway	29,114	2,594	8.9	4.7	453	17.5	5.4	1,733	6.0	6.3
Roselle	22,585	2,208	9.8	4.0	347	15.7	4.1	902	4.0	3.3
Roselle Park	14,277	1,425	10.0	2.6	140	9.8	1.7	652	4.6	2.4
Scotch Plains	22,279	1,390	6.2	2.5	135	9.7	1.6	836	3.8	3.0
Springfield	15,740	2,077	13.2	3.8	151	7.3	1.8	491	3.1	1.8
Summit	23,620	3,000	12.7	5.5	388	12.9	4.6	894	3.8	3.2
Union	53,077	6,617	12.5	12.1	797	12.0	9.5	2,515	4.7	9.1
Westfield	33,720	2,986	8.9	5.5	327	11.0	3.9	1,137	3.4	4.1
Winfield	2,184	143	6.5	0.3	47	32.9	0.6	232	10.6	0.8
TOTAL	543,116	54,636	10.1%	100.0%	8,379	15.3%	100.0%	27,651	5.1%	100.0%
			of County Population			of County Elderly			of County Population	

Source: U.S. Census of Population, 1970
 Cols. 1, 2A-C: PC(1) B 32 General Population Characteristics
 Cols. 3A-C: P4M 86, 90 (estimated from 20% sample)
 Cols. 4A-C: P4M 52 (estimated from 5% sample, ages 16-64)
 data for handicapped under 16 not available

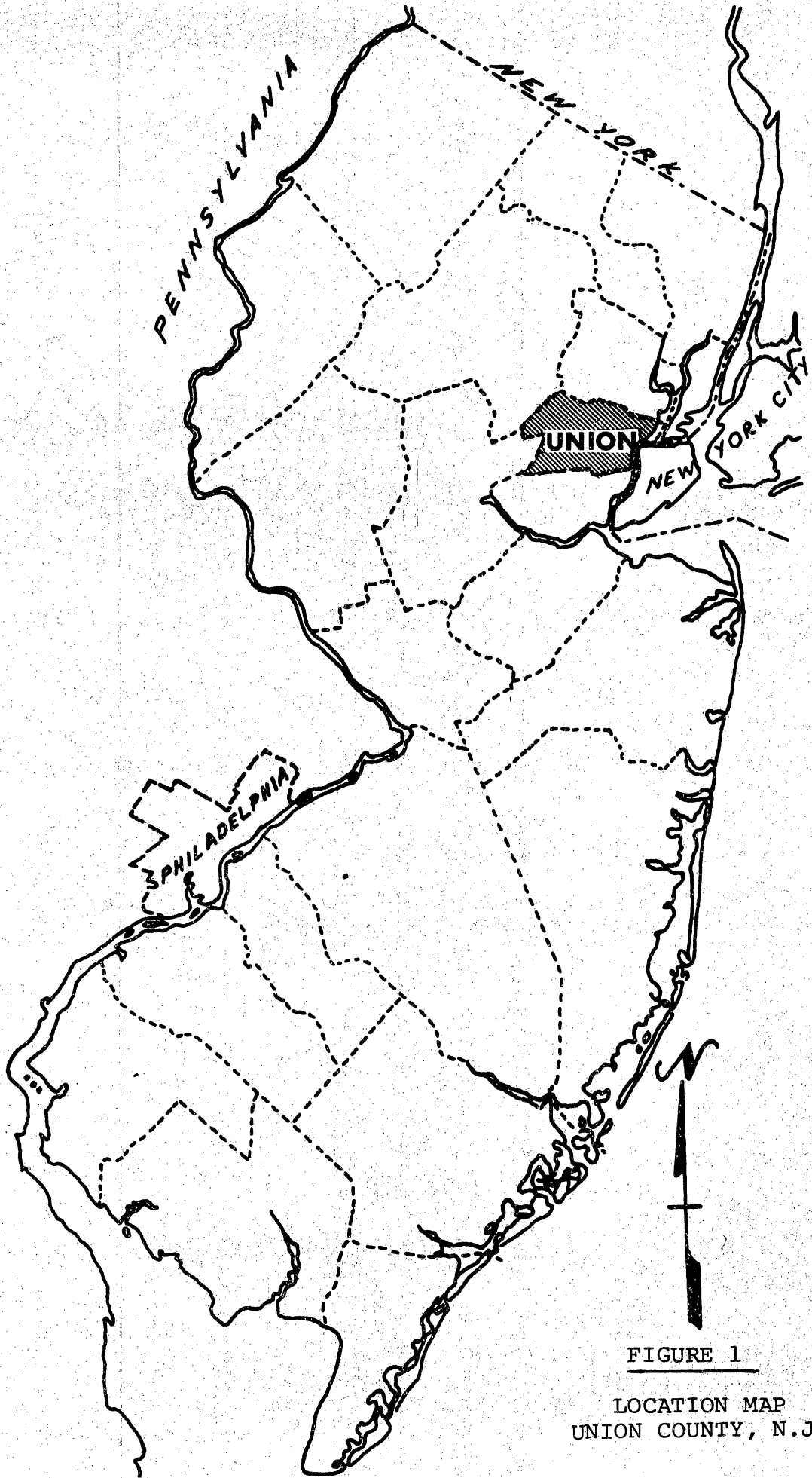


FIGURE 1

LOCATION MAP
UNION COUNTY, N.J.

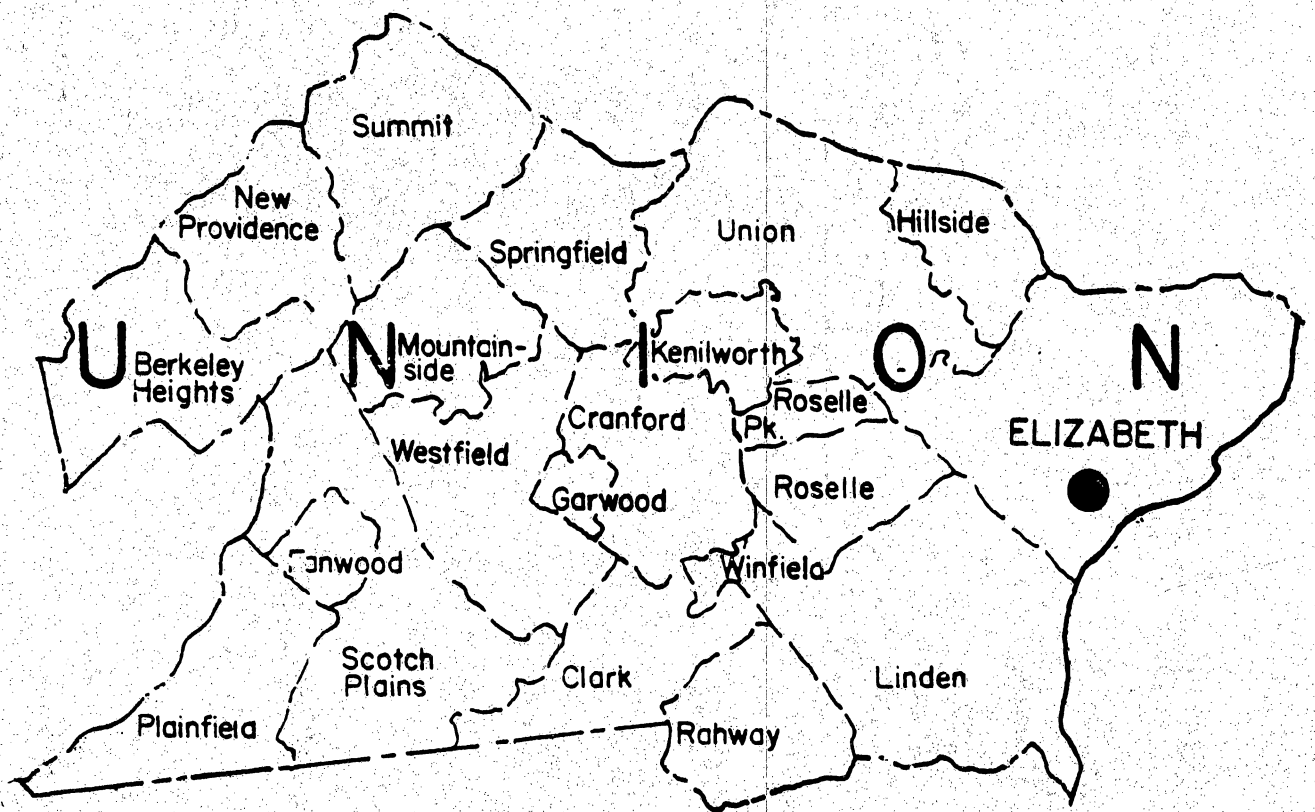


FIGURE 2
UNION COUNTY MUNICIPALITIES

Bus service is provided by 10 carriers operating 35 routes within or through the County, mainly to employment centers. The Somerset Bus Company offers service to New York City and Newark. Transport of New Jersey operates routes entirely within the County and others connecting the County with neighboring Essex, Morris, and Middlesex Counties. The remaining 8 carriers provide service primarily for intra-county trips. Table 2 presents a listing of the 10 carriers along with the routes they operate.

At present, there are 50 taxi-cab companies serving Union County. Company fares vary from one municipality to another since fares are regulated by municipal ordinance.

As of January 18, 1977 approximately 26,763 of the County's elderly and 133 of the County's handicapped residents had registered for the Senior Citizen and Handicapped Half Fare Program.

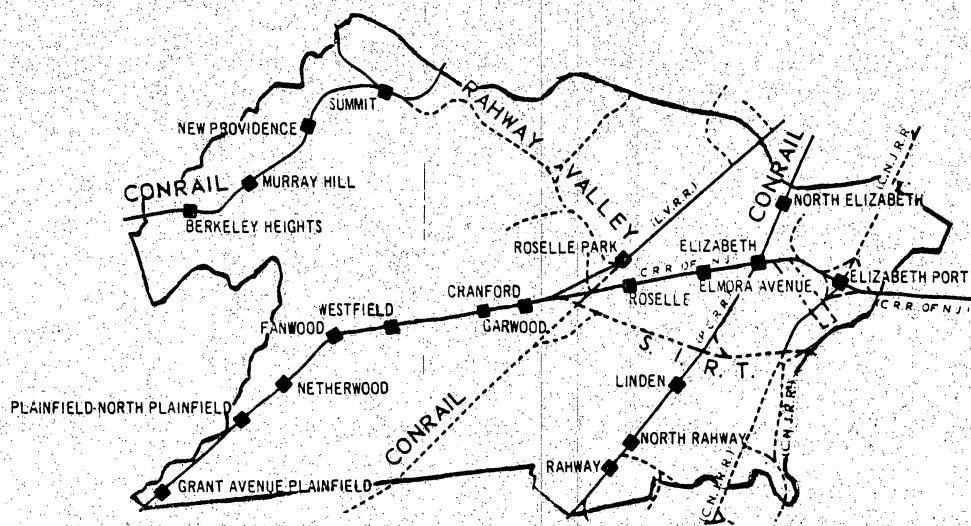
Scope of Existing Service

At present there are 30 organizations providing transportation services to elderly and handicapped residents of Union County. Of these organizations, 10 are municipally operated. In general, the service offered by these 10 organizations is limited to elderly residents of a specific municipality and ranges from flexible dial-a-ride type service to that of a scheduled fixed route. With the exception of the Summit Minibus Service, these services are provided free of charge to patrons.

There are 17 non-profit organizations serving the transportation needs of the County's elderly and handicapped. Two of these organizations offer service primarily to the elderly on a free dial-a-ride basis. One organization offers emergency service to the doctors' office and the hospital and is not restricted to the elderly and handicapped.

Five organizations cater exclusively to the needs of the County's handicapped residents. They provide both door-to-door and scheduled fixed route service for their clients to the organizations' various programs and to medical facilities.

Four religious and church-based organizations offer free transportation to the elderly and handicapped of certain areas of the County. Service ranges from door-to-door to scheduled fixed route.



LEGEND







-  PASSENGER STATIONS
-  PASSENGER & FREIGHT LINES
-  RAPID TRANSIT
-  FREIGHT SERVICE
-  ABANDONED LINES
-  PREVIOUS NAME OF LINE



FIGURE 3

**RAIL ROUTES AND STATIONS
IN UNION COUNTY**

TABLE 2

BUS COMPANIES AND ROUTES SERVING UNION COUNTY

<u>BUS COMPANY</u>	<u>ROUTE NO.</u>	<u>ROUTE DESCRIPTION</u>
Somerset Bus Company	15	Clark-New York via Linden, Roselle, Elizabeth and Hillside
Somerset Bus Company	111	Roselle Park-New York via Elizabeth
Somerset Bus Company	143	Plainfield-New York via Fanwood, Westfield, Garwood, Cranford, Roselle Park, Union and Hillside
Somerset Bus Company	148(Local)	Somerville-New York via Plainfield, North Plainfield, Scotch Plains, Mountainside, Springfield and Union
Somerset Bus Company	148(Express)	Mountainside-New York via Route 22 and New Jersey Turnpike
Somerset Bus Company	222	Dunellen-New York via Plainfield, Scotch Plains, Fanwood, Westfield, Garwood, Cranford and Roselle
Somerset Bus Company	333	Plainfield-New York via South Plainfield, Edison and Metuchen
Somerset Bus Company	140	Newark-Somerville via Hillside, Union, Springfield, Mountainside, Scotch Plains, Plainfield and Middlesex
Somerset Bus Company	141	Newark-Westfield via Hillside, Union, Springfield and Mountainside
Transport of New Jersey (TNJ)	8	Elizabeth-Springfield via Morris Avenue and Union Center
Transport of New Jersey (TNJ)	12	Newark Airport-Port Elizabeth via Port Newark
Transport of New Jersey (TNJ)	24	Elizabeth-W. Orange via Elizabethport, East Jersey Street, Newark Avenue, Newark and East Orange
Transport of New Jersey (TNJ)	26	Elizabeth-Elmora via East Jersey Street, Fifth Street, Elizabeth Avenue, Broad Street, Westfield Avenue and Magie Avenue
Transport of New Jersey (TNJ)	28	Elizabeth-Kenilworth via Bayway Avenue, Broad Street, Westfield Avenue and Roselle Park
Transport of New Jersey (TNJ)	30	Elizabethport Station-North Elizabeth via Second Street, First Street, Elizabeth Avenue, Broad Street and Magnolia Avenue
Transport of New Jersey (TNJ)	34	Elizabeth-Linden (Tremley Point) via Rahway Avenue, St. George Avenue and Wood Avenue
Transport of New Jersey (TNJ)	48	Newark-Union via Irvington
Transport of New Jersey (TNJ)	49	Newark-Dunellen via Hillside, Elizabeth, Roselle, Cranford, Garwood, Westfield, Scotch Plains and Plainfield
Transport of New Jersey (TNJ)	62	Newark-Perth Amboy via Elizabeth, Linden, Rahway, Carteret and Woodbridge
Transport of New Jersey (TNJ)	70	Newark-Livingston Mall via Irvington, Springfield and Summit
Transport of New Jersey (TNJ)	134	Newark-New Brunswick via Elizabeth, Linden, Rahway, Woodbridge and Metuchen
Transport of New Jersey (TNJ)	119	Lakewood-New York via Routes 1 and 9, Elizabeth and Newark

TABLE 2 (continued)

BUS COMPANIES AND ROUTES SERVING UNION COUNTY

<u>BUS COMPANY</u>	<u>ROUTE NO.</u>	<u>ROUTE DESCRIPTION</u>
Transport of New Jersey (TNJ)	135	New Brunswick-New York via Highland Park, Metuchen, Rahway, Linden, Roselle and Elizabeth
Transport of New Jersey (TNJ)	150	New York-Pennsylvania via Hillside, Union, Mountainside and Scotch Plains
ARO to Staten Island	01-103	Newark/Elizabeth Line-Staten Island (St. Georges Ferry) via Newark Avenue, Broad Street, Elizabeth
Seidler Bus Company, Inc.	12	Newark-Elizabeth via Newark Avenue, Broad Street, Rahway Avenue, Elmora Avenue, Westfield Avenue and Grove Street
Elizabeth, Hillside, Union, Irvington	6	Elizabeth-Irvington via Union and Hillside
Elizabeth, Hillside, Union, Irvington	5	Union-Irvington via Springfield Road, Liberty Avenue, Burnet Avenue, Stanley Terrace, Stuyvesant Avenue and Union Avenue
Plainfield Transit	16	Plainfield-Plainfield Station to Rock Avenue via W. Fourth Avenue, W. Third Avenue and Clinton Avenue
Plainfield Transit	18-22	Plainfield-Rock Avenue to Terrill Road via Greenbrook Road, Somerset Street, Park Avenue and Randolph Road
Plainfield Transit	20	Plainfield-Menlo Park via South Plainfield and Metuchen
Beviano	44	Elizabeth-Winfield via Jersey Street, South Broad Street, Route 1, Wood Avenue and Raritan Road
Trackless Transit	94	Roselle-East Orange via Roselle Park, Roselle, Union, Irvington and Newark (Vailsburg)
Watchung Transit		Scotch Plains-Summit via Berkeley Heights and New Providence
Elizabeth Transit Corp.	30	Elizabethport Station-North Elizabeth via Second Street, First Street, Elizabeth Avenue, Broad Street and Madison Avenue

There are 4 voluntary organizations that make available free transportation to the elderly and handicapped. Three of these organizations operate door-to-door service to residents of certain municipalities, relying on volunteers driving their own cars. The remaining organization operates a scheduled fixed route one day a week.

The 5 chapters of the American Red Cross of Union County have joined together to form the Union County Red Cross Transportation Service to make free transportation services available to elderly and handicapped County residents. The dial-a-ride and scheduled fixed route service offered is designed primarily to take patrons to various facilities for medical treatment.

Three private companies offer door-to-door service to elderly and handicapped patrons for trips to various medical facilities. Two of these companies offer ambulance service.

Table 3 presents a summary of the operating characteristics of the 30 organizations mentioned above. Table 4 presents an inventory of the types of vehicles used by these organizations.

Under Section 16 (b) (2) of the Urban Mass Transportation Act of 1964, as amended, the Federal government makes funds available to non-profit organizations for the purchase of vehicles and equipment to provide transportation services to the elderly and handicapped. Through participation in this program, the following organizations received vehicles for the fiscal year 1975: Senior Citizens Organization of Berkeley Heights - 1 van, Winfield Mutual Housing Corporation - 1 van, American Red Cross, Eastern Union County Chapter - 4 vans, Union County Association for Retarded Citizens - 2 vans, United Cerebral Palsy League of Union County - 2 vans.

With the discontinuance of the Haddonfield dial-a-ride demonstration project in March, 1975, nineteen vehicles became available for distribution to organizations providing transportation services to the transportation disadvantaged. Through the Gift-on-Wheels program, the Borough of Roselle Park and the Township of Union each received a 17-passenger bus.

Inventory of Existing Services

Municipal Services

1. The Plainfield Senior Citizens Service Program provides free dial-a-ride service for approximately 200 elderly (aged 50 and over) persons per week, whose annual income does not exceed \$6,958 for individuals or \$9,099 for a family. The agency operates one 22-passenger minibus equipped with a hydraulic wheelchair lift. Hours of operation are from 8:00 a.m. to 6:00 p.m. Monday through Friday. The annual operating cost of \$29,232 is supported 50 percent by funds from Union County and 50 percent by Federal funds under Title III of the Older Americans Act and Title XX of the Social Security Act.

TABLE 3

OPERATING CHARACTERISTICS OF TRANSPORTATION SERVICES
AVAILABLE TO THE ELDERLY AND HANDICAPPED OF UNION COUNTY

<u>Type of Operation</u>	<u>Type of Service</u>	<u>Hours of Operation</u>	<u>Number of People Served Per Week</u>	<u>Annual Operating Cost*</u>
MUNICIPAL:				
Plainfield Senior Citizens Program	Dial-A-Ride	8:00 AM-6:00 PM, M-F	200	\$29,232
Union Township Community Action Org.	Dial-A-Ride	24 Hour	174	\$12,676
Senior Citizens Dept. of Union Twp.	Scheduled Fixed Route	10:00 AM-4:30 PM M, T, TH, F	250	\$ 1,560
Township of Cranford	Scheduled Fixed Route	9:00 AM-4:00 PM M, T, TH, F	75	\$12,500
Township of Hillside	Scheduled Fixed Route	10:00 AM-3:00 PM, M-F	125	\$ 5,900
City of Linden	Scheduled Fixed Route	9:00 AM-3:30 PM, T-F 8:30 AM-11:30 AM, M	175	\$ 8,635
Township of Springfield	Scheduled Fixed Route	9:00 AM-4:00 PM, M-TH	32	N/A
Summit Minibus Service	Scheduled Fixed Route	7:00 AM-7:00 PM, M-F 9:00 AM-6:00 PM, SAT.	1,000	\$74,580
Borough of Roselle Park	Scheduled Fixed Route	9:30 AM-2:30 PM, T-F	80	\$ 7,000
Senior Citizens Org. of Berkeley Heights	Scheduled Fixed Route	8:00 AM-12:00 Noon, T 10:00 AM-4:00 PM, F	65	\$ 5,000
NON-PROFIT:				
Winfield Mutual Housing Corp.	Dial-A-Ride	9:00 AM-4:00 PM, M-F	98	N/A
Senior Citizens Transp. of Union Co.	Scheduled Fixed Route and Door-To-Door	7:00 AM-4:00 PM, M-F	90	N/A

*For the year 1976

Source: NJDOT Survey of Transportation Services Available to the Elderly and Handicapped, December, 1976

TABLE 3 (continued)

OPERATING CHARACTERISTICS OF TRANSPORTATION SERVICES
AVAILABLE TO THE ELDERLY AND HANDICAPPED OF UNION COUNTY

<u>Type of Operation</u>	<u>Type of Service</u>	<u>Hours of Operation</u>	<u>Number of People Served Per Week</u>	<u>Annual Operating Cost*</u>
NON-PROFIT: (continued)				
Emergency Medical Services, Eliz.	Emergency	24 HRS./DAY 7 DAYS/WK.	100	N/A
Mount Carmel Guild	Scheduled Fixed Route	8:00 AM-10:00 PM, WKDYS. 9:00 AM-10:00 PM, WKENDS	125	\$ 8,900
Union Co. Assoc. For Retarded Citizens	Door-To-Door	N/A	1,000	\$94,000
Easter Seal Society of Union Co.	Door-To-Door	N/A	250	\$ 9,000
United Cerebral Palsy League of Union Co.	Dial-A-Ride	7:00 AM-11:00 AM & 1:00 PM-4:30 PM, M-F	315	\$38,600
American Cancer Society	Door-To-Door	N/A	25	N/A
Catholic Community Services	Door-To-Door and Scheduled Fixed Route	N/A	82	\$ 4,170
FOCUS	Dial-A-Ride	12 HRS./DAY 7 DAYS/WK.	25	\$ 120
YMHA of Union	Scheduled Fixed Route	10:00 AM-2:00 PM W, TH	50	N/A
Jewish Family Service of Central N.J.	Dial-A-Ride	N/A	1	N/A
FISH of Westfield	Door-To-Door	24 HRS./DAY 7 DAYS/WK.	16	N/A
FISH of New Providence	Dial-A-Ride	N/A	3	N/A
STAR-FISH of Plainfield	Dial-A-Ride	N/A	5	N/A
Salvation Army	Scheduled Fixed Route	1:00 PM-3:00 PM, TH	30	\$ 800

* For the year 1976

Source: NJDOT Survey of Transportation Services Available to the Elderly and Handicapped
December, 1976

TABLE 3 (continued)

OPERATING CHARACTERISTICS OF TRANSPORTATION SERVICES
AVAILABLE TO THE ELDERLY AND HANDICAPPED OF UNION COUNTY

<u>Type of Operation</u>	<u>Type of Service</u>	<u>Hours of Operation</u>	<u>Number of People Served Per Week</u>	<u>Annual Operating Cost*</u>
NON-PROFIT: (continued)				
Union Co. Red Cross Transp. Service	Door-To-Door	9:00 AM-5:00 PM, M-F	500	N/A
Eastern Union Co.	Scheduled Fixed Route	10:00 AM-4:00 PM, M-F		
Summit	Dial-A-Ride	8:30 AM-4:00 PM, M-F	30	\$ 3,970
Plainfield	Dial-A-Ride	8:00 AM-5:00 PM, M-F	250	\$10,812
PRIVATE:				
Lytwyn & Lytwyn Ambulance Service	Ambulance	N/A	45	\$27,700
Medical Transportation Service	Door-To-Door	24 Hour	N/A	N/A
Ambicare Incorporated	Dial-A-Ride	8:00 AM-11:00 PM	350	N/A

*For the year 1976

Source: NJDOT Survey of Transportation Services Available to the Elderly and Handicapped
December, 1976

TABLE 4

UNION COUNTY SPECIAL TRANSIT SERVICES VEHICLE INVENTORY
BY USER GROUP AND OPERATOR

Type Vehicle	ELDERLY*			HANDICAPPED	ELDERLY & HANDICAPPED				Total All Categories
	Municipal	Non-Profit	Total	Non-Profit	Municipal	Non-Profit	Private For-Profit	Total	
Sedans		1	1			3		3	4
Station Wagons		2	2			9		9	11
Vans									
4-6 Pass.		1	1				19	19	20
8-12 Pass.	1		1	6		3		3	10
14-20 Pass.	1	1	2	10		2		2	14
8-9 Pass./Lift				3					3
Total All Vans	2	2	4	19		5	19	24	47
Bus									
15-22 Pass.	8	1	9		4	1		5	14
32-35 Pass.				1		1		1	2
40-54 Pass.	2	1	3	2					5
17-22 Pass./Lift	1		1	1					2
Total All Bus	11	2	13	4	4	2		6	23
Ambulance							3	3	3
Unspecified				2		6		6	8
Total Vehicles	13	7	20	25	4	25	22	51	96

*May include elderly persons who are also handicapped.

Source: NJDOT Survey of Transportation Services Available to the Elderly and Handicapped
December, 1976

F-10

2. The Union Township Community Action Organization provides free 24 hour dial-a-ride service to approximately 174 elderly (aged 65 and over) residents of Union Township per week. To qualify for this service, a client must have an annual income considered below the poverty level as defined by the Federal government. Trips are made to nutritional centers, shopping and medical facilities. The agency operates one 11-passenger van at an annual cost of \$12,676. Supporting funds are received from the Federal government under Title III of the Older Americans Act.
3. The Senior Citizens Department of Union Township provides service to approximately 250 elderly (aged 60 and over) patrons a week. The Department operates one 16-passenger and one 17-passenger minibus on a scheduled fixed route from 10:00 a.m. to 4:30 p.m. Monday, Tuesday, Thursday, and Friday. A 40-passenger school bus is available for special trips for recreational purposes. About 80 percent of all trips are made for shopping and social-recreational purposes, while the remaining trips are made for medical purposes. The annual operating cost of \$1,560 is derived entirely from Township funds.
4. The Township of Cranford provides free transportation to approximately 75 elderly (aged 62 and over) residents per week. Two vehicles, a 40-passenger school bus and an 18-passenger minibus equipped with a wheelchair ramp, operate along a scheduled fixed route from 9:00 a.m. to 4:00 p.m. Monday, Tuesday, Thursday, and Friday. Trips are made primarily for shopping and social-recreational purposes. Annual operating expenses of \$12,500 are funded from two sources: 20 percent from the Township of Cranford and 80 percent from the Federal government under Title III of the Older Americans Act and Title VI of the Comprehensive Employment and Training Act.
5. The Township of Hillside offers free service to approximately 125 elderly (aged 60 and over) residents per week. The Township operates one 16-passenger minibus on a scheduled fixed route from 10:00 a.m. to 3:00 p.m. Monday through Friday. Trips are made primarily for shopping and social-recreational purposes. The annual operating cost of \$5,900 is supported 25 percent from Township funds and 75 percent from Federal funds under Title III of the Older Americans Act.
6. The City of Linden transports approximately 175 elderly (aged 60 and over) residents a week to shopping and social-recreational activities free of charge. The City operates two 22-passenger vehicles, 1 equipped to handle wheelchairs, on a scheduled fixed route 8:30 a.m. to 11:30 a.m. Mondays and 9:00 a.m. to 3:30 p.m. Tuesday through Friday. The annual operating cost of \$8,635 is absorbed entirely by the City of Linden.

7. The Township of Springfield provides free service to approximately 32 elderly persons a week. The Township operates one 22-passenger minibus on a scheduled fixed route from 9:00 a.m. to 4:00 p.m. Monday through Thursday. The service is funded entirely by the Township.
8. The Summit Minibus Service accommodates approximately 1,000 people per week; of these about 25 percent are elderly. A fare of 25¢ is charged for elderly patrons and 50¢ for all others. The agency operates four 16-passenger vehicles on a scheduled fixed route 7:00 a.m. to 7:00 p.m. Monday through Friday and 9:00 a.m. to 6:00 p.m. on Saturday. The annual operating cost of \$74,580 is supported 67 percent by Municipal funds and 33 percent by fares.
9. The Borough of Roselle Park provides free transportation to approximately 80 elderly (aged 62 and over) persons per week. The Borough operates one 17-passenger bus on a scheduled fixed route within the Borough from 9:30 a.m. to 2:30 p.m. Tuesday, Wednesday, Thursday, and Friday. Seventy-five percent of the trips are made for shopping and 25 percent for social-recreational purposes. Operating expenses of approximately \$7,000 per year are supported entirely by Borough funds.
10. The Senior Citizens Organization of Berkeley Heights transports approximately 65 elderly (aged 60 and over) residents per week free of charge. The Organization operates one 14-passenger van on a scheduled fixed route from 8:00 a.m. to 12:00 Noon on Tuesdays and from 10:00 a.m. to 4:00 p.m. on Fridays. Fifty percent of the trips are made for shopping and 50 percent for social-recreational purposes. The annual operating cost of \$5,000 is funded entirely by the Township.

Non-Profit Organizations

11. The Winfield Mutual Housing Corporation provides free dial-a-ride service for approximately 98 elderly (aged 62 and over) residents of Union and Middlesex Counties. About 50 percent of trips made are for medical purposes and 50 percent for shopping and social-recreational purposes. One 15-passenger minibus runs from 9:00 a.m. to 4:00 p.m. Monday through Friday. Reservations must be made 24 hours in advance.
12. Senior Citizens Transportation of Union County offers free transportation to approximately 90 elderly (aged 60 and over) residents a week from the municipalities of Elizabeth, Linden, Rahway, Roselle, and Roselle Park. The organization provides both door-to-door service and scheduled trips to shopping centers. Vehicles providing service include: one 40-passenger bus equipped with a ramp and 5-inch steps, one 6-passenger van with provision for a hospital bed, two 5-passenger station wagons, and one 5-passenger sedan equipped to accommodate wheelchairs. Normal hours of operation are from 7:00 a.m. to 4:00 p.m. Monday through Friday. Emergency service is available on a 24 hour basis. Most trips are made for medical reasons, the remaining trips being made for shopping purposes. The service is supported entirely by private donations.

13. Emergency Medical Services, City of Elizabeth provides door-to-door service to any resident of the City of Elizabeth requiring transportation to medical facilities. Currently, approximately 100 people per week use this service. The agency operates 5 vehicles 24 hours a day, 7 days a week. Funding is provided by Municipal funds, State funds, Federal funds under Title VI of the Comprehensive Employment and Training Act, and a grant from the Robert Wood Johnson Foundation.
14. The Mount Carmel Guild located in Newark provides free transportation for approximately 125 of its elderly (aged 60 and over) Union County clients per week to the Guild. The Guild operates one 11-passenger vehicle and one 15-passenger vehicle on a scheduled fixed route from 8:00 a.m. to 10:00 p.m. weekdays and from 9:00 a.m. to 10:00 p.m. weekends. In addition, volunteers driving their own vehicles are used when possible. The annual cost of \$8,900 is funded entirely under Title III of the Older Americans Act.
15. The Union County Association for Retarded Citizens provides door-to-door service for approximately 1,000 of its clients a week from their homes to the Association. The Association operates a fleet of 14 vehicles 5 days a week. This fleet includes: one 46-passenger bus, one 34-passenger bus, one 32-passenger bus, one 20-passenger van, four 16-passenger vans, one 15-passenger van, three 12-passenger vans, and two 8-passenger vans. One of the 8-passenger vans is equipped with a wheelchair lift. Fares charged are \$15.00 per week for preschool children and \$33.00 a month for adults. The annual operating cost of \$94,000 is funded from 3 sources: 10 percent from Municipal funds, 70 percent from the Federal government under Title VI of the Comprehensive Employment and Training Act, and 20 percent from fares.
16. The Easter Seal Society of Union County provides free transportation for approximately 250 handicapped clients a week from their homes to the Society's activities. The Society operates one 17-passenger bus equipped with a hydraulic wheelchair lift and three 16-passenger vans 5 hours a day Monday through Saturday. Annual operating expenses of \$9,000 are supported by funds generated from various Easter Seal fund raising campaigns.
17. The United Cerebral Palsy League of Union County offers free dial-a-ride service to approximately 315 handicapped residents a week from Union County and South Plainfield in Middlesex County. The League operates two 15-passenger vans, one 12-passenger van and two 9-passenger vans from 7:00 a.m. to 11:00 a.m. and from 1:00 p.m. to 4:30 p.m. Monday through Friday. Both 9-passenger vans are equipped with hydraulic wheelchair lifts. Trips are made primarily to day care and training centers for children and to medical facilities for adults. The annual operating cost of \$38,600 is defrayed by funds derived from the following sources: 20 percent from Municipal funds, 10 percent from County funds, 60 percent from Federal funds under Title XX of the Social Security Act, and 10 percent from private donations.

18. The American Cancer Society supplies free door-to-door service to cancer patients residing in Union County for trips to the doctor's office, clinics and hospitals. Volunteers using their own vehicles transport approximately 25 patients per week, Monday through Friday. Funding comes entirely from voluntary contributions to the Society.
19. Catholic Community Services provides free transportation for approximately 82 elderly County residents (aged 60 and over) a week to and from nutrition centers. Service consists of both door-to-door from 8:30 a.m. to 3:30 p.m. for which reservations must be made 24 to 48 hours in advance, and scheduled fixed route 2 hours a day, 4 days a week. The organization operates one 15-passenger van at an annual cost of \$4,170. Funding comes entirely from charitable donations.
20. FOCUS is a voluntary program administered by the Presbyterian Church of Westfield. Approximately 25 elderly (aged 55 and over) persons a week living within a 5-mile radius of the Church are driven to the doctor's office and shopping by volunteers driving their own vehicles. The service is available 12 hours a day, 7 days a week. Annual operating expenses of \$120 are absorbed in the Church's general budget.
21. The Young Mens Hebrew Association of Union provides free transportation to approximately 50 elderly (aged 60 and over) people a week residing in the Union-Irvington-Elizabeth-Cranford area to a nutrition center. The Association operates 1 school bus. On Wednesdays and Thursdays clients are picked up at 10:00 a.m. at designated pick-up points, taken to the "Y", and returned to the pick-up points at 2:00 p.m. The annual operating cost of \$4,576 is supported by funds from 3 sources: 60 percent from the Federation of Jewish Philanthropies, 20 percent from donations by patrons and 20 percent from donations from others.
22. The Jewish Family Service of Central New Jersey provides free dial-a-ride service to approximately 4 elderly and handicapped residents a month for trips to the doctor and shopping. Volunteers drive their own vehicles.
23. FISH of Westfield offers free transportation service for residents of Westfield, Mountainside, Scotch Plains and Fanwood with special needs, such as the elderly and the handicapped (must be ambulatory). The service consists of door-to-door service available 24 hours a day, 7 days a week. Volunteers driving their own vehicles carry approximately 16 people a week. Operating expenses are paid for through donations from various local charities.
24. FISH of New Providence serves residents of the New Providence-Berkeley Heights area. Currently, approximately 3 people a week are transported by volunteers using their own vehicles. Operating costs are offset by funds made available by a local charity.

25. STAR-FISH of Plainfield serves residents of the City of Plainfield. Approximately 5 persons a week are driven to doctors' offices, clinics, hospitals, etc. by volunteers using their own vehicles.
26. The Salvation Army offers free transportation to elderly and handicapped residents of the City of Plainfield (primarily disabled veterans) to the agency for social-recreational activities. One 35-passenger school bus carries approximately 30 people a week on a scheduled fixed route. Every Thursday clients are picked up at 1:00 p.m. and returned at 3:00 p.m. The annual cost of \$800 is supported entirely by charitable donations.
27. The Union County Red Cross Transportation Services was created by the 5 Red Cross Chapters of Union County (Eastern Union County, Summit, Plainfield, Cranford, and Westfield-Mountain-side) to provide free transportation services to the elderly, the handicapped (must be ambulatory), and others with special needs.

The Eastern Union County Chapter offers door-to-door service by appointment from 9:00 a.m. to 5:00 p.m. Monday through Friday. Reservations should be made 5 days in advance when possible. In addition, scheduled fixed route service is offered from 10:00 a.m. to 4:00 p.m. Monday through Friday. Approximately 500 people a week use this service. The Chapter operates 4 vans each with a seating capacity of 12 to 15 passengers and 2 station wagons each with a seating capacity of 6 to 9 passengers. Trips are made primarily for medical purposes, the remainder for shopping. Funding is derived from 3 sources: 75 percent from Federal funds under Title III of the Older Americans Act and Title XX of the Social Security Act, 15 percent from County funds, and 10 percent from funds raised by the Red Cross.

The Summit Chapter runs a dial-a-ride service 8:30 a.m. to 4:00 p.m. Monday through Friday. Reservations must be made 3 days in advance, except for emergencies. Five vehicles, each with a seating capacity of 5 to 6 passengers carry approximately 30 people a week from the Summit-New Providence-Berkeley Heights-Springfield area. Operating expenses totalling \$3,970 per year are entirely defrayed by funds raised by the Red Cross.

The Plainfield Chapter offers free dial-a-ride service to elderly (aged 62 and over) and handicapped (must be ambulatory) residents of the municipalities of Plainfield, North Plainfield, South Plainfield, Dunellen, Green Brook, Fanwood, Scotch Plains, Warren and Watchung. The service is available from 8:00 a.m. to 5:00 p.m. Monday through Friday. Reservations should be made by 3:00 p.m. the day before the desired trip is to be taken. Service can be made available on weekends if necessary. Using one 15-passenger van and three 9-passenger station wagons, approximately 250 patrons are transported per week at an annual cost of \$10,812. Ninety percent of supporting funds are derived from the Federal government, 50 percent under Title XX of the Social Security Act and 40 percent under Title VI of the Comprehensive Employment and Training Act, and 10 percent from municipal funds.

Private Companies

28. The Lytwyn and Lytwyn Ambulance Service provides ambulance service to approximately 45 patrons a week. The Service has 2 ambulances which cost \$27,700 a year to operate. Funding is derived 70 percent from Medicare-Medicaid payments and 30 percent from users' fares.
29. The Medical Transportation Service offers 24 hour door-to-door service to medical facilities for residents of the Union-Essex-Morris-Middlesex Counties area. The Service has two 5-passenger vans equipped with wheelchair ramps and 1 ambulance.
30. Ambicare Incorporated located in Orange provides transportation to medical facilities for approximately 350 elderly and handicapped (under the definition of "medical need" established by the Medicaid program) persons per week. Service is available from 5:00 a.m. to 11:00 p.m. Subscription service is also available. Ambicare operates 17 vans, each with a seating capacity of 4 to 6 passengers. One van is equipped with 1 stretcher and 2 wheelchairs.

WARREN COUNTY

County Demographics

With the exception of Phillipsburg, and several small urban centers, Warren County is entirely rural in character. The County ranks ninth among the twenty-one New Jersey Counties in terms of land area, but ranks only seventeenth in total population. Its density, 204.6 persons per square mile, is only about 20% of the statewide average. Five municipalities with densities of 500 persons per square mile or greater account for 52.5% of the total population, but only 3.2% of the total land area.

There are 8,385 residents of Warren County aged 65 or over, representing 11.3% of the total population. Over one-quarter of the County elderly reside in Phillipsburg. By Census Bureau standards, 18.0% of the elderly have incomes below the poverty level. The 1970 Census lists 4.3% of the County population as being disabled or handicapped. This total does not include a value for Pahaquarry Township since the number of disabled or handicapped was sufficiently low that its release would violate Census Bureau confidentiality standards.

Table 1 presents base data on the elderly and handicapped on a municipal basis. Figures 1 and 2 are general location maps and are provided for reference purposes.

Regular Transit Service

Three bus companies operate within Warren County. Lakeland Bus and Real Transit provide service to New York City from Hackettstown and Blairstown respectively, but both carriers lack authority from the Public Utilities Commission to carry intra-state passengers. The only local transit service available to residents of the County is a Transport of New Jersey (TNJ) route connecting Allentown and New York by way of Phillipsburg. Service on this route is relatively frequent, but the route passes through only the extreme southern end of the County. As of May, 1975, only 7.3% of the County elderly had registered for the Senior Citizens Reduced Fare Program, reflecting the low level of service available.

Rail service in Warren County consists of limited commuter service to New York City, Newark and other New Jersey destinations to the east operated by Conrail on its Lehigh Division (former Central Railroad of New Jersey Mainline). There is only one stop along this route within the County, at Phillipsburg (see Figure 3).

TABLE 1

WARREN COUNTY

Municipality	Total Population	POPULATION AGED 65 OR OVER			AGED 65 OR OVER BELOW POVERTY			HANDICAPPED		
		Number of Persons	% of Total Population	% of County Elderly	Number of Persons	% of Municipal Elderly	% of County Elderly In Poverty	Number of Persons	% of Total Population	% of County Handicapped
Allamuchy	1,138	97	8.5	1.1	30	30.9	2.0	21	1.8	0.6
Alpha	2,829	223	7.3	2.7	53	23.8	3.5	121	4.3	3.2
Belvidere	2,722	354	13.0	4.2	71	20.1	4.7	127	4.7	3.4
Blairstown	2,189	295	13.5	3.5	50	17.0	3.3	171	7.8	4.6
Franklin	1,973	196	9.9	2.3	46	23.5	3.1	24	1.2	0.6
Frelinghuysen	1,118	106	9.5	1.3	12	11.3	0.8	17	1.5	0.5
Greendale	1,482	136	9.2	1.6	36	26.5	2.4	83	5.6	2.2
Hackettstown	9,472	331	8.8	9.9	119	14.3	7.9	387	4.1	10.4
Hardwick	548	65	11.9	.8	15	23.1	1.0	0	0	0
Harmony	2,195	240	10.9	2.9	26	10.8	1.7	106	4.8	2.8
Hope	1,140	142	12.5	1.7	12	8.5	0.8	56	4.9	1.5
Independence	2,057	213	10.4	2.5	60	28.2	4.0	128	6.2	3.4
Knowlton	1,738	224	12.9	2.7	52	23.2	3.5	72	4.1	1.9
Liberty	1,229	111	9.0	1.3	23	20.7	1.5	61	5.0	1.6
Lopatcong	3,144	349	11.1	4.2	68	19.5	4.5	93	3.0	2.5
Mansfield	3,546	252	7.1	3.0	52	20.6	3.5	165	4.7	4.4
Oxford	1,742	297	17.0	3.5	26	8.3	1.7	170	9.8	4.6
Pahaquarry	71	14	19.7	0.2	7	50.0	0.5	*	*	*
Phillipsburg	17,849	2,409	13.5	28.7	374	15.5	24.8	1,029	5.8	27.6
Pohatcong	3,924	341	8.7	4.1	43	12.6	2.9	227	5.8	6.1
Washingtonboro	5,943	901	15.2	10.7	187	20.8	12.4	291	4.9	7.8
Washington Twp.	3,585	347	9.7	4.1	78	22.5	5.2	277	7.7	7.4
White Township	2,326	242	10.4	2.9	66	27.3	4.4	109	4.7	2.9
Total	73,879	8,385	11.3	100.0	1,506	18.0	100.0	3,735	5.1	100.0

* Not Available

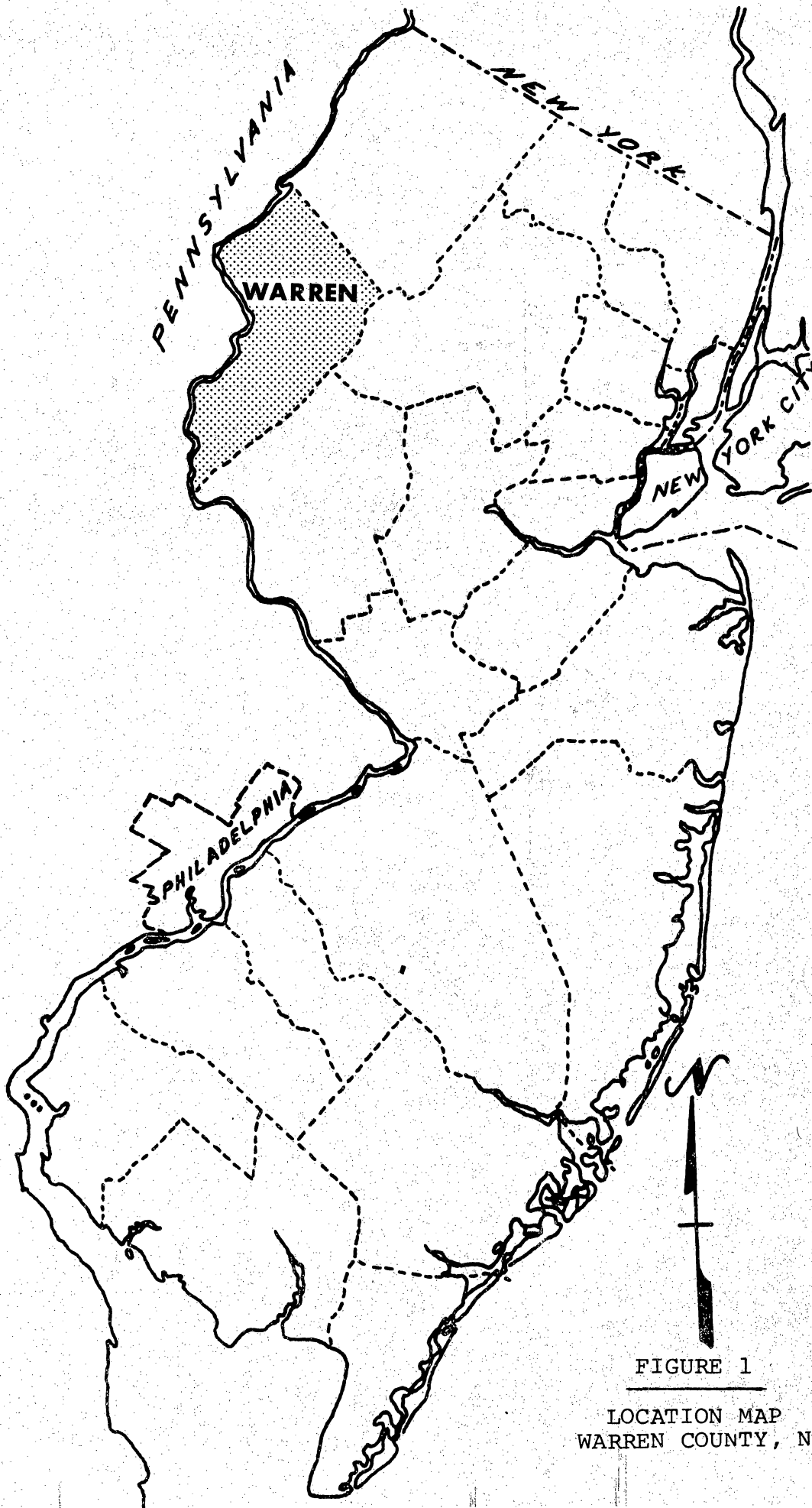


FIGURE 1

LOCATION MAP
WARREN COUNTY, N.J.

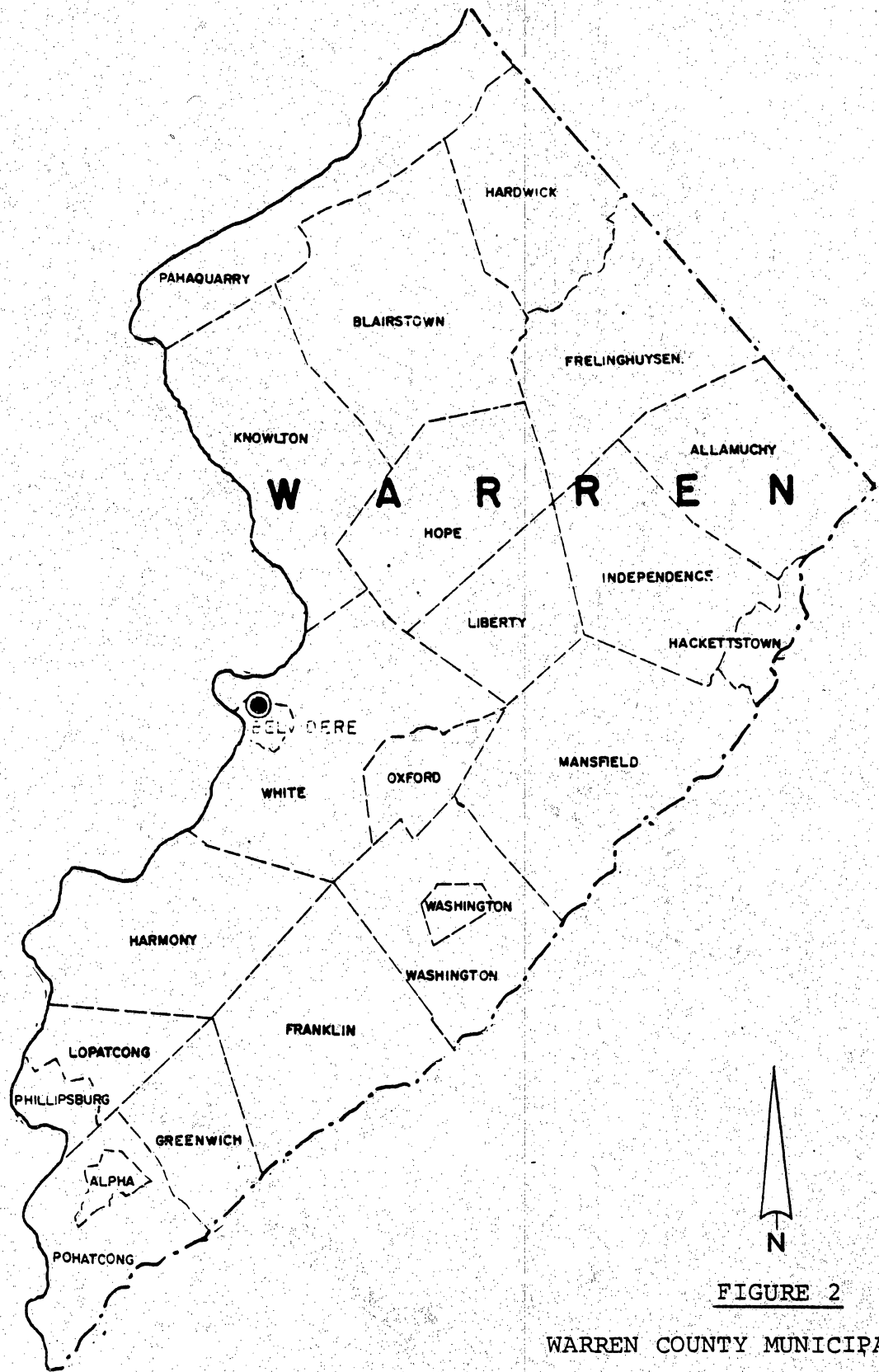


FIGURE 2

WARREN COUNTY MUNICIPALITIES

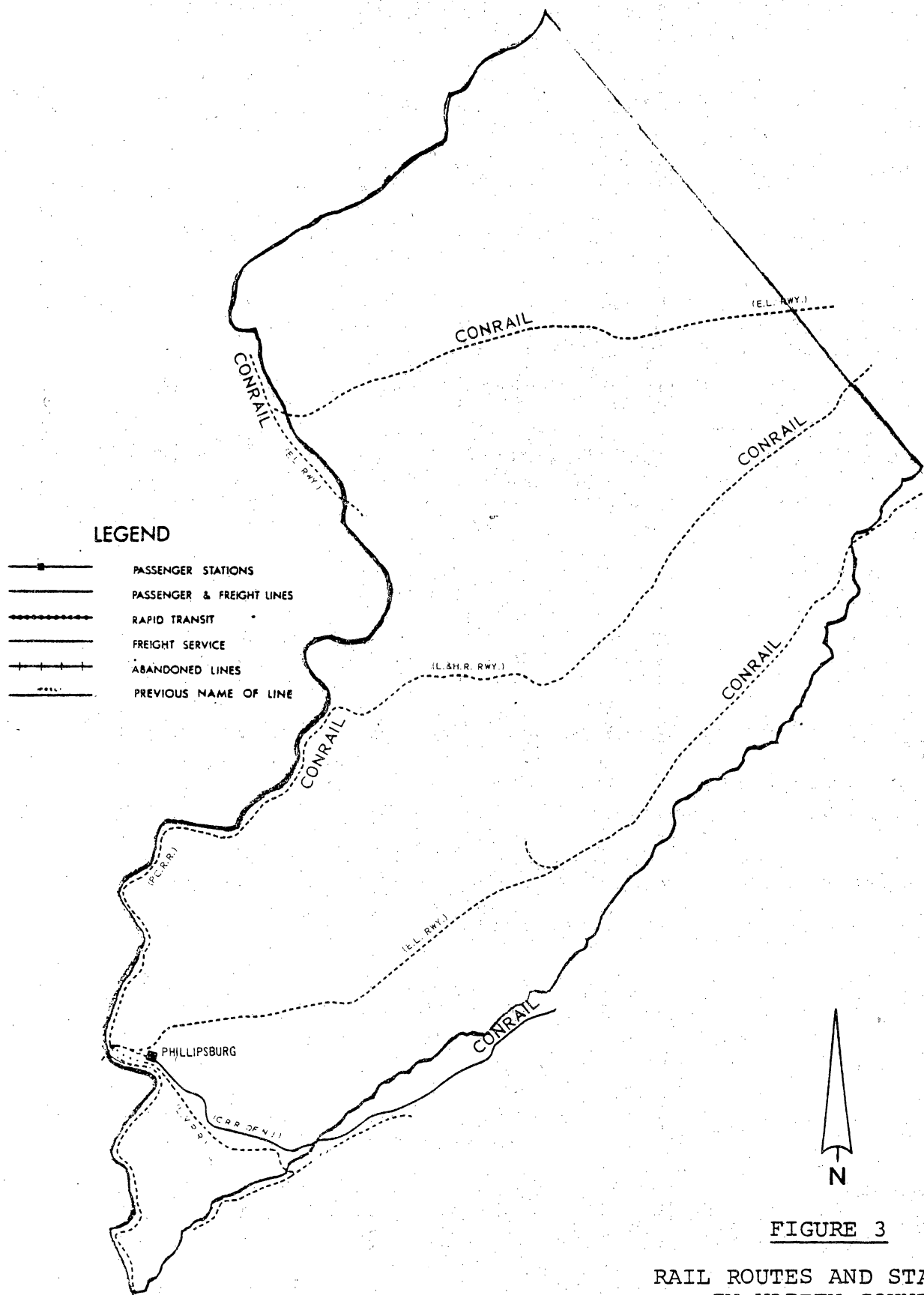


FIGURE 3

**RAIL ROUTES AND STATIONS
IN WARREN COUNTY**

Scope of Existing Paratransit Service

Pioneer on Wheels (POW) provides County-wide service for both the elderly and handicapped, but service is limited due to fleet and staff constraints. With increased resources, POW could provide a more comprehensive coverage, serving more type trips, and decreasing waiting time in the outlying areas of the County.

Inventory of Existing Paratransit Services

Pioneer on Wheels is a non-profit corporation providing non-emergency, portal to portal transportation for the elderly, handicapped and indigent. The POW program is divided into two separate services:

1. POW I transports citizens of Hunterdon and Warren Counties aged 60 and over to social and health services and food stores. The service is subsidized by Title III funds from both Counties, and is offered free of charge to clients. Trips must be scheduled 24 hours in advance. About \$2500 per year is collected from a voluntary donation box on the vehicles.
2. POW II serves clients of social welfare agencies under the age of 60 in Sussex, Warren and Hunterdon Counties. Transportation is provided to health, nutritional, and rehabilitative facilities. The agencies reimburse POW \$0.18 per mile for each client transported.

Pow has 4 vans, 12 station wagons, and 19 sedans in service for a total of 35 vehicles in the three county area. It employs 70 part-time or full-time drivers at salaries from \$2.20 to \$2.70 per hour.

The following operating statistics are monthly averages for POW operations in Warren County for fiscal 1975.

	<u>POW I</u>	<u>POW II</u>	<u>TOTAL</u>
Passengers	1,270	544	1,814
Vehicle Miles	8,168	11,252	19,420
Vehicle Trips	560	223	783
Vehicle Miles/Passenger	6.4	20.7	10.7

FISH is a volunteer organization providing emergency services such as meals and transportation to all age groups. Transportation in private automobiles is provided in cases of pressing need when POW services are unavailable.

Washington Nutrition Program owns one van which is used to transport clients to a congregant meal sight, and for scheduled shopping trips. The van was purchased with funds from Title VII of the Older Americans Act.

