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FEASIBILITY STUDY *for* PARK & RIDE FACILITY *at* BAY HEAD BORO *Ocean County*



PREPARED BY
BUREAU OF HIGHWAY PLANNING
DIVISION OF TRANSPORTATION SYSTEMS PLANNING

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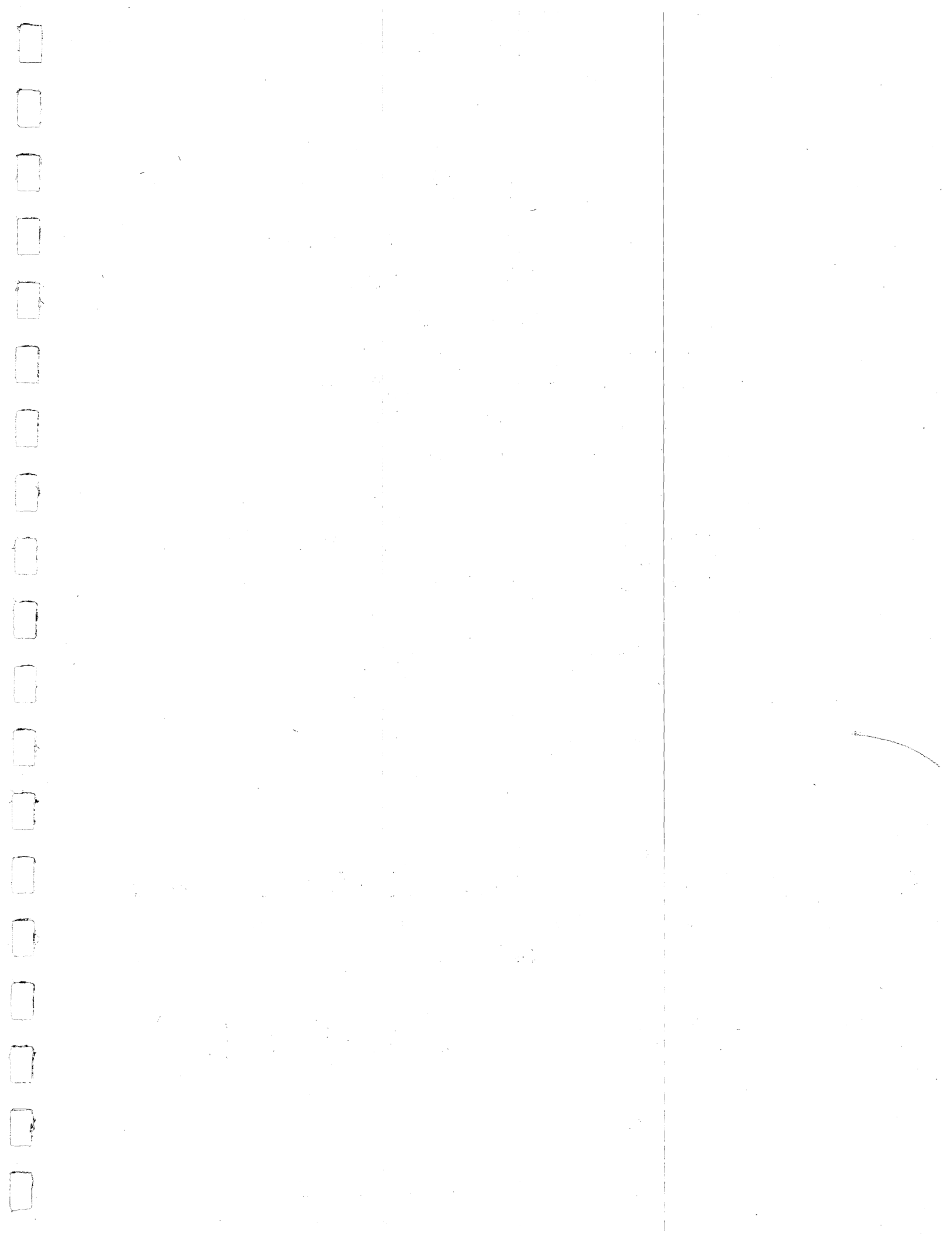
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FEASIBILITY STUDY

for

PARK-RIDE FACILITY

at

BAY HEAD BORO, OCEAN COUNTY

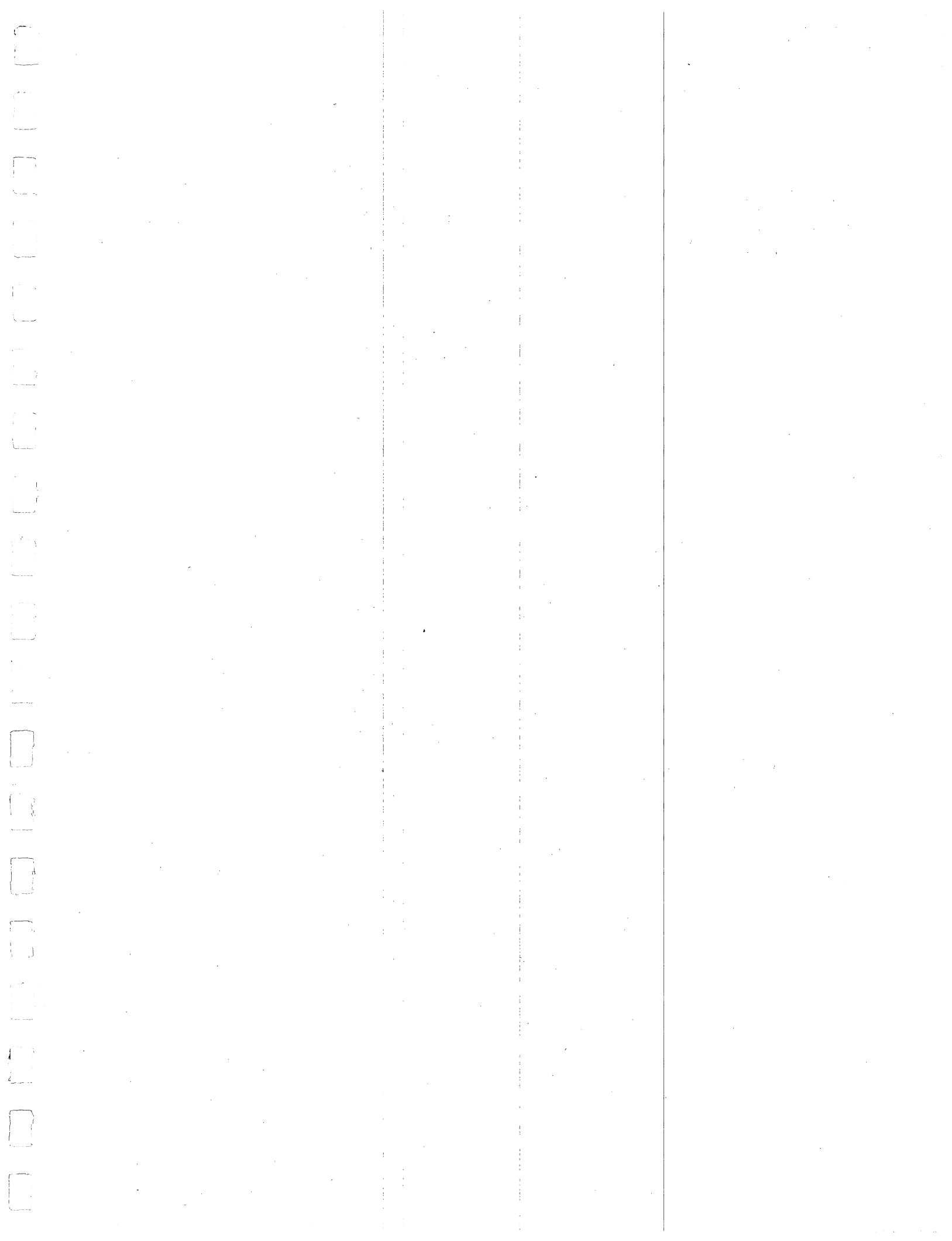
Prepared by the

NEW JERSEY DEPARTMENT OF TRANSPORTATION
DIVISION OF TRANSPORTATION SYSTEMS PLANNING

BUREAU OF HIGHWAY PLANNING

in cooperation with

FEDERAL HIGHWAY ADMINISTRATION
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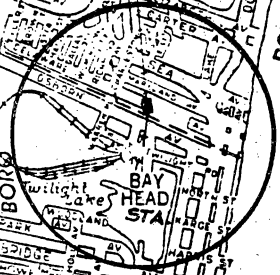


BAY HEAD BORO & VICINITY

ATLANTIC OCEAN



OCEAN



METEDECONK

RIVER

BRETON WOODS

ADAMSTON

OSBORNSVILLE

MANTOLOKING NECK

MANTOLOKING BORO

BAY HEAD BORO

POINT PLEASANT BORO

BRICK TWP.

BRICK TWP.

MANTOLOKING BORO

METEDECONK

Sandy Pt

HERPING ISLAND

Swan Pt

Sloop Pt

Havens

70

88

528

528

35

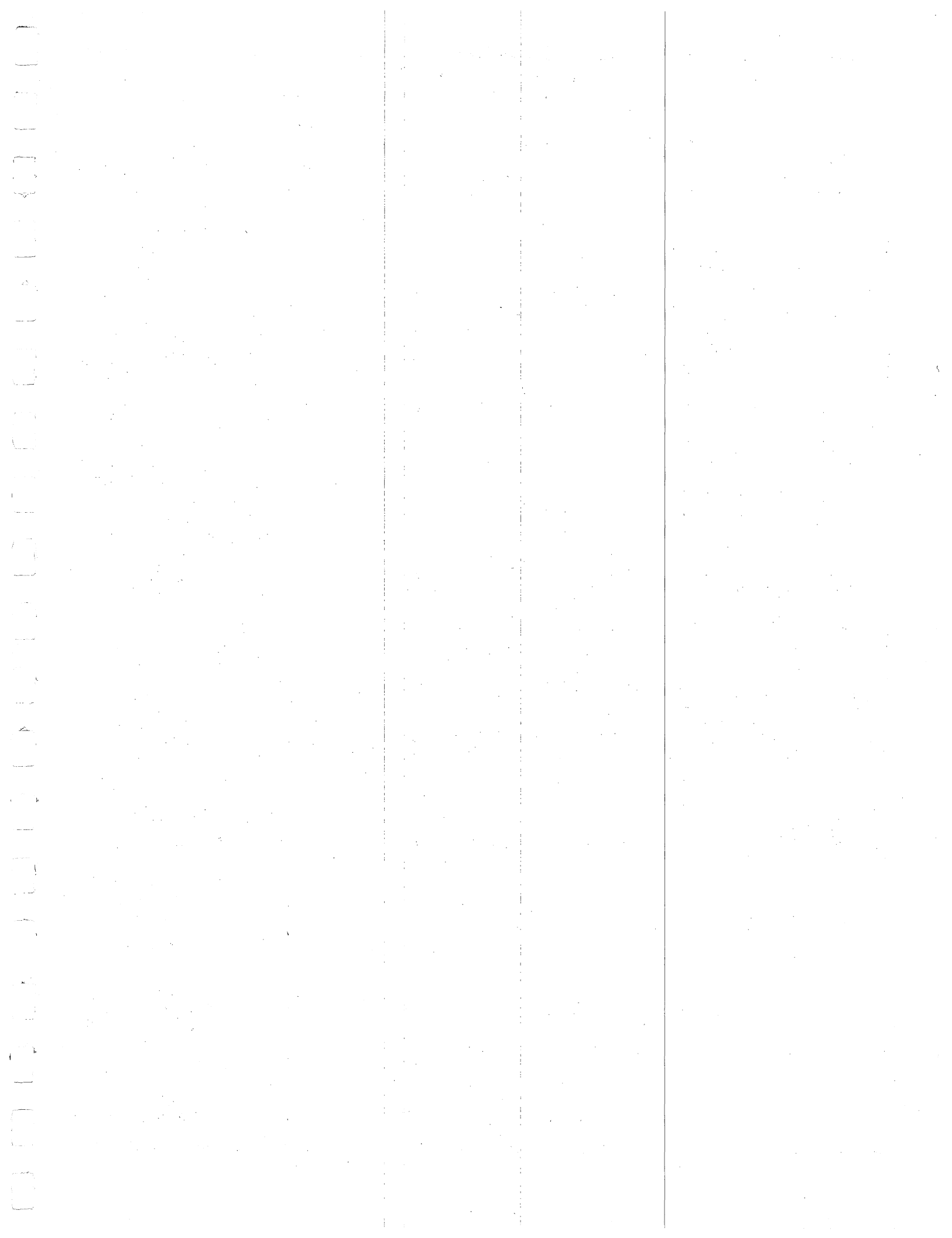


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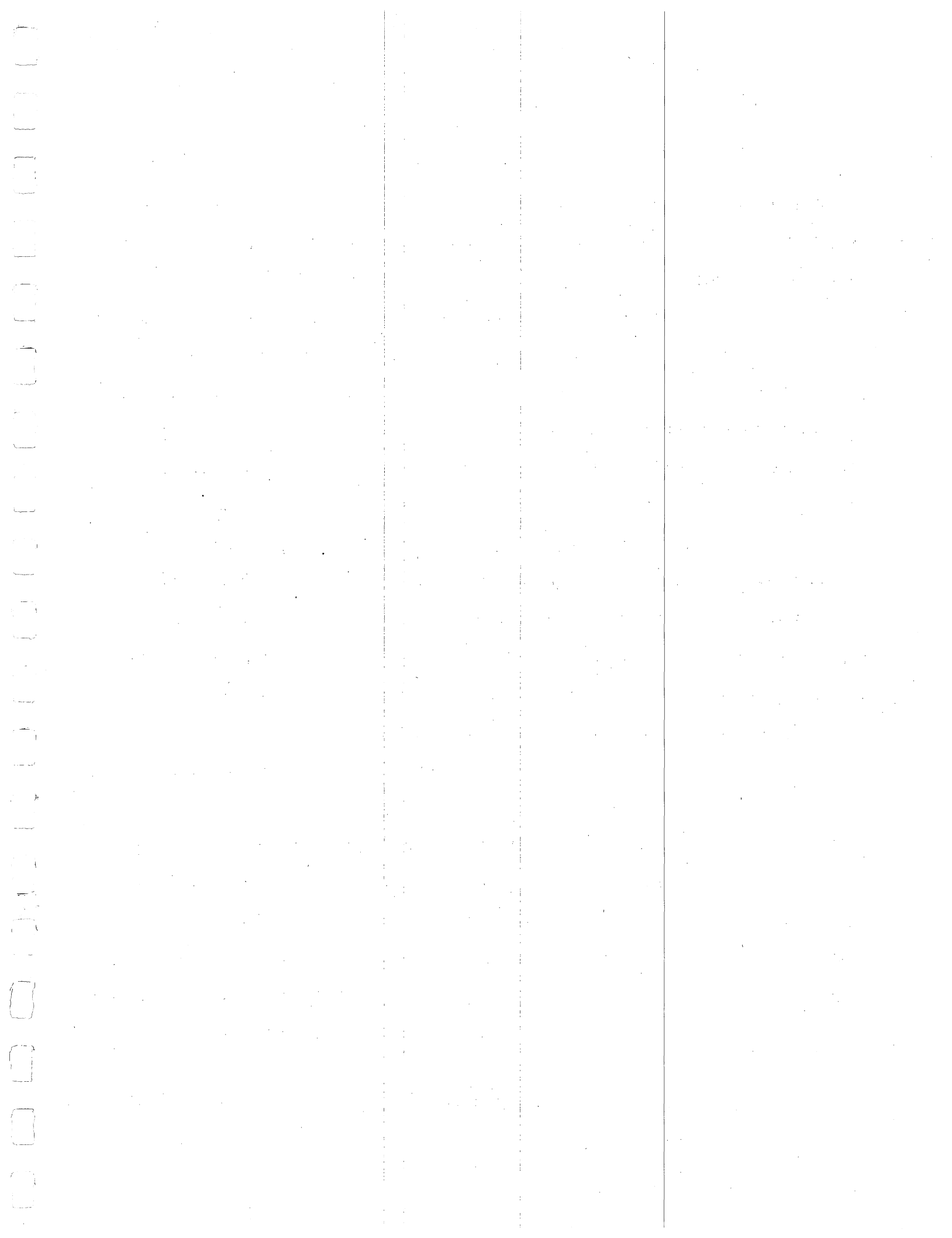
SUMMARY.

Recognizing that parking at rail stations must be acknowledged as an essential element in any public transportation system, the Division of Transportation Systems Planning assigned the study of multi-modal facilities to the Bureau of Highway Planning. These studies were to be carried out in accordance with the guidelines set forth in the Action Plan of the New Jersey Department of Transportation (NJDOT). Therefore, following a request from the Bay Head Boro's attorney to Mr. Robert Innocenzi of NJDOT's Division of Commuter Services to examine the feasibility of a park-ride facility near the existing station, this study was initiated.

Field surveys in Bay Head Boro revealed that the area at the existing station had a potential capacity of 25 vehicles but because of the lot's present poor condition this capacity was not achievable. The 40-50 commuters who could not be accommodated at the station were parking on the street and in two empty lots formerly the property of the railroad. Should either or both of these lots be sold, the commuters would be forced to park at ever greater distances from the station or at the Point Pleasant Station.

An origin analysis based on license plates showed that the service areas of Bay Head and Point Pleasant were similar; this, at first glance, would seem to indicate the loss of parking spaces at Bay Head Boro would not work a hardship on the displaced commuter. However, an analysis of projected ridership at both stations showed that under full electrification the parking at Point Pleasant Station would only be adequate if Bay Head Boro Station's capacity is increased to 400 spaces by the year 2000.

To meet the need for parking, both present-day and projected, three proposals were studied: a two-stage development of a lot on Osborne Avenue; a 115-space lot on East Railroad Avenue; and the improvement of the existing lot either alone or in conjunction with either of the two alternative plans (see Figure 1).



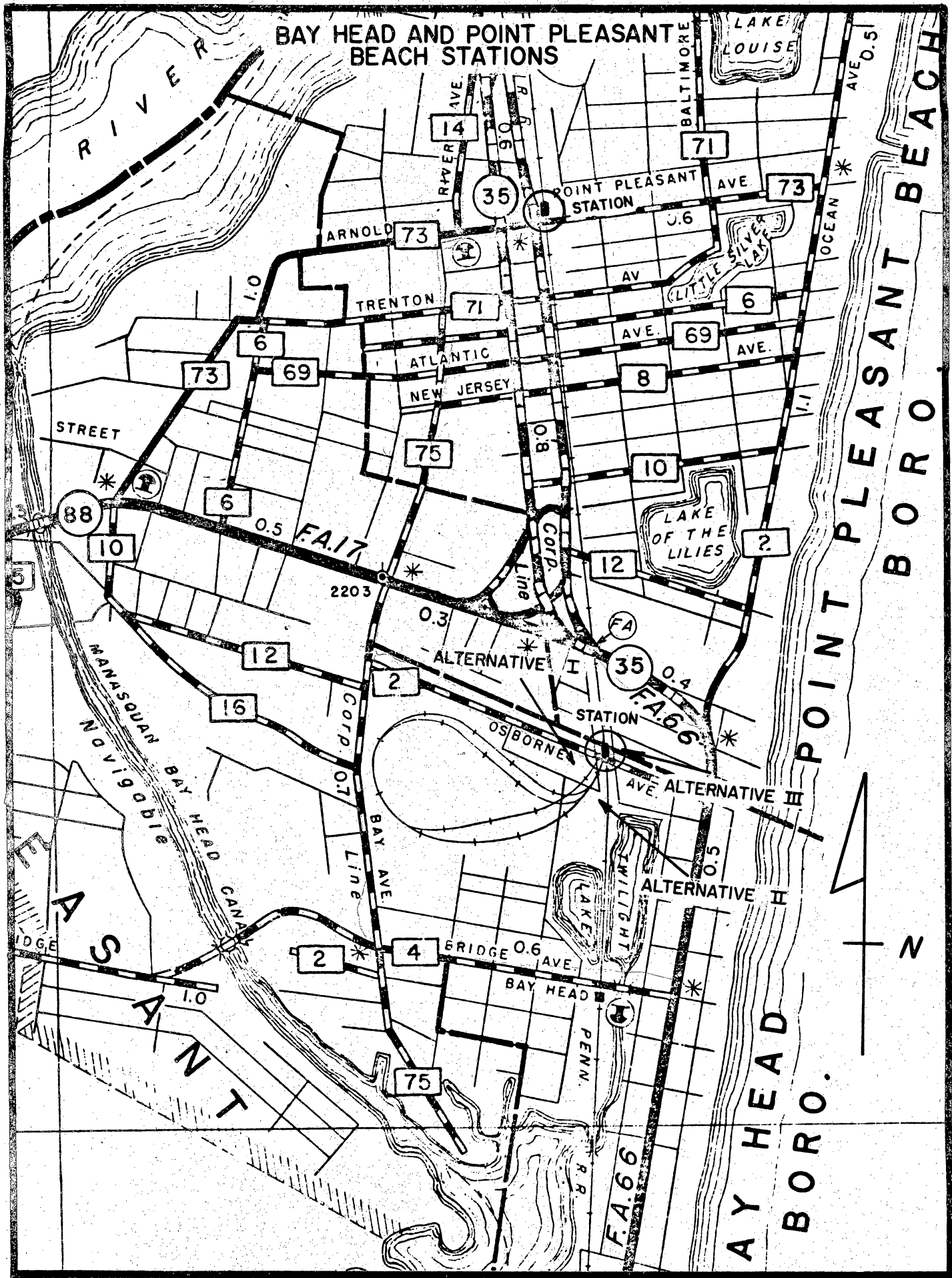
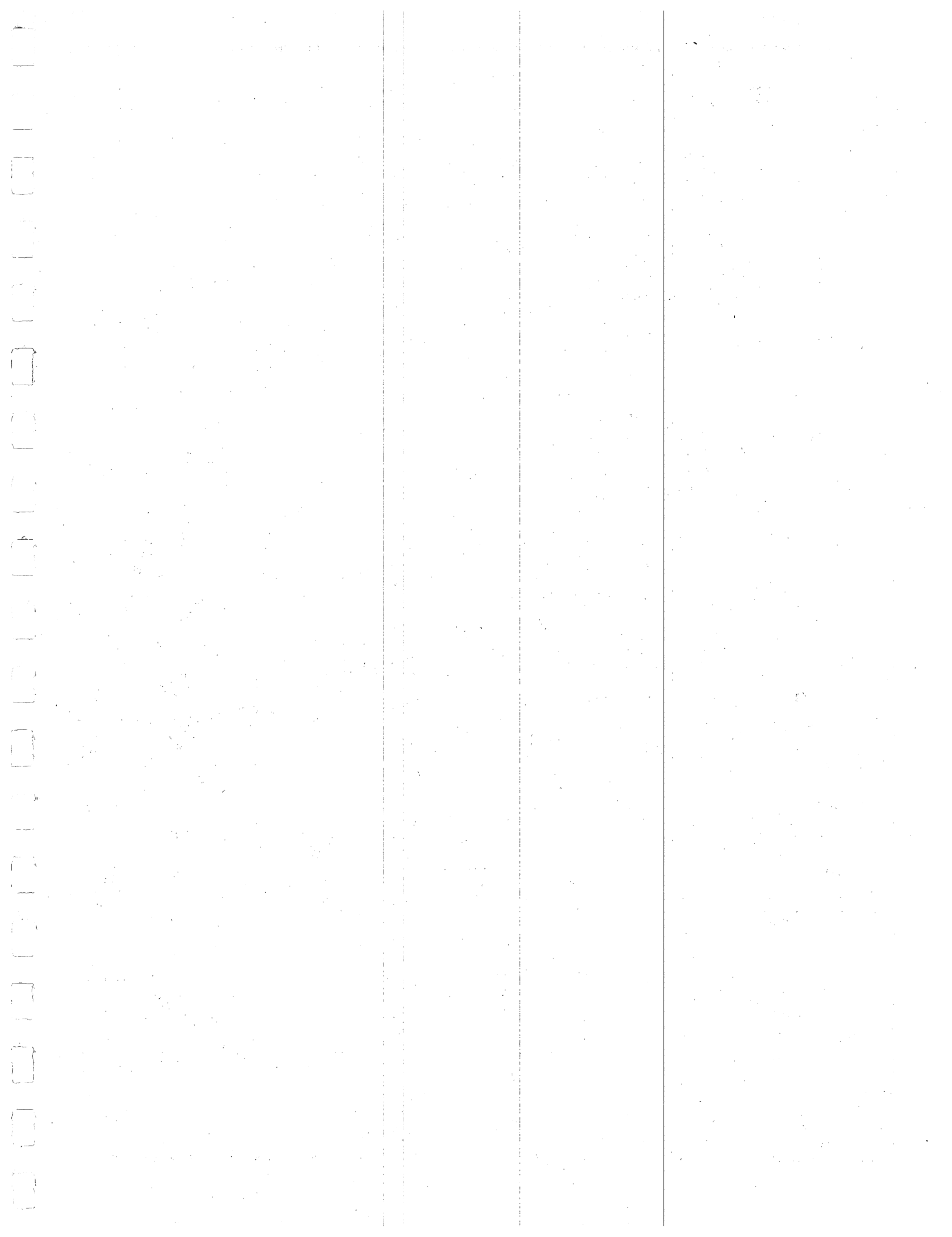


FIGURE 1

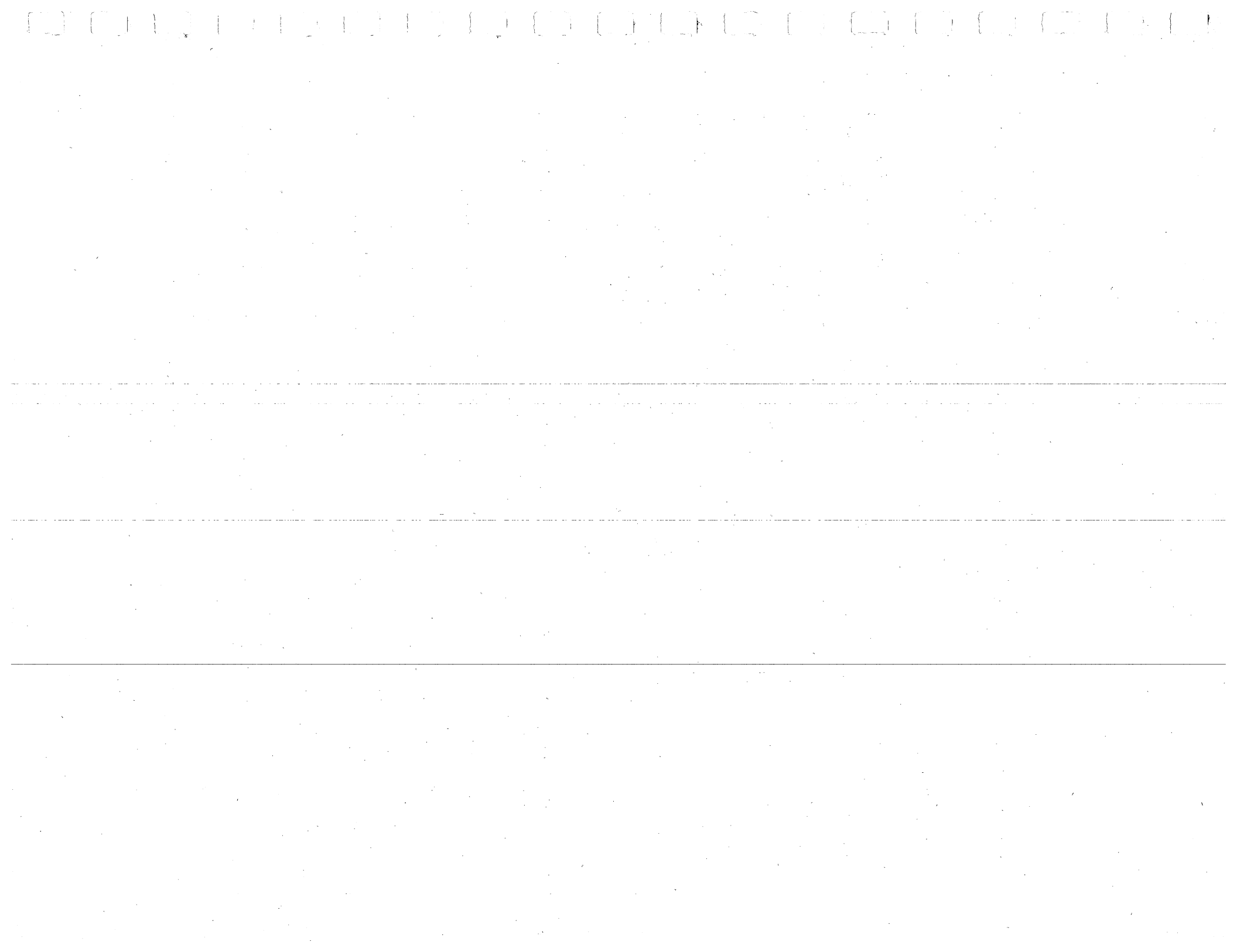


The first proposal, designated Alternative I in this study, is a plan to initially develop 120 spaces on the approximately 3-acre lot on the south side of Osborne Avenue, diagonally across the tracks from the station area. This number of spaces would meet present-day requirements as well as the projected need through 1985. As demand increases additional spaces could be easily developed. Meanwhile, the size of the lot would permit a wide latitude of layout choices while maintaining an adequate buffer zone between the lot and the adjoining residences. If the buffer zone took the form of a wooded area it would also answer aesthetic and environmental requirements.

Alternative II is a plan to develop 115 parking spaces off East Railroad Avenue adjacent to the railroad tracks. This approximately-one-acre lot would accommodate the 115 spaces by careful design of stalls with minimum dimensions; there would be no latitude for innovative layouts or aesthetic amenities. This 115-space capacity would meet the lower limit requirement projected for 1985; there would be no room for expansion when the demand continued to increase as has been predicted.

Alternative III is essentially the no-build plan. It proposes improvements to the existing station area which would permit maximum utilization; that is, space for 25 vehicles. Implemented alone, this plan would have no effect on the parking deficit in Bay Head Boro. Implemented in conjunction with either Alternative I or Alternative II, the station area could be designated for special-purpose parking, such as for the handicapped and the kiss-ride commuter. By isolating these out-of-the-ordinary activities, the traffic flow within the larger lot would be improved.

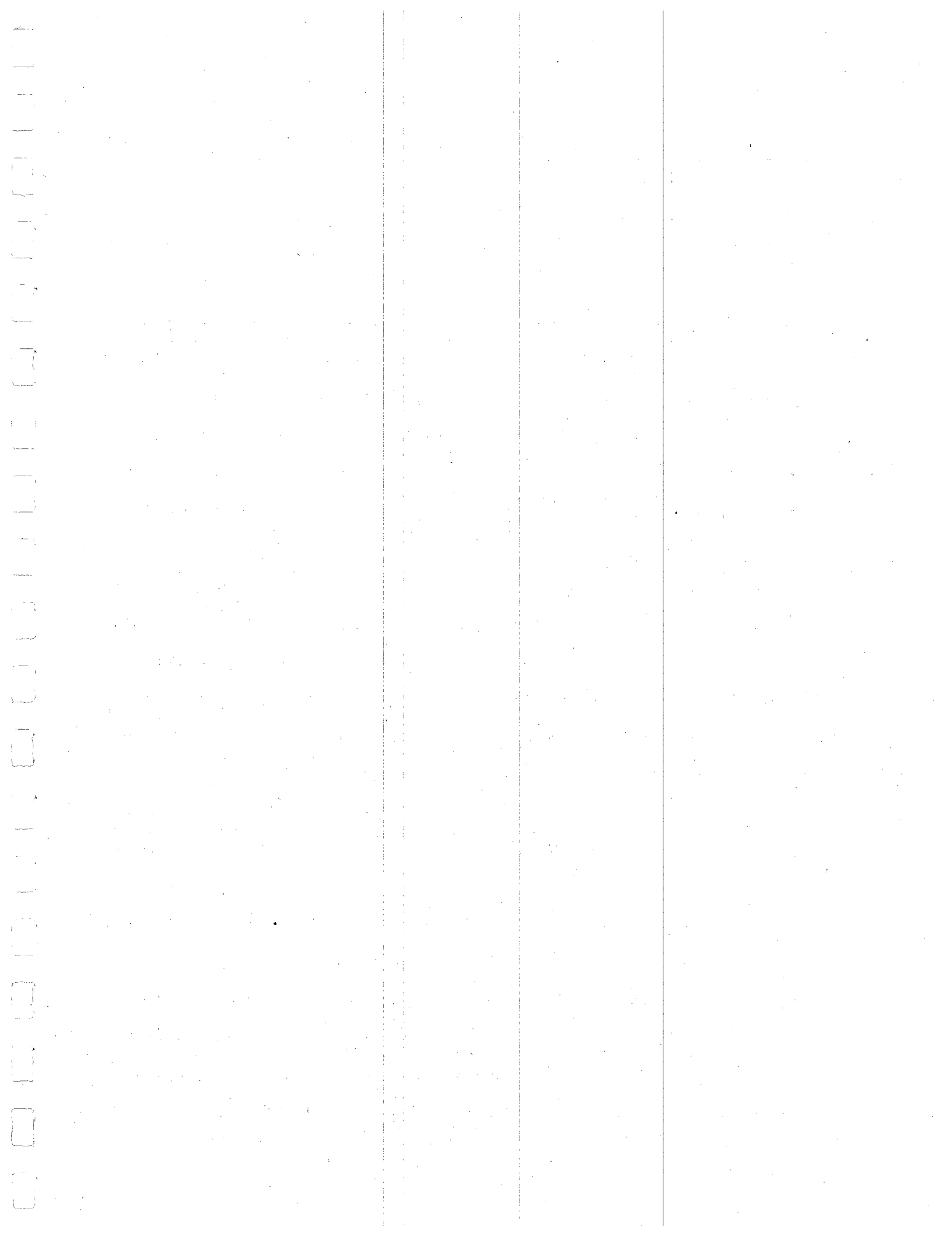
None of the alternatives contain any physical obstacles to development; clearing and drainage are not of an exceptional nature; there is no loss of ratables; there is no resident displacement. The build alternatives would have the added advantage of improving the traffic flow on Osborne Avenue by removing the commuters' cars now parking there.



Comparison of project costs among the various plans is difficult because of the uncertainty surrounding the acquisition costs. Based on current selling prices in the municipality, estimates of \$3.50 and \$1.75 per square foot were received. Since the realtor handling the properties for the trustees is asking considerably less, the final acquisition costs probably will be below the estimated cost. The cost per stall for only construction should be about the same under any plan because there are no outstanding topographical differences. The plan for developing a lot on East Railroad Avenue would seem to be the less expensive based on land costs; but if more land should have to be acquired in the future, Alternative I may prove less costly in the long run.

The traffic analysis for this study considered only the normal commuter-oriented time frame. Under this limitation the access routes to the study area were found to be operating well below capacity and the addition of the traffic due to the larger parking facilities would not create an undesirable traffic condition. The accident record at the relevant intersections is also low and the additional traffic should have no appreciable adverse effect.

In theory this project seemed a viable proposal. However, in view of the unanimous opposition voiced at the community involvement meeting held on June 28, 1977, a farther appraisal must be made (see Mr. Cornwell's memo, Appendix A). It is the considered opinion of the Bureau of Highway Planning that a parking lot to accommodate at least 100 cars is needed immediately and should be built; but unless it can be proved that the opposition is less pervasive than it seemed at the public meeting, this project should be shelved until such time as the municipality expresses renewed interest in pursuing it.



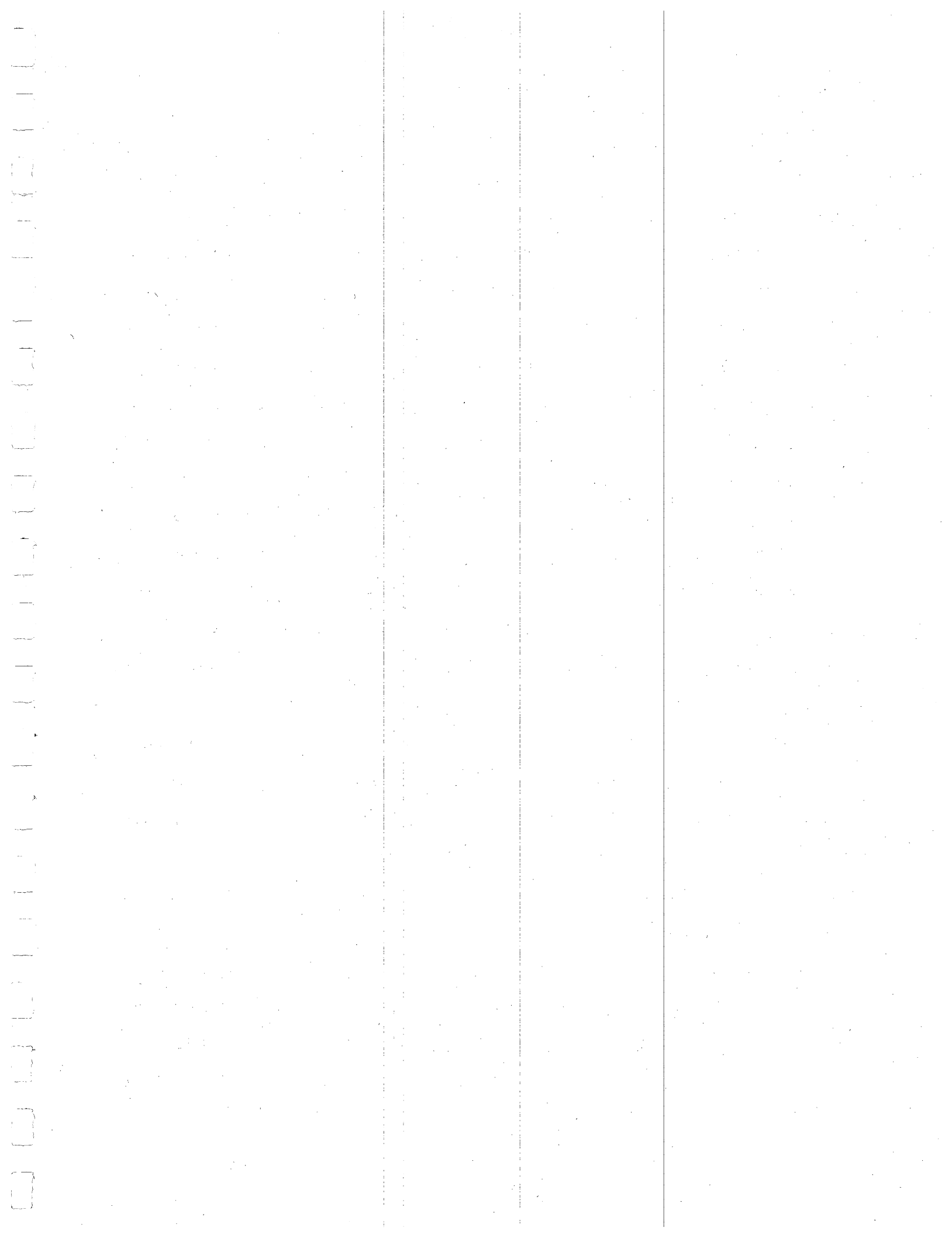
INTRODUCTION

The New Jersey Department of Transportation has undertaken a feasibility study for a park-ride facility at Bay Head Railroad Station in Bay Head Boro, Ocean County. This study was prompted by Bay Head Boro's request for public financing for a rail commuter parking facility. The need for such a facility and the urging for prompt action were first brought to the attention of NJDOT by Mr. Robert A. Fall, Counselor at Law, in his December 28, 1976 letter to Mr. Robert Innocenzi, Chief, Bureau of Capital Facilities (Appendix A). Mr. Fall explained that parking at Bay Head is limited and commuters are forced to park on the streets near the Station. He also explained that a possible remedy for this situation lay in acquiring a lot put on the market as the result of the railroad bankruptcy proceedings.

Mr. Fall also stated that, as the result of the bankruptcy proceedings, four parcels were placed for sale. He further stated that Parcel No. 112 (Figure 2) would "... make an ideal parking lot facility to service commuters of the railroad," and that in his opinion, the facility is "... necessary for proper operation of an adequate passenger service line." Mr. Fall also asked that this project be given a priority because of the pending sale of the four properties.

The New York and Long Branch Railroad, which owned property in Bay Head Boro, is in bankruptcy. As part of the bankruptcy proceedings, it was determined that the property necessary for operation and maintenance of the railroad system would be conveyed to Conrail, and the remainder of the property not tied up by options would be placed for sale by the trustee.

In a later exchange of correspondence Mr. Fall was advised to have Bay Head Boro and the Ocean County Planning Board submit the project for inclusion on the Transportation Improvement Program (TIP). As a result of this advice, this project has since been included on the TIP for 1978 for Preliminary Engineering.



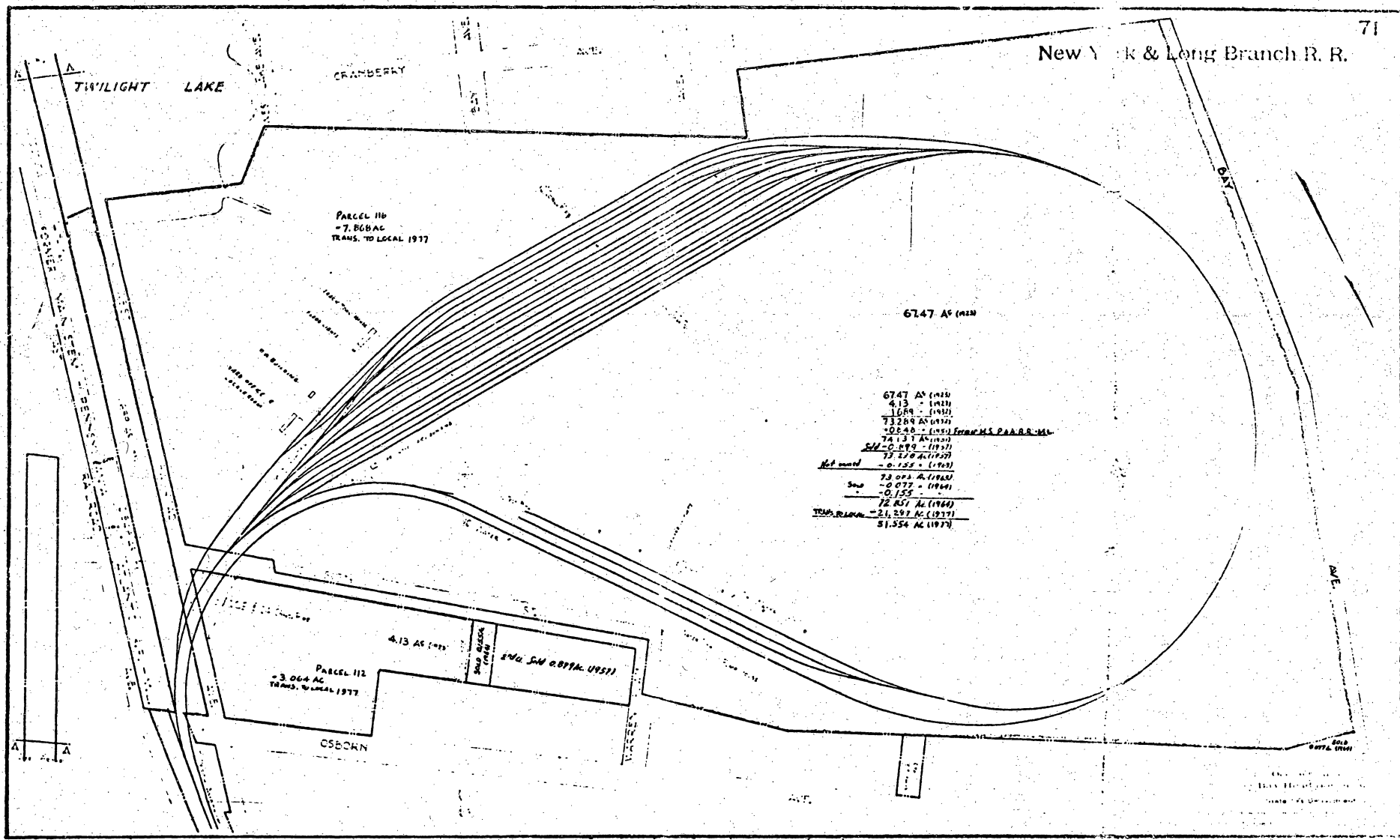
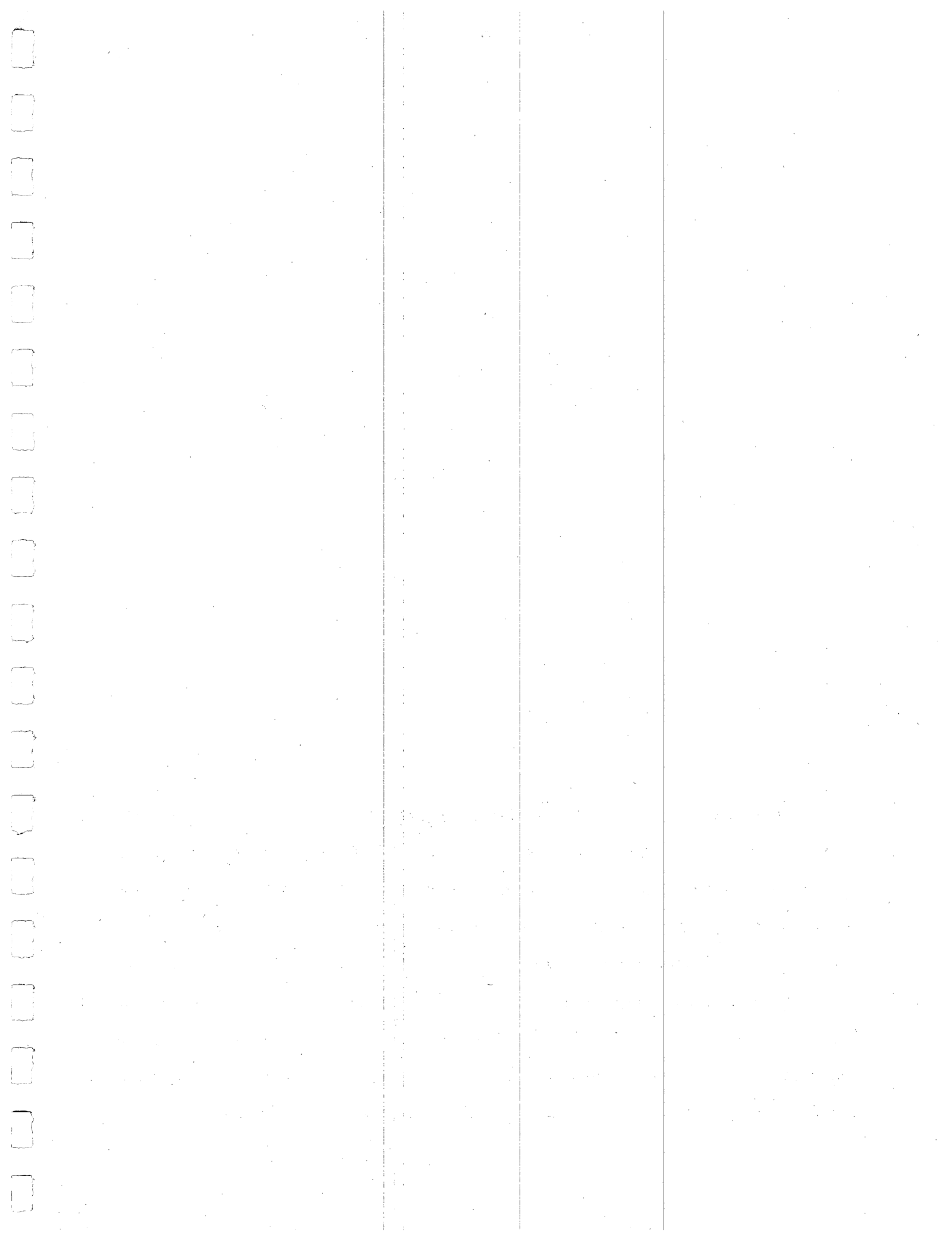


FIGURE 2



EXISTING FACILITY

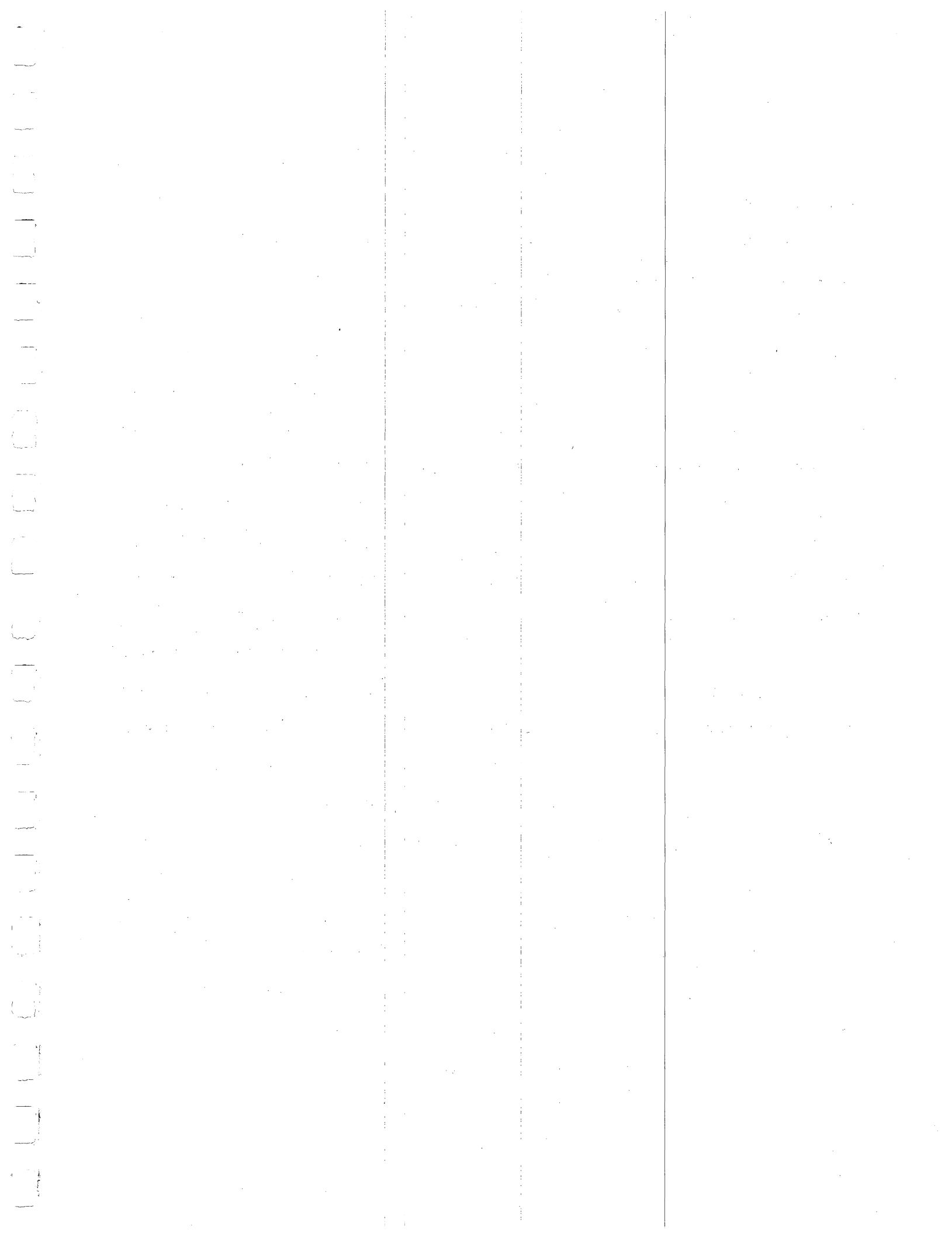
Field observations of the existing railroad station and vicinity formed the background for Table I which contains information pertaining to parking location and access, and for the sketch (see Figure 3).

The existing facility is located on the northside of Osborne Avenue in Bay Head Boro, Ocean County. The station is bordered on the north by the Boro of Point Pleasant Beach; on the east by East Railroad Avenue (a paper street); on the south by Osborne Avenue; and on the west by the at-grade tracks of the North Jersey Coast Line. The station is a semi-enclosed wooden shelter located on the north-bound side of the tracks. In the shelter are newspaper vending machines, a pay telephone in working order and a small booth which may have been used for ticket sales at one time, although it has been unattended for at least 15 years. The landscaping of the area around the shelter has been undertaken as a project by the local garden club.

Access to the immediate station area is from Osborne Avenue (a 36 foot wide, two-lane collector with no shoulders and restricted parking) and from East Railroad Avenue (a 22 foot wide, two-lane local road with no shoulders and restricted parking), via Twilight Road (a 36 foot wide, two-lane local road with no shoulders and restricted parking).

The major access routes to Bay Head Boro are NJ Route 35 (a two-lane principal arterial) from both the north and the south; and NJ Route 88 (a two-lane principal arterial) from the west to Bay Avenue (a two-lane minor arterial).

At the station, two at-grade, non-electrified tracks cross Osborne Avenue, turning southwest into a multi-track loop which forms the southern terminus of the North Jersey Coast Line. Trains stopped at the station block the Osborne Avenue grade crossing which is protected by bells, lights and automatic gates. East of the loop, three stationary railroad cars serve as offices for railroad personnel. Access to this railroad yard is from East Railroad Avenue and Twilight Road.



EXISTING BAY HEAD RR STATION

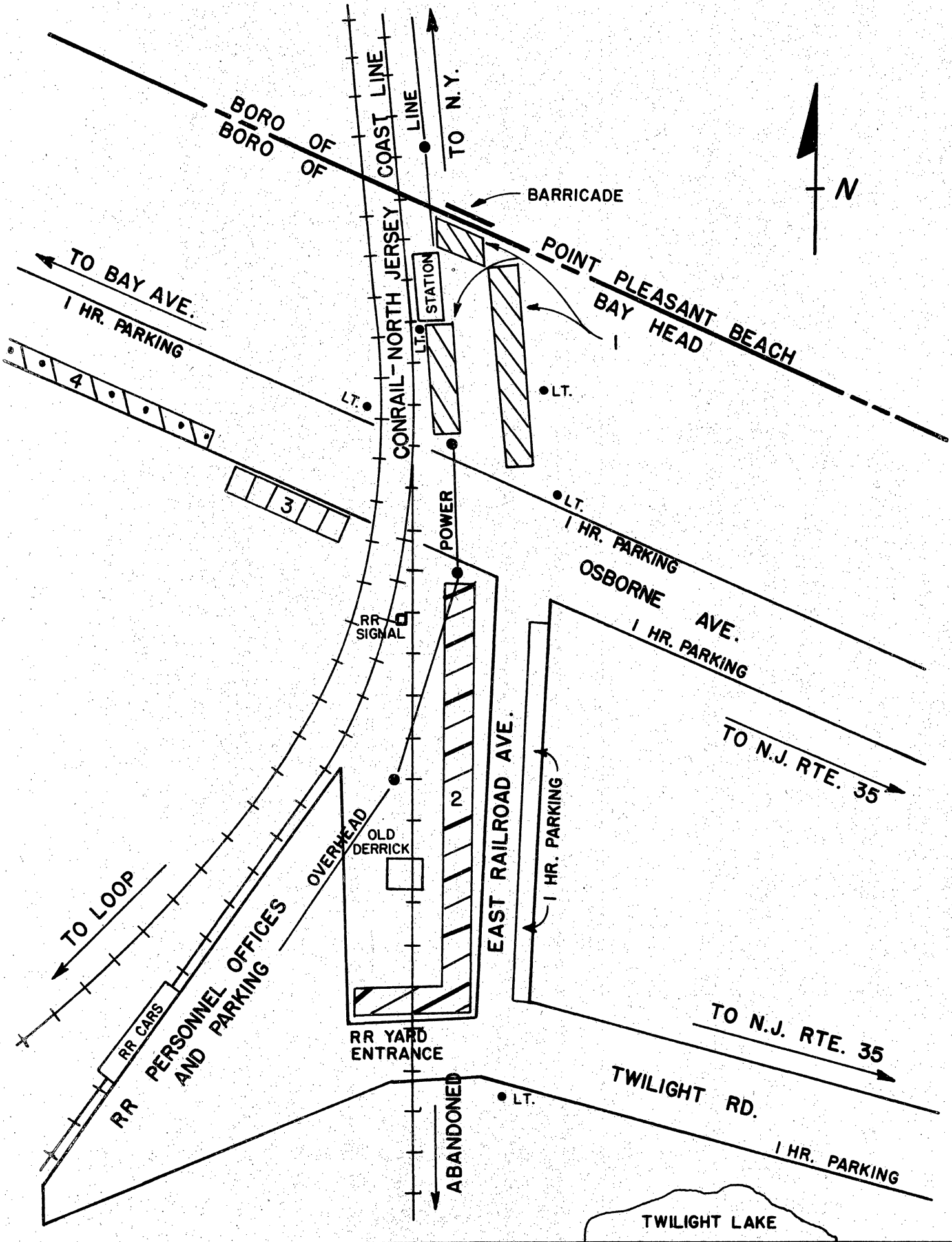


TABLE I

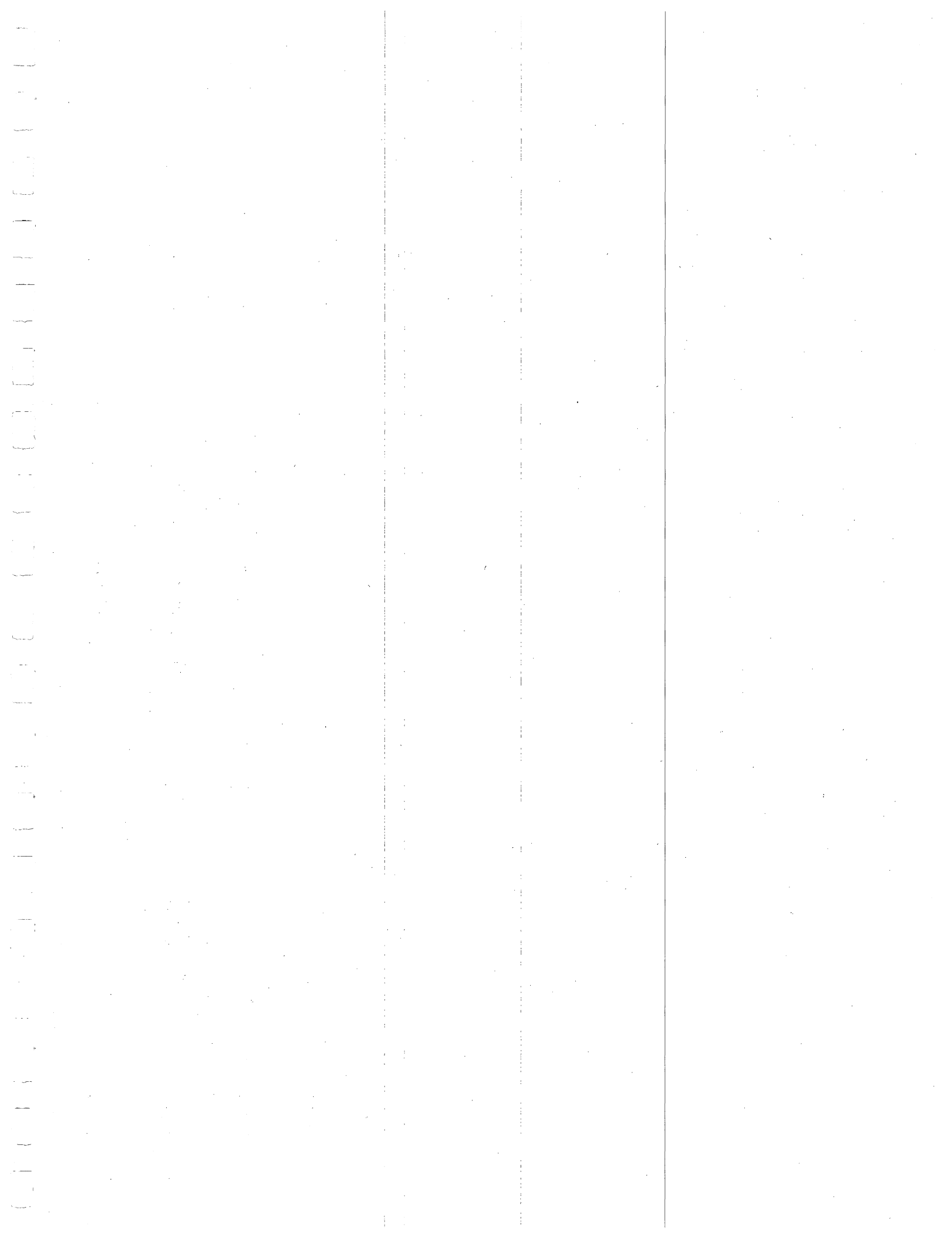
PARKING INVENTORY

Date of Survey: Wed., 6-14-78
Time: 11:30 am

PARKING AREA	LOCATION	OWNER	PARKING SURFACE	ACCESS ROADS	ESTIMATED CAPACITY	UTILIZATION
1	Vicinity of Station on Northerly side of Osborne Ave.	R.R. R.O.W. (former N.Y. & L.B. Co.) and East Railroad Ave. R.O.W.	Sand	Osborne and East Railroad Aves.	25±	23
2	West of East Railroad Ave. and South of Osborne Ave.	R.R. R.O.W. (former Penn. & Atlantic R.R. Co.)	Sand	Osborne Ave. and Twilight Road	44±	37
3	Southerly side of Osborne Ave. and West of R.R. Tracks	Osborne Ave. R.O.W. Bay Head Boro	Blacktop	Osborne Ave.	6±	6
4	Osborne Ave. (on-street)	Bay Head Boro	Blacktop	Osborne Ave.	20±	5

Note: There are no parking charges

10



With the exception of the railroad properties, the surrounding area is zoned residential. South of Twilight Road is wetland bordering Twilight Lake.

In this study the parking at Bay Head Boro is designated, for convenience, as four areas (see Table I); only Lot I of the inventory can be considered a formal parking lot. The other three areas have evolved through expediency.

Lot I is adjacent to the station; it has a possible capacity of 25 vehicles. However, it is neither paved nor lined which results in a haphazard parking pattern not conducive to full utilization.

The remaining three areas are essentially street or informal off-street parking. There is no charge levied at any of the four areas. On the day surveyed, the number of parkers varied from 65 to 72, with all four areas occupied at or near capacity. However, we were led to believe that the summer season swells the number of parked vehicles to 100 or more. It is then necessary for commuters to seek spaces farther away on Osborne Avenue and Twilight Road. An inventory conducted in 1970 cited a count of 133 cars; unfortunately, the report did not identify the month in which the count was made.

The parking at Bay Head Boro is inadequate, both for today's requirements and for projected needs. Commuters who cannot be accommodated in the station area are forced to park on the nearby streets, which creates a traffic hazard, or to trespass on railroad property, which may make them vulnerable to fines. In either of the last two cases, the future availability of these locations is tenuous at best. Street parking is subject to municipal restrictions, and the railroad properties even now are up for sale. It can be assumed that a successful transaction would remove these areas from public use. It was the impending sale of these railroad properties by the trustees which precipitated the request by Bay Head Boro's attorney to initiate a feasibility study for a park-ride lot.

RAIL SERVICE

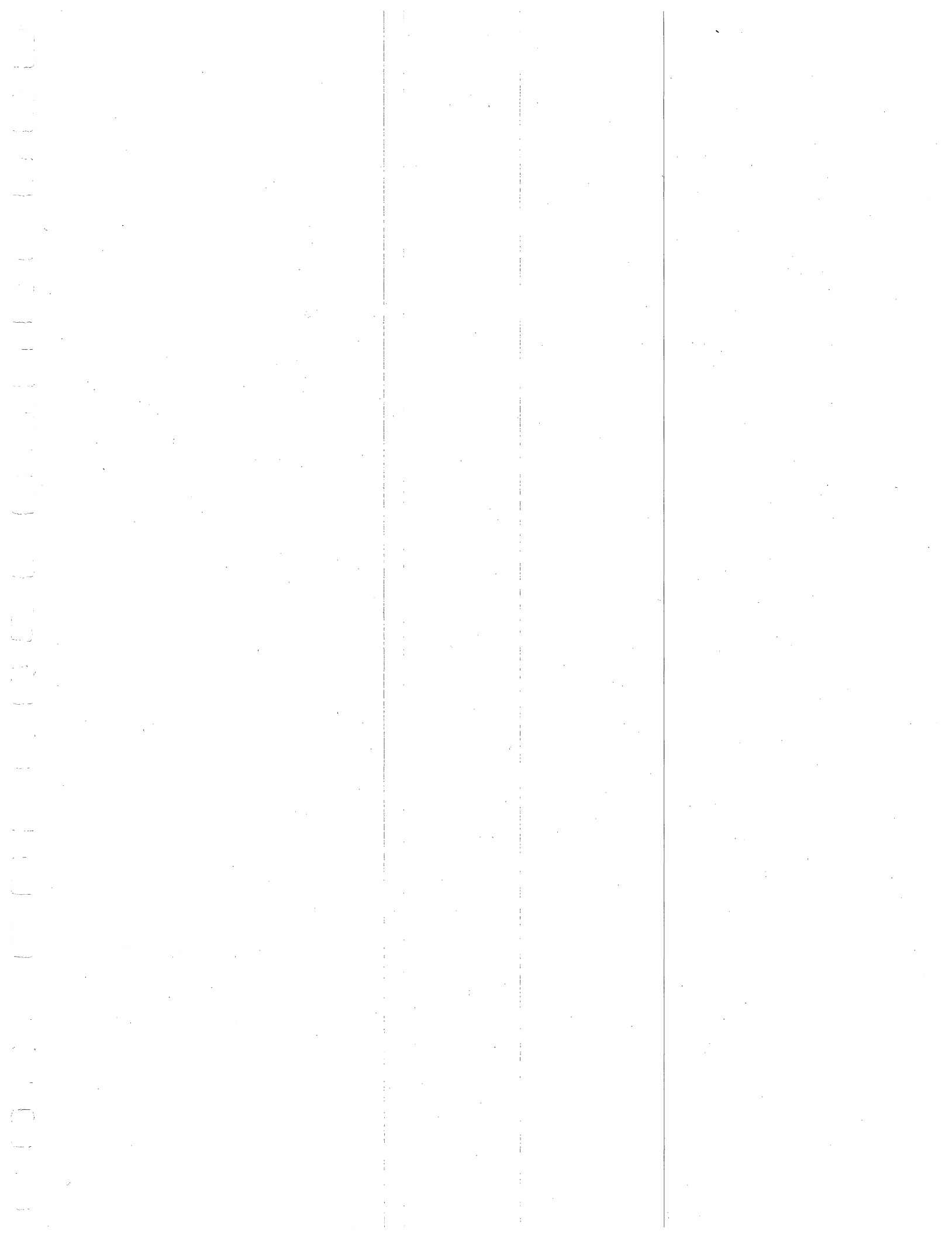
Bay Head Boro Station is serviced by Conrail's Atlantic Region, New Jersey Division, North Jersey Coast Line (formerly New York and Long Branch Railroad). Bay Head Station is the southern terminus of this rail line and Penn Station in New York City is the northern terminus. The line is electrified from New York to South Amboy and is powered by diesel engines from South Amboy southward to Bay Head Boro.

The result of an August, 1976 inspection of the rail equipment was reported in a study for NJDOT's Bureau of Common Carrier Planning (BCCP) entitled Improvement and Extension of Commuter Transportation Services in Monmouth and Ocean Counties (IECTSMOC). This report states: "The general track condition marginally conforms to FRA [Federal Railroad Administration] class 3 safety standards." The report also states that much of the rail hardware needs to be repaired or replaced, that "... all of the railroad bridges are in need of major rehabilitation or replacement..." and that the signal and communication equipment is in operating condition.

Repair work on the bridges and tracks on the southern portion of the line began in 1978. The first major repair undertaken was on the Manasquan River Bridge which was taken out of service for a projected four week period, effective April 10, 1978. During these repairs Bay Head Boro, Point Pleasant Beach and Manasquan commuters were bused to and from Sea Girt and Asbury Park to connect with trains. The bridge was reopened and service reinstated in May, 1978.

The trip from Bay Head Boro to New York, which now entails switching engines at South Amboy, takes between 2 hours and 2 hours and 15 minutes. There are 17 trips each weekday between Bay Head Boro and New York. Six trains leave Bay Head Boro during the morning commuter peak (6-7 am) and six return in the evening commuter peak (6-7 pm).

A conductor's count made on May 11, 1977 showed 140 passengers boarding at Bay Head Boro Station and 279 passengers boarding at Point Pleasant.



A study by Edwards and Kelcey, Inc. originally envisioned improvement and modernization of the stations along the line as well as electrification of the North Jersey Coast Line. However, it has since been determined by NJDOT that this project would be limited to electrification only, and that the electrification under this project will terminate in Long Branch. The electrification is to be completed in two phases: South Amboy to Matawan (Estimated Time of Completion [ETC] February 19, 1980) and Matawan to Long Branch (ETC Summer, 1982). All projections in this report consider that the electrification project to Long Branch will be completed.

The Bureau of Common Carrier Planning's report presents various concepts for the southern portion of the North Jersey Coast Line. Of these there are three public transportation service concepts which will, if implemented, affect Bay Head Station.

The first concept is a "do-nothing" proposal. That is, there will be no improvement in the existing service or equipment.

The second concept presented is that of Coast Line Improvement and Inland Service. This concept proposes modernization of service to Bay Head Boro, either by revitalization of diesel equipment or by providing electric equipment, and additional rail service inland from Lakewood either via Red Bank or Freehold. It is expected that the latter proposal will have the major effect on Bay Head Boro.

The third concept is that of Coast Line Improvement. That is, improvement in equipment and electric rail service to Bay Head Boro with no additional inland service. Electrification from Long Branch to Bay Head Boro would complete electrification of the entire line. This concept is expected to draw from a large service area, most of which is presently serviced by buses.

The corresponding ridership projections for each of these concepts are discussed in the chapter entitled, Projected Park-Ride Vehicles.

INTERRELATIONSHIP OF BAY HEAD BORO
AND POINT PLEASANT BEACH STATIONS

Because Point Pleasant Beach Station is only 1.1 railroad miles and 4 railroad-travel minutes from Bay Head Boro Station, a study of their interrelationship was made. Their respective service areas, those municipalities whose residents are expected to use the facility, were determined through a field inventory of license plates in conjunction with a computerized license plate lookup program available from the Division of Motor Vehicles.

It was shown that the following municipalities are the generators of the rail commuter parking at Point Pleasant Beach and Bay Head Boro.

<u>Point Pleasant</u>			<u>Origins</u>	<u>Bay Head Boro</u>		
<u>ADJ #*</u>	<u>ADJ %*</u>	<u>#</u>		<u>ADJ #*</u>	<u>ADJ %*</u>	<u>#</u>
2	2	2	Bay Head Boro	1	2	1
27	31	24	Bricktown	14	21	11
2	2	2	Brielle and Manasquan			
3	3	3	Lakewood	1	2	1
1	1	1	Lakehurst			
10	8	8	Island Beach	17	26	14
29	32	25	Point Pleasant	15	23	12
2	2	2	Point Pleasant Beach	2	3	2
15	19	14	Toms River	10	15	8
			South of Toms River	5	8	4
		10	No Records			12
<hr/>	<hr/>	<hr/>		<hr/>	<hr/>	<hr/>
91	100	91		65	100	65

*ADJ - (Adjustments were made to correct for plates where no records were found and for unlikely home addresses).

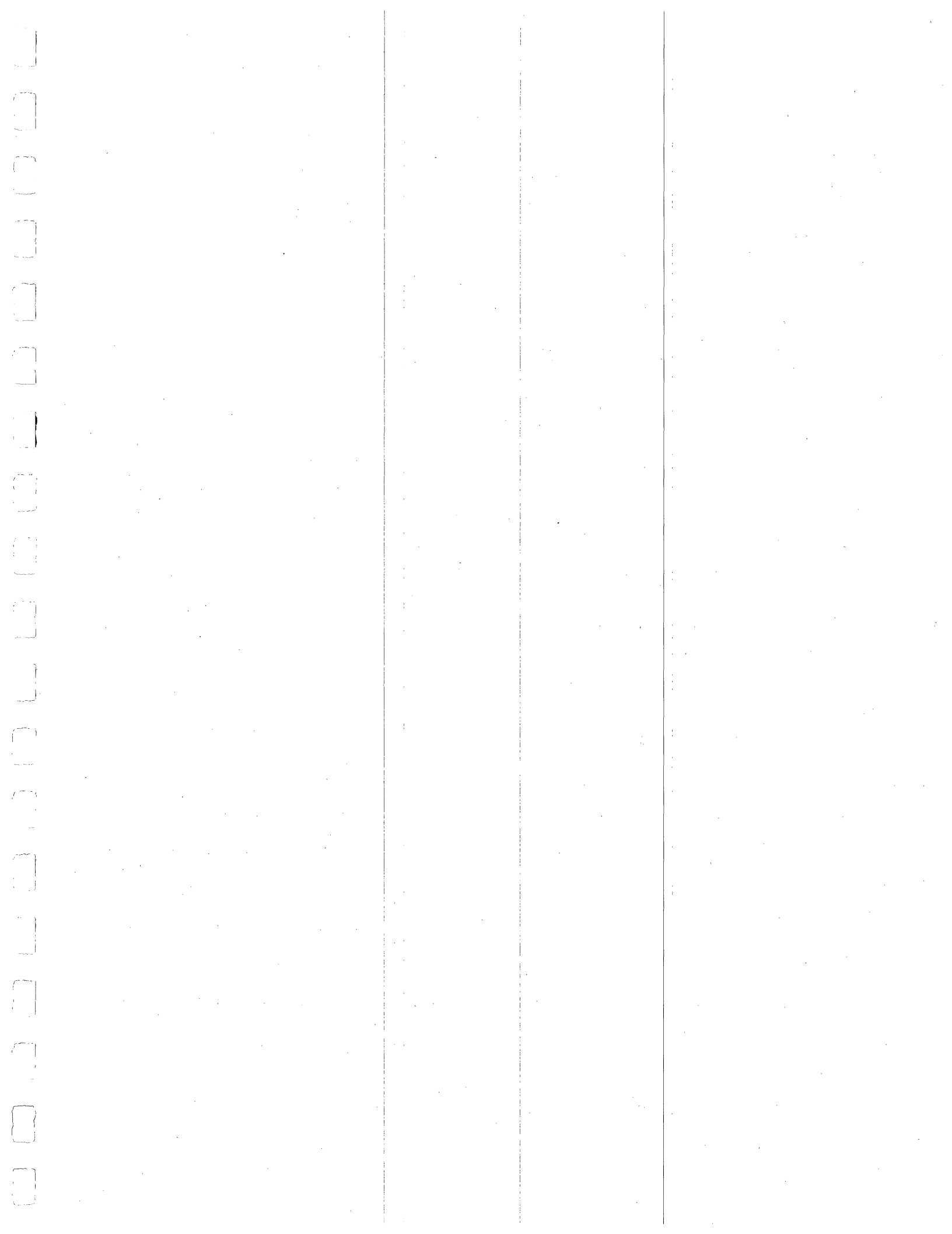
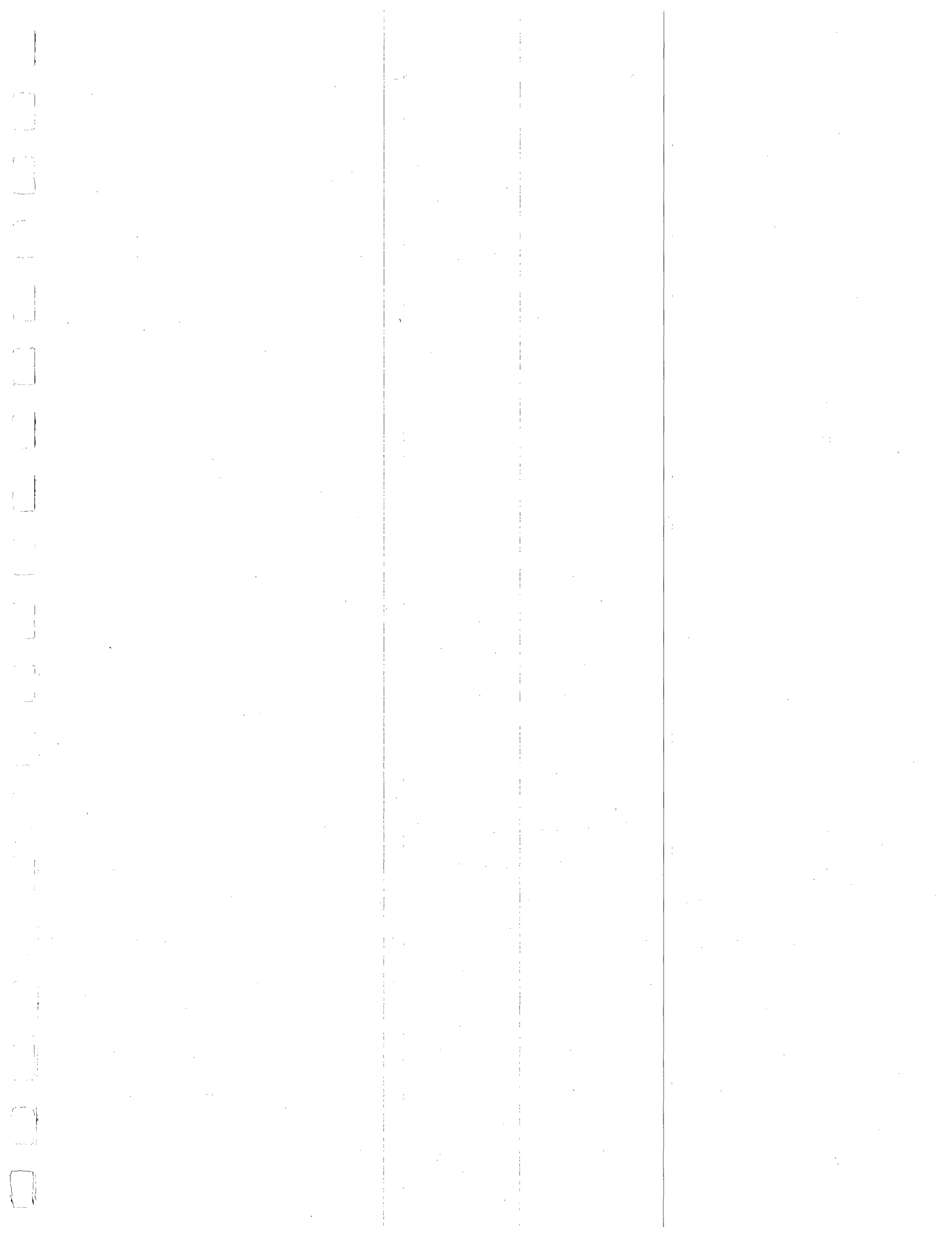


Figure 4 shows the location of these municipalities in relation to Bay Head and Point Pleasant Boros. It can be seen that the two locations have essentially the same service area.

Data from the IECTSMOC study are summarized in Table II. These data show that Bay Head Boro has an immediate need for more spaces, while Point Pleasant's facilities are adequate under today's conditions but would be marginally deficient under full electrification. Since the origin analysis indicates similar areas, it can be argued that by improving Bay Head's capacity to meet present-day needs and by providing for expansion at a later date, any future need to expand the parking spaces at Point Pleasant is removed.



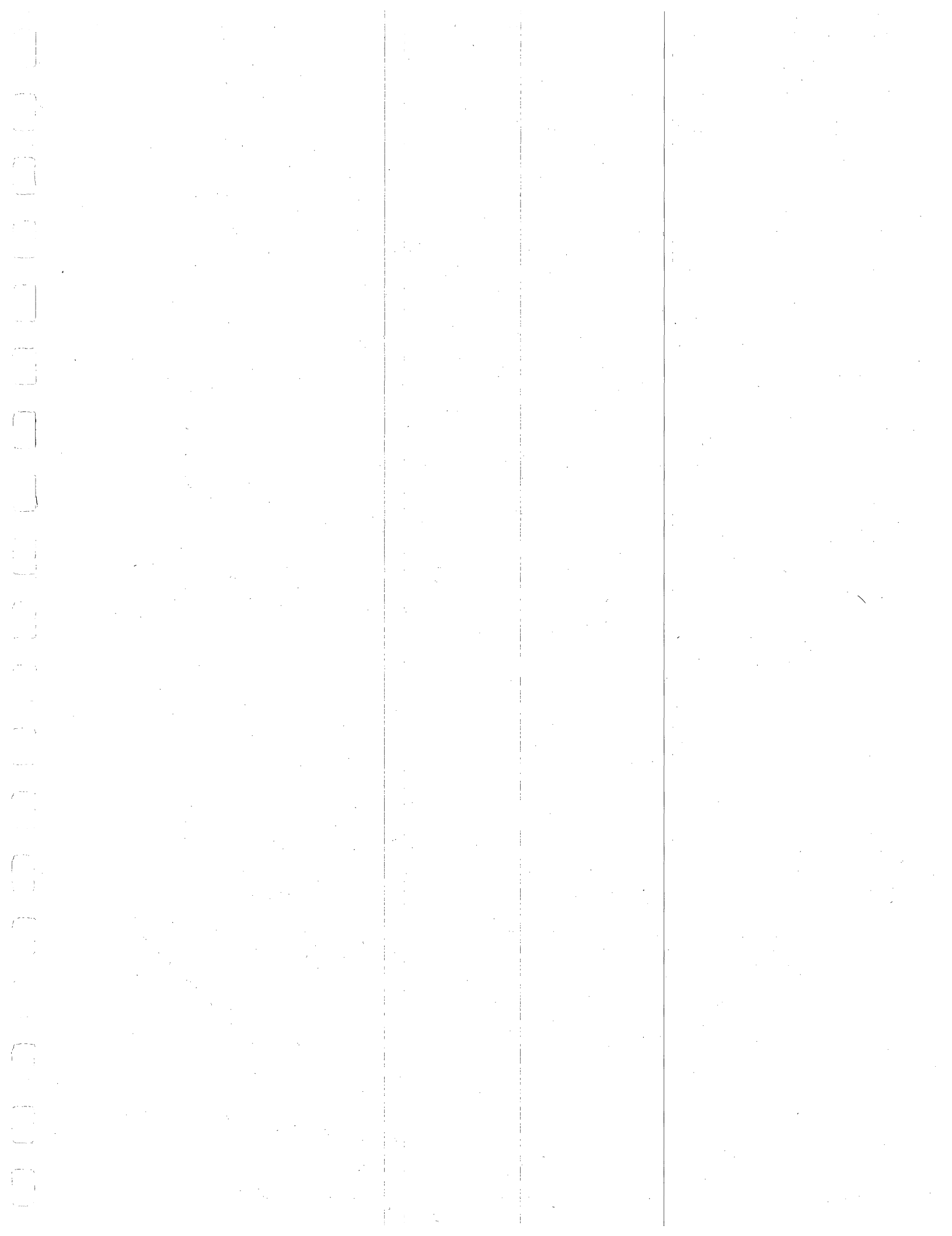


TABLE II

PROJECTED PARK-RIDE VEHICLES

PROJECTED PARKING DEMAND YEAR 1985

STATION	PRESENT DAY		<u>CONCEPT 1</u> EXISTING SERVICE NO IMPROVEMENTS		<u>CONCEPT 2</u> COAST LINE IMPROVEMENTS; AND LAKEWOOD RAIL SERVICE		<u>CONCEPT 3</u> COAST LINE IMPROVEMENTS; NO LAKEWOOD RAIL SERVICE	
	PATRONAGE	INV'D. STALLS	PREDICTED DAILY PATRONAGE	REQUIRED NO. OF STALLS	PREDICTED DAILY PATRONAGE	REQUIRED NO. OF STALLS	PREDICTED DAILY PATRONAGE	REQUIRED NO. OF STALLS
	BAY HEAD	140	25	156-165	66-70	115-141	48-60	757-792
PT. PLEASANT	279	225	200-210	87-91	355-386	155-168	498-524	217-229
BOTH STAS.	419	250	356-375	153-161	470-527	203-228	1255-1316	536-562

1985 BAY HEAD ACCESS MODE: 82 % BY AUTO

1985 PT. PLEASANT ACCESS MODE: 85 % BY AUTO

PARK-RIDE STALLS REQ'D: PATRONS BY AUTOS x 75% ÷ 1.5 PER VEHICLE

KISS-RIDE STALLS REQ'D. (MIN.): PATRONS BY AUTOS x 5% (OF DAILY TOTAL)

PROJECTED PARKING DEMAND YEAR 2000

STATION	PRESENT DAY		<u>CONCEPT 1</u> EXISTING SERVICE NO IMPROVEMENTS		<u>CONCEPT 2</u> COAST LINE IMPROVEMENT; AND LAKEWOOD RAIL SERVICE		<u>CONCEPT 3</u> COAST LINE IMPROVEMENTS; NO LAKEWOOD RAIL SERVICE	
	PATRONAGE	INV'D. STALLS	PREDICTED DAILY PATRONAGE	REQUIRED NO. OF STALLS	PREDICTED DAILY PATRONAGE	REQUIRED NO. OF STALLS	PREDICTED DAILY PATRONAGE	REQUIRED NO. OF STALLS
	BAY HEAD	140	25	191-208	71-77	145-160	53-60	1072-1092
PT. PLEASANT	279	225	195-239	75-92	345-457	132-175	534-619	206-238
BOTH STAS.	419	250	386-447	146-169	490-617	185-235	1606-1711	602-641

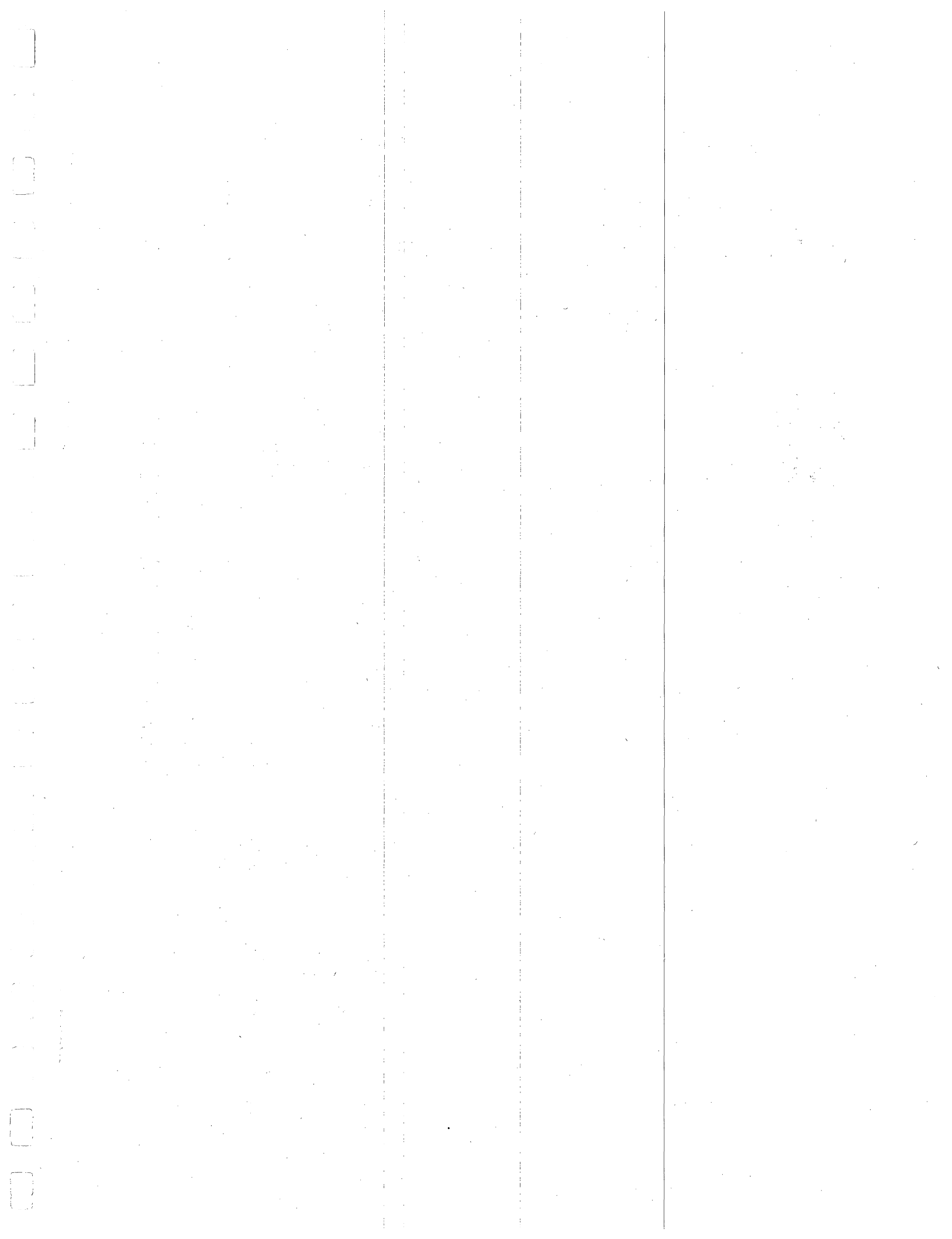
2000 BAY HEAD ACCESS MODE: 72 % BY AUTO

2000 PT. PLEASANT ACCESS MODE: 75 % BY AUTO

PARK-RIDE STALLS REQ'D: PATRONS BY AUTO x 75% ÷ 1.5 PER VEHICLE

KISS-RIDE STALLS REQ'D (MIN.): PATRONS BY AUTO x 25% x 5% (OF DAILY TOTAL)

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PROJECTED PARK-RIDE VEHICLES

Table II is a listing of the projected parking demand at the Bay Head Boro and Point Pleasant Boro Rail Stations, based on assumptions of Gannett, Fleming, Corddry & Carpenter, Inc., as described in their Urban Mass Transportation Act (UMTA) - funded study, Improvement and Extension of Commuter Transportation Services in Monmouth and Ocean Counties. The present day patronage figure is a one-way ridership based on the official conductor's counts of May 11, 1977. Both the conductor's counts and the consultant's study were made available to this feasibility study by the Bureau of Common Carrier Planning.

To reach a usable estimate of future parking needs, it is necessary to know the rail service which generates this need. However, in the case of Bay Head Boro the final configuration is still to be determined. It is, therefore, necessary to analyze various routing and equipment concepts for rail service south of Red Bank, the electrification terminus at the time of the aforementioned technical study. These configurations and their respective range of projections are grouped into three concepts indicative of future service:

1. Existing (1977) Service - Do-nothing, no improvements in equipment or service;
2. Coast Line Improvement and Inland Service - Improvements in equipment and service to Bay Head Boro, additional service inland from Lakewood via either Red Bank or Freehold;
3. Coast Line Improvement - Improvements in equipment and electric service from Bay Head Boro; no rail service inland.

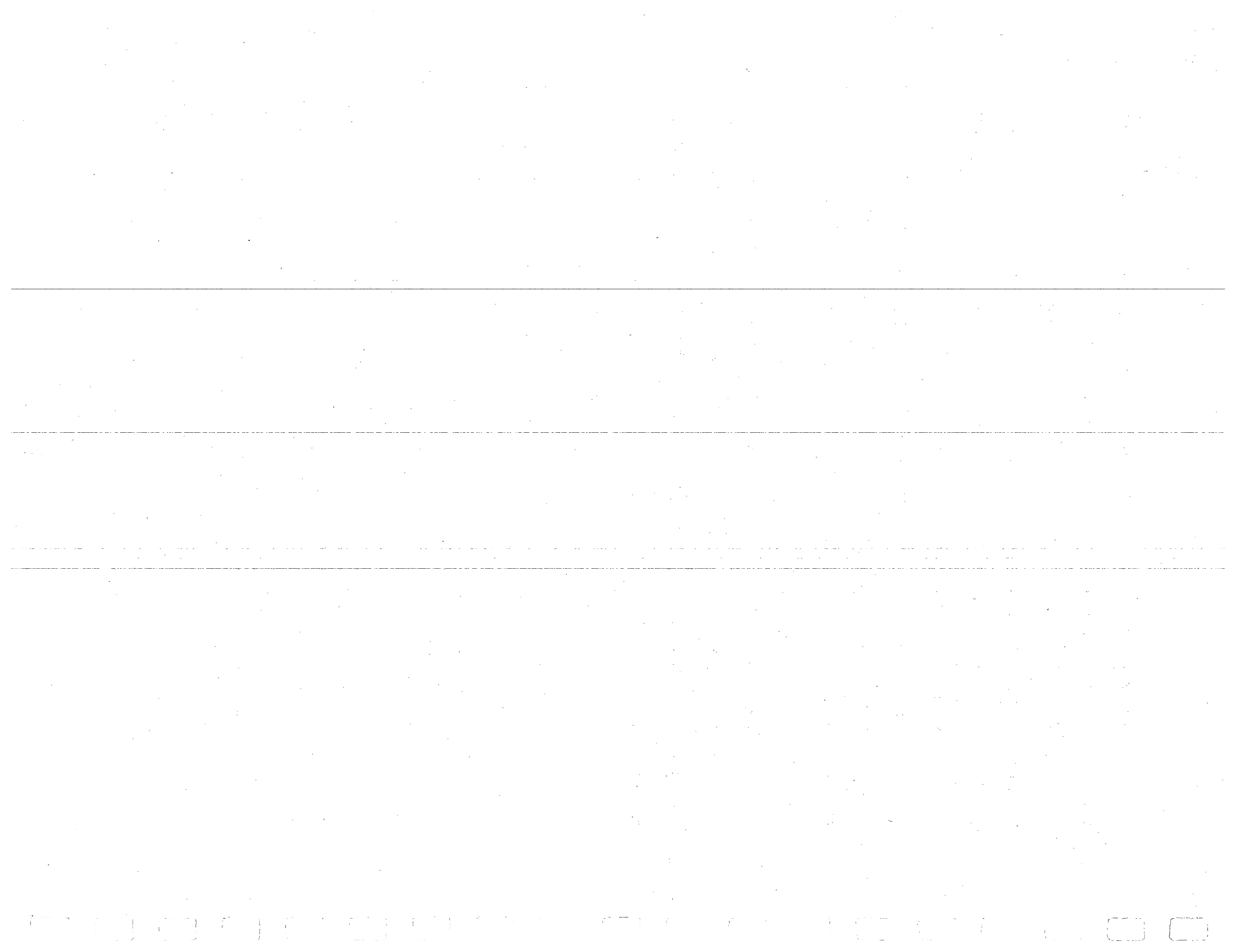
Having established the ridership for the three concepts for both the years 1985 and 2000, the required number of stalls in each case was calculated. Gannett, Fleming, Corddry & Carpenter, Inc. based their formula on various highway research sources which gave them a modal split indicating 82% of the commuters in 1985 arrive by car at Bay Head Boro and 85% at Point Pleasant; and that in 2000 72% arrive by car at Bay Head Boro and 75% at Point Pleasant. The percentages of park-ride (75%) and of kiss-ride (25%) to the total auto users were determined. The Highway Research Circular No. 91 was the basis for the estimated patrons per car, 1.5. Thus the park-ride stalls required in 1985 in Bay Head Boro for the lower limit of Concept 1 would be $156 \times .82 \times .75 \div 1.5 = 64$.



Some additional parking spaces must also be made available for short-term parkers; i.e., some kiss-ride vehicles will not immediately leave after discharging passengers. These short-term parkers have been estimated at 5% of the daily total. Thus the additional stalls required in 1985 for kiss-ride patrons is $156 \times .82 \times .25 \times .05 = 2$. The addition of the park-ride stalls and the kiss-ride stalls gives the lower limit stall requirement of 66. Similar calculations were followed for the rest of Table II.

It should be noted that since the original technical study was initiated, the southern terminus for electrification was extended from Red Bank to Long Branch. While this may increase the ridership in Bay Head Boro, any such addition would be minimal and have little effect on these parking demand projections.

This study has only addressed the parking need of railroad commuters; no attempt has been made to estimate the number of carpoolers in the area. The first stage of Alternative I and Alternative II both allow a margin of tolerance to absorb this or any other undetermined demand.



CANDIDATE SITE DESCRIPTION

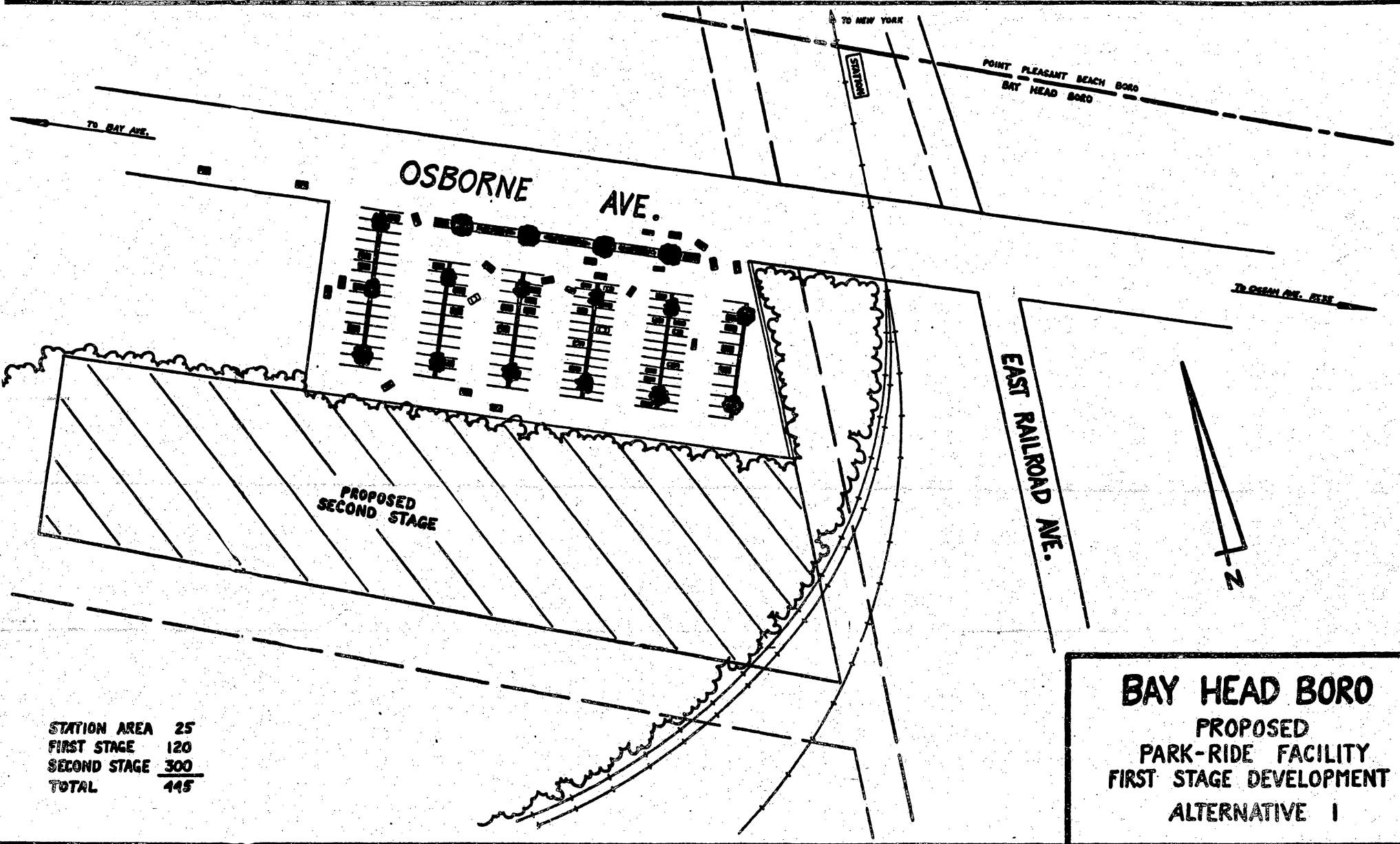
This study considers three possible solutions for the parking problem at Bay Head Boro: 1) to develop a 3.1 acre, L-shaped parcel of land shown both as Block 3, Lot 12, on the Bay Head Boro tax map and as Parcel 112 on the New York and Long Branch Railroad tax map, into a park-ride facility in Bay Head Boro (see Figure 5); 2) to improve the improvised parking area which has developed along East Railroad Avenue (see Figure 6); 3) the No-Build plan. All three plans include some improvement to the existing station parking area.

Alternative I

The site under consideration for Alternative I is within 200 feet of the existing station. It is located east of Warren Place and is bordered by Osborne Avenue on the north, by Twilight Road, also called Division Street on some maps, (a paper street) on the south, and by West Railroad Avenue (also a paper street) on the east. Access into the lot will be from Osborne Avenue, a major road in Bay Head Boro.

Located close to the existing station, this site would provide a convenient parking lot for commuters. Its size would allow for the stage-development that the projected ridership would seem to demand; i.e., its capacity could be expanded from the initial 120 spaces to an eventual 430 spaces by the year 2000. Should the future ridership prove to be even greater than predicted, there is room for parking expansion on railroad land extending south from Twilight Road (or Division Street) to the railroad tracks. The very size of the lot permits various layout possibilities as demand changes. A large part of the wooded character of the undeveloped lot could be preserved for the present time. Carefully planned landscaping would serve to replace lost vegetation to maintain the status aesthetically and environmentally.

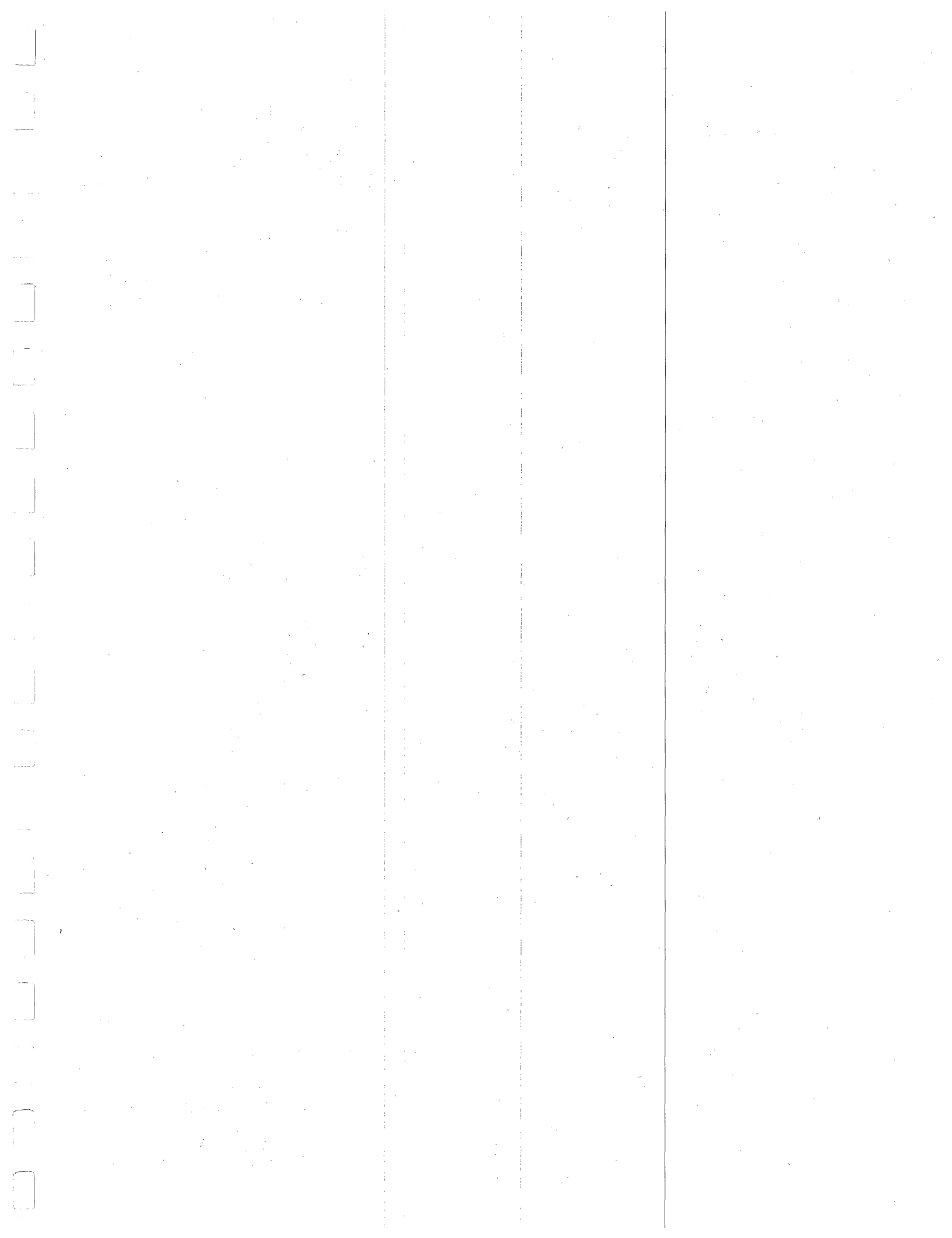


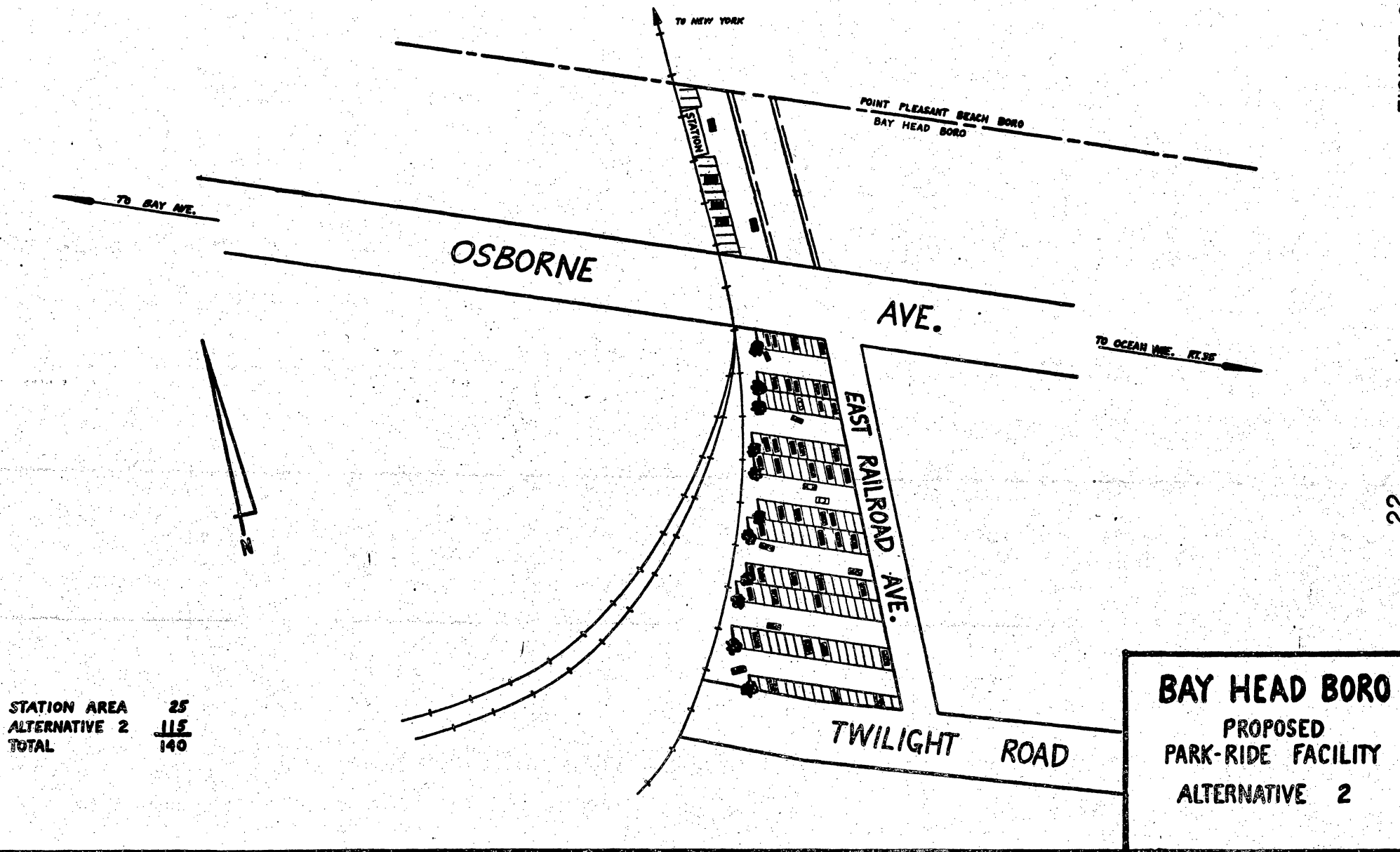


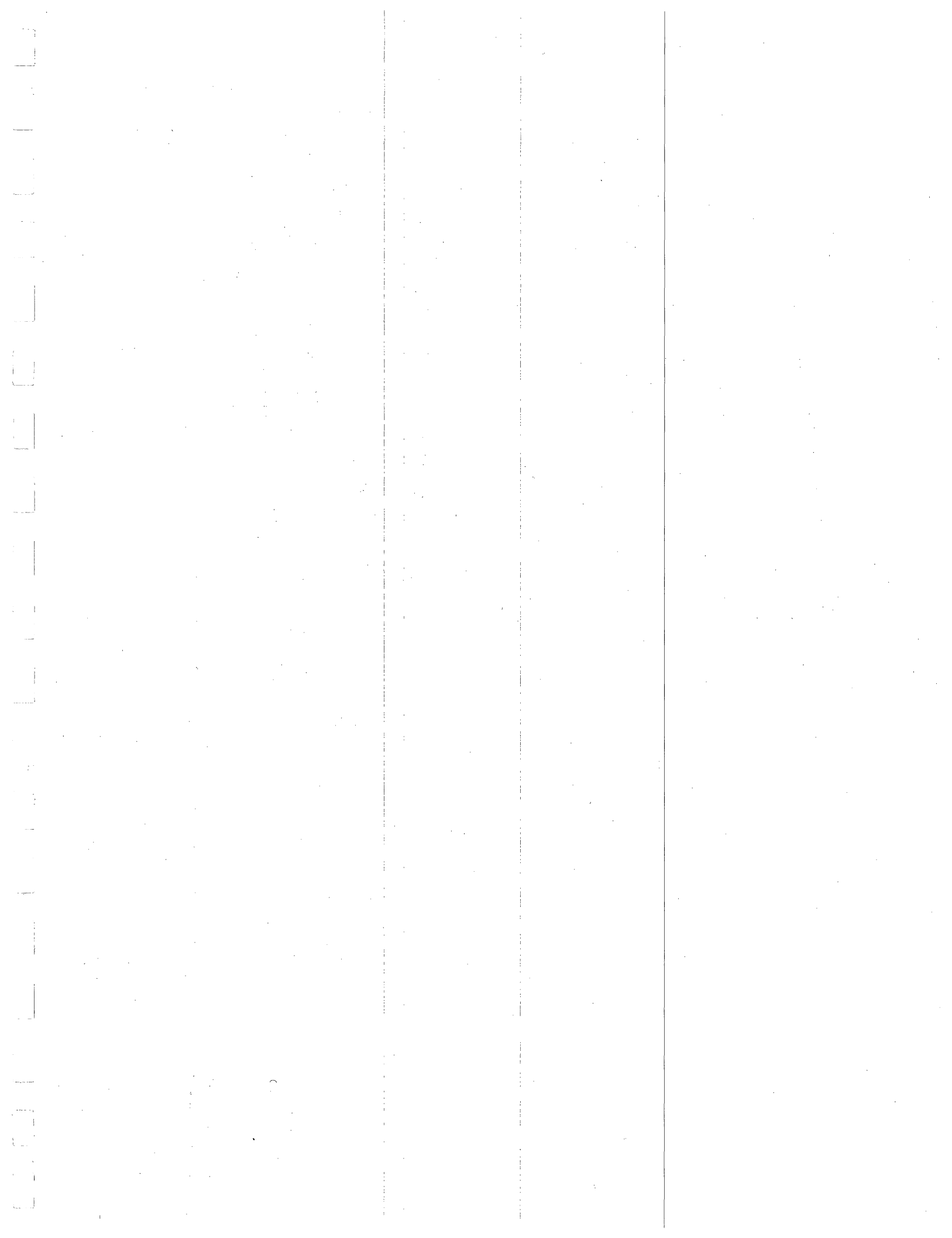
STATION AREA	25
FIRST STAGE	120
SECOND STAGE	300
TOTAL	445

BAY HEAD BORO
 PROPOSED
 PARK-RIDE FACILITY
 FIRST STAGE DEVELOPMENT
 ALTERNATIVE 1









The existing lot in the station area is located north of Osborne Avenue and east of the railroad tracks. The lot has a potential capacity of 25 spaces; however, this potential is rarely attained because of its unimproved conditions. Resurfacing and proper lining would permit better utilization of this lot. By providing an adequate parking lot for commuters, the area around the station building can be used to best advantage by the walker, the kiss-ride (one who leaves the area immediately upon discharging or picking up a passenger) and the bicyclist, especially if a means of safe bicycle storage is made available to them. The elimination of these extra-parking activities from the parking area will permit the design of a symmetric lot in such a way as to minimize the walking distance and allow for smooth circulation within the lot.

Alternative II

Implementation of Alternative II would provide a total of 140 spaces, (115 along East Railroad Avenue and 25 at the station) with no inherent room for expansion. This capacity meets the parking need through 1985. If the maximum ridership projections for 2000 are attained, it will be necessary to acquire and develop other properties at that time. Meanwhile, parking will be adequate, but without the amenities possible under the larger acreage. The 25 spaces to be developed adjacent to the station could be allotted to preferential parking as described under Alternative I. The accommodation of the necessary 115 spaces along East Railroad Avenue would allow no alternative layouts. Another disadvantage to this alternative is that the only possible buffer between the parkers and the nearby residents is the East Railroad Avenue right-of-way, which also serves as the access to the parking area.



Alternative III

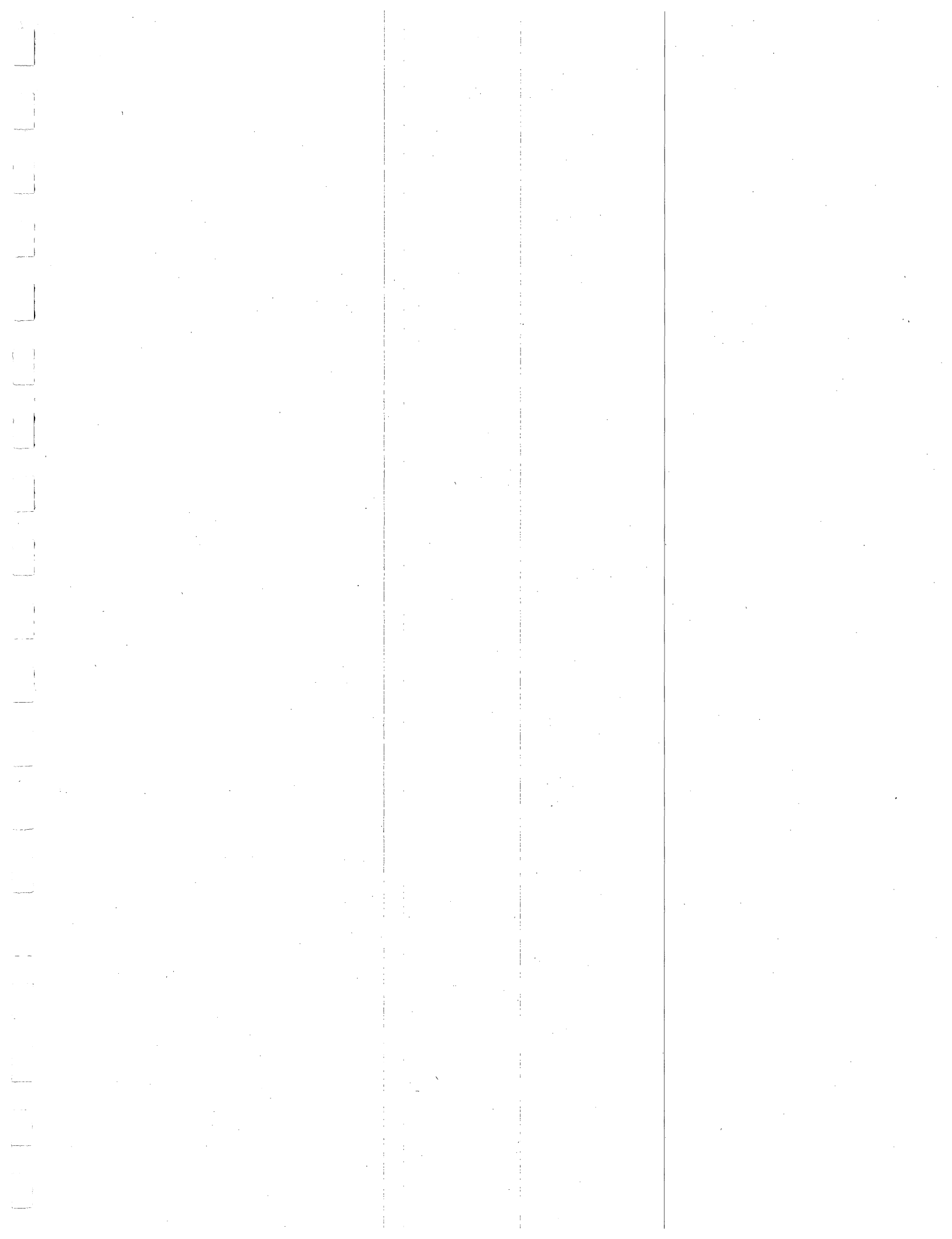
Alternative III, or the no-build plan, is a proposal to leave the situation essentially unchanged. Minor improvements such as grading and lining would enable the lot to be fully utilized. There would be no possibility for expansion nor for alternate layout design. Commuters would continue to have the choice of vying for the limited spaces at the station, parking on the street or in the parcels of land belonging to the trustee of the railroad, or driving to the Point Pleasant Beach Station. Whether this last choice works a hardship on the commuters may be a moot point at the moment; however, future growth at both locations will bring the problem more sharply into focus. That is, the problem will only be postponed, not solved, by this alternative.

In weighing the two build alternatives, some similarities become apparent. Street parking would be eliminated which would effectively improve the flow of traffic on Osborne Avenue. By unifying the parking, security and maintenance would be more easily managed, thus reducing expenses. The impact on the street network would be the same in both instances, since access is by the same routes. There is no loss of ratables or displacement of residents under either build plan.

Since it is the no-build or do-nothing plan, Alternative III would have no effect on the status quo for the time being. Commuters would not be unduly inconvenienced as long as the two parcels of land now used as improvised parking lots remain available. However, since both parcels are currently in the hands of a realtor, it is only a matter of time before parking would be prohibited. Commuters then would have the choice of street parking at ever farther distances from the station, or of driving to Point Pleasant. The impact on Point Pleasant of such an eventuality was covered in the chapter, Interrelationship of Bay Head Boro & Point Pleasant Beach Stations.



An interesting theory has been advanced by Richard I. Strickland, Engineer of Traffic Planning and Design for the Port Authority of New York and New Jersey, in Parking Design for Smaller Cars. Mr. Strickland's conclusion was: "The necessarily gradual downsizing of cars and disappearance of today's 'big' cars will not permit a general reduction in parking unit dimension for close to 15 years. At that time, an increase in capacity of about 10% would result from use of a 55' rather than an existing 60' parking unit." If Mr. Strickland's conclusion is correct, the impact of the increased small car market will come at the same time as the parking demand on Bay Head Boro balloons. Then the needed added capacity might be achieved by relining without loss of the buffer advantage.



COST ESTIMATES AND FUNDING

The economic consideration of these proposed facilities is complicated by the question of land costs. For the purpose of this evaluation, the value of the properties will be that estimated by NJDOT's Division of Right of Way. The two properties under consideration for development have been estimated to have the values of approximately \$500,000 for Alternative I and \$70,000 for Alternative II.

The Bureau of Surface Design estimates the construction cost for a park-ride is \$1,200 per stall. This estimate does not include the cost of a building or of the land.

From these estimates we can arrive at an approximate project cost. To improve the existing lot (Alternative III), which would result in 25 stalls, the cost would be \$30,000. Since there is no land acquisition involved, this represents the total expenditure. However, this figure would not include such amenities as bicycle storage facilities or extensive signing, for example.

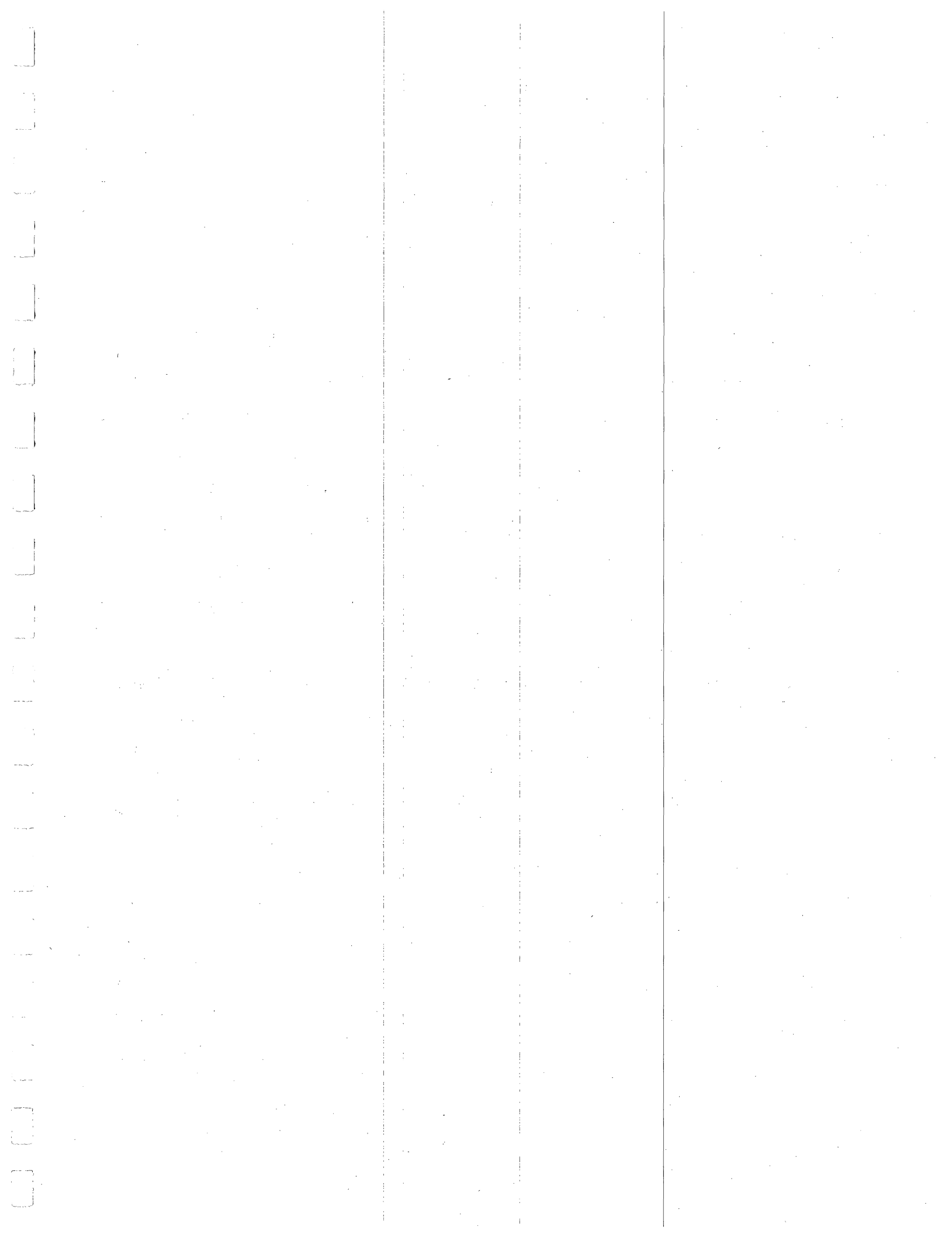
To develop the parcel on Osborne Avenue (Alternative I), it is assumed the entire lot will be purchased initially, but only about 1 ½ acres developed under the first stage of the project. This first stage would result in 120 units at a cost of \$144,000. With the lot acquisition estimated at \$500,000, the cost per stall would be about \$5,400. However, this per-unit cost will be considerably reduced under full development. Four hundred and thirty stalls at \$1,200 per stall would cost \$516,000; adding in the original land cost of \$500,000 gives a total cost of \$1,016,000 or about \$2,400 per unit. By adding in the cost of the 25 units resulting from the improvement of the station area, the unit cost under the first stage development is about \$4,600; and under full development, \$2,300.

Alternative II proposes the development of .9 acres whose purchase price has been estimated at \$70,000. One hundred and fifteen stalls at \$1,200 per stall would cost \$138,000, for a total expenditure of \$208,000, or \$1,800 per unit. If the cost of improving the existing lot is added in, for a total expenditure of \$238,000, 140 stalls would cost \$1,700 per unit.

It is obvious that the major factor in the per-unit cost differential is due to the land acquisition price. The Division of Right of Way based their estimates on recent per-square foot sale prices throughout Bay Head Boro and Point Pleasant Boro. Since the original asking price of the trustee was considerably below these estimates, it may be expected that negotiations will result in a lower acquisition cost. Needless to say, the longer a decision is postponed the more expensive the property will be to acquire. It is for this reason that Alternative II, while carrying a lower per-unit cost at this time, may prove the more expensive in the long run, if additional property has to be purchased at some future date.

A park-ride facility such as the one proposed for Bay Head Boro is a permitted use of funds under the Federal Aid Urban Systems Program (FAUS) as well as under the Urban Mass Transit Act, Section 3. The site under study qualifies for FAUS funds under Section 137 of Title 23 of the U.S. Code, as amended. The Federal Highway Administration's Policy and Procedure Memorandum 21-20 (11-9-71) cites as a criterion location on the Federal Aid Urban System. This requirement is met by Osborne Avenue which carries the designation FAU 7088. The site also qualifies for UMTA funding because this project involves an existing mass transit facility; however, UMTA funds are committed through 1980. Therefore, this qualification becomes academic.

The first step in qualifying for funding under either of these programs is that the project be listed on the Transportation Improvement Program (TIP), through which funding priorities are established on the county level. The proposed Bay Head Boro park-ride project has been listed on the TIP schedule for fiscal year 1978 for preliminary engineering.



TRAFFIC ANALYSIS

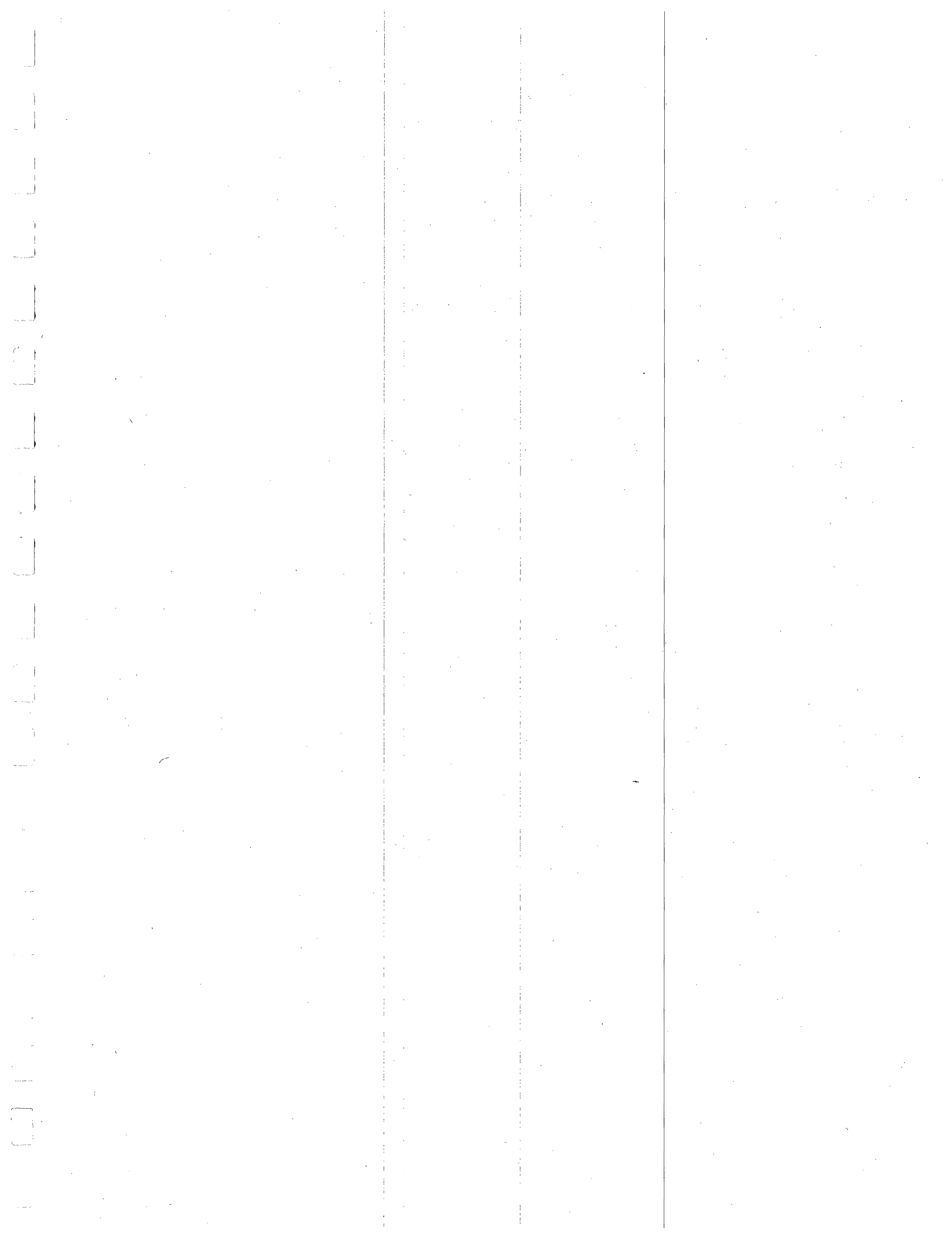
At the time of the last survey there were 65 - 75 vehicles per day parking at the Bay Head Boro Railroad Station. The license plate survey conducted during the field inventory provided the home addresses of the park-ride patrons through a license lookup program available from Motor Vehicles. From their home addresses, the routing taken by these commuters was simulated. Twenty-eight percent enter from the south via NJ 35 using either Twilight Road or Osborne Avenue; fifty-four percent enter from the west via NJ 88 using Bay Avenue southbound to Osborne Avenue and eighteen percent enter via Bay Avenue northbound to Osborne Avenue. These routings are illustrated in Figure 7.

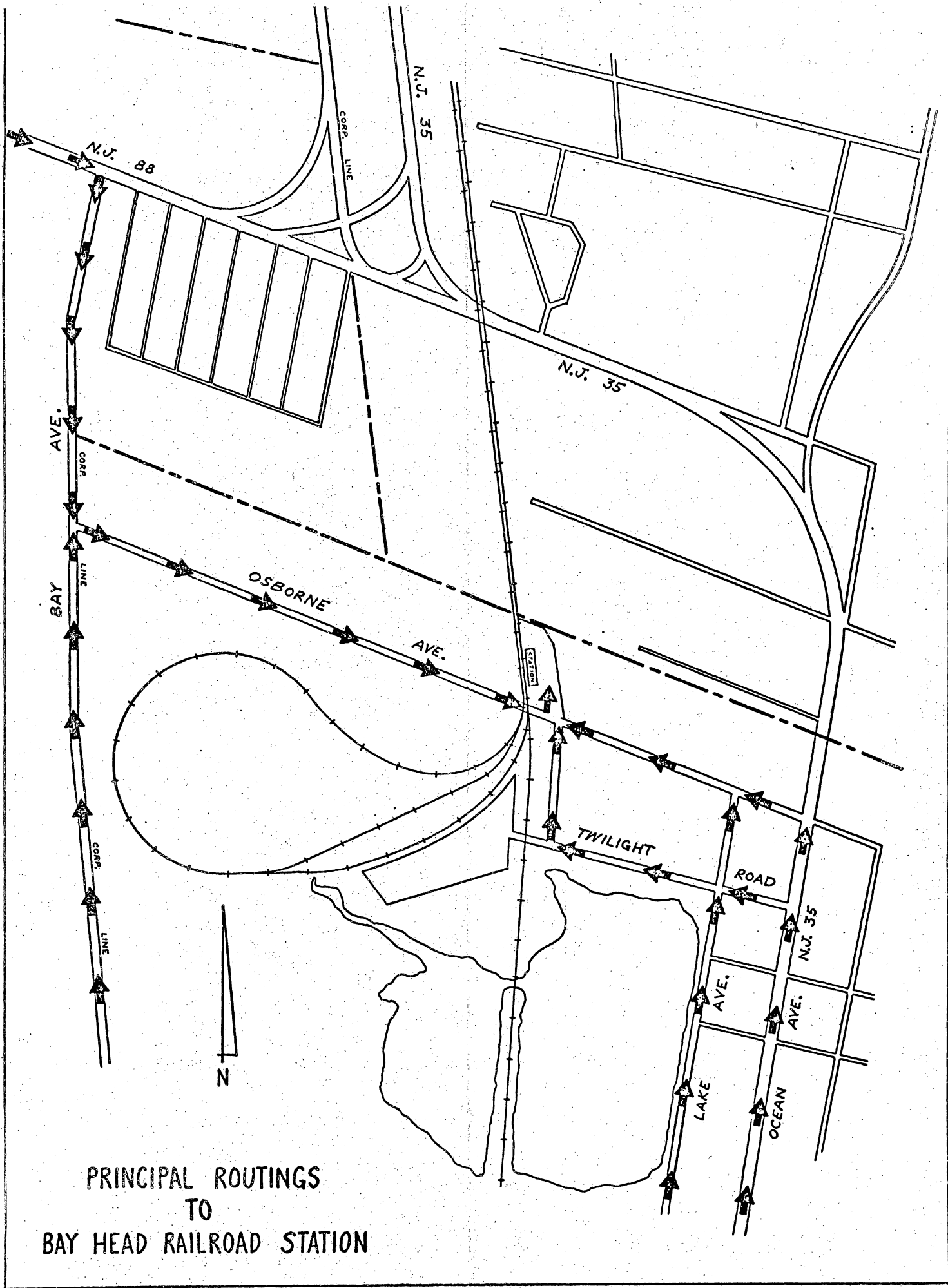
Traffic volumes and estimated roadway capacities for these access roads in 1978 are shown in Figure 8. The highway peak hour values occur between 4 and 5 pm while the commuter peak hour is 6 - 7 pm. The 4 - 5 pm highway peak was determined from traffic surveys, both turning and machine counts. The 6 - 7 pm commuter peak hour was determined from both a 1975 conductor's boarding count and machine counts.

It must be emphasized that the highly recreational character of the area was not considered a factor for the purposes of this analysis since the proposed facility is primarily commuter-oriented.

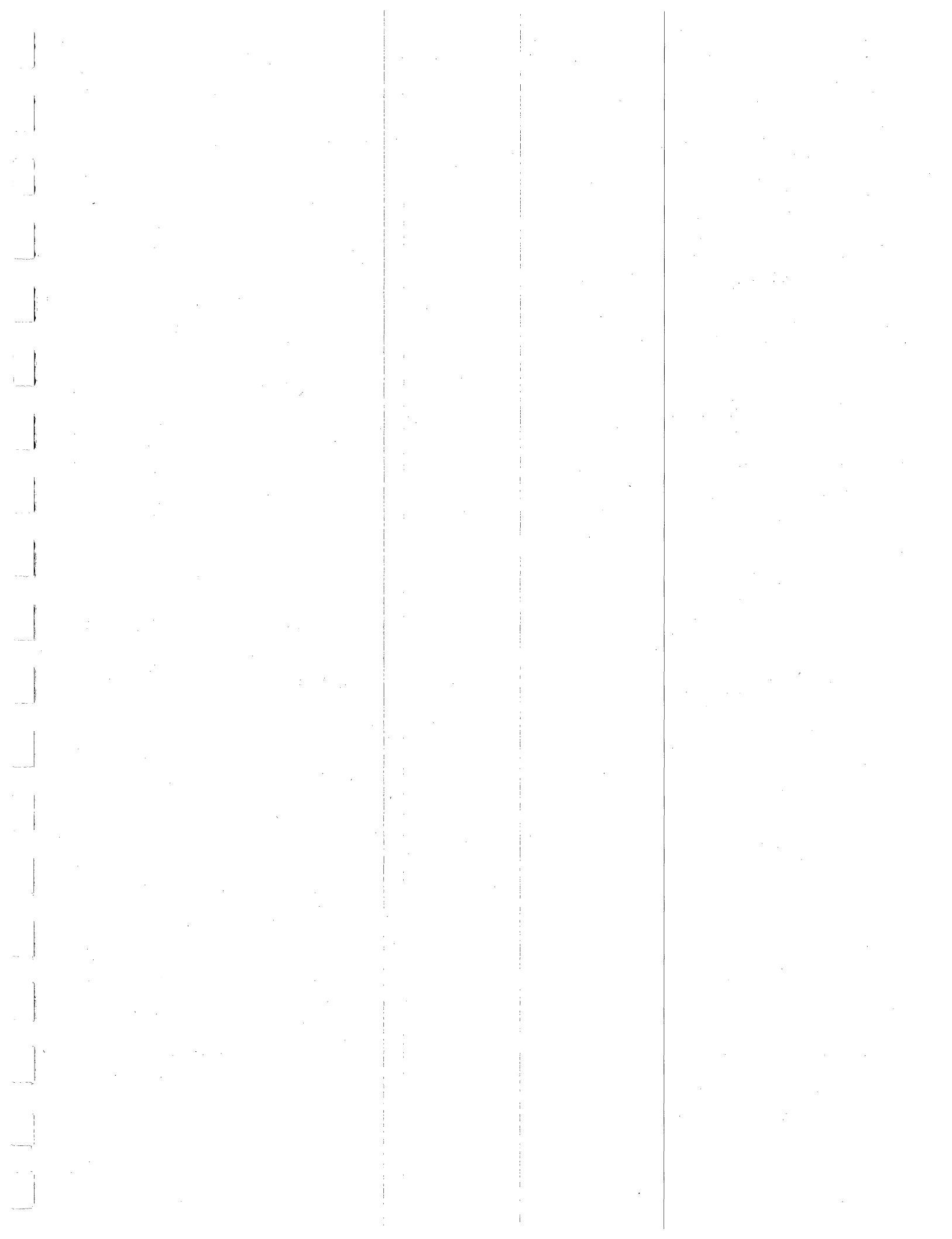
The proposed alternatives for improving the parking at the Bay Head Boro Railroad Station are not expected to change the routings taken by the rail commuters. Access to and from the west will be via Osborne Avenue, and to and from the east either via Osborne Avenue or optionally Twilight Road. Under stage I of Alternative I and Alternative II no substantial amount of traffic will be introduced into the station area. However, the final stage development of Alternative I provides parking spaces for 425 vehicles in the design year 2000, an increase of 300 vehicles in the area.

Traffic volumes were projected for the design year 2000 using growth rates not greater than 2%. Traffic on Bay Head Boro's local and minor arterial roads is not expected to increase substantially due to the present high level of development of the Boro's land. Estimated traffic volumes for the design year 2000 are shown in Figure 9.

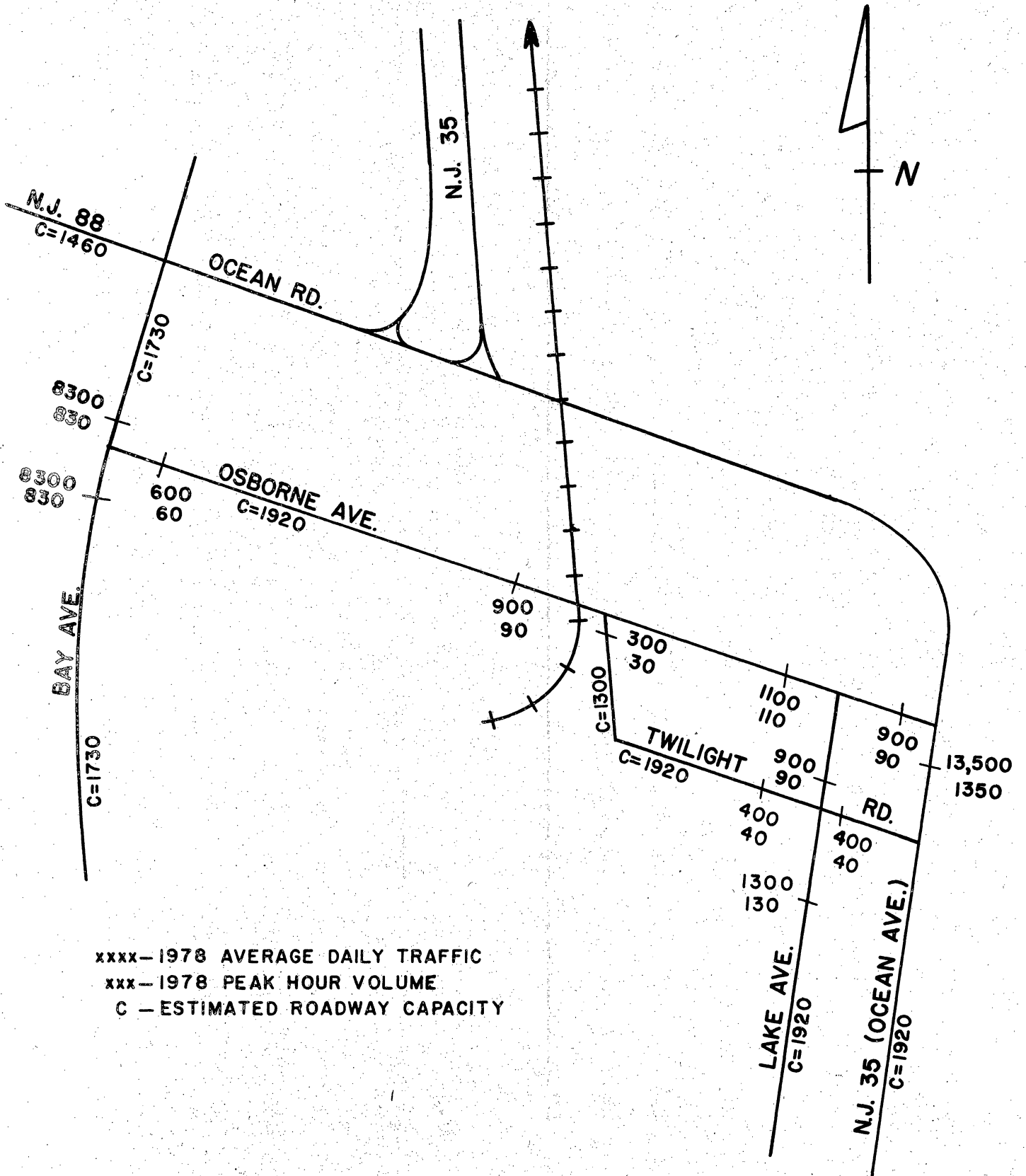




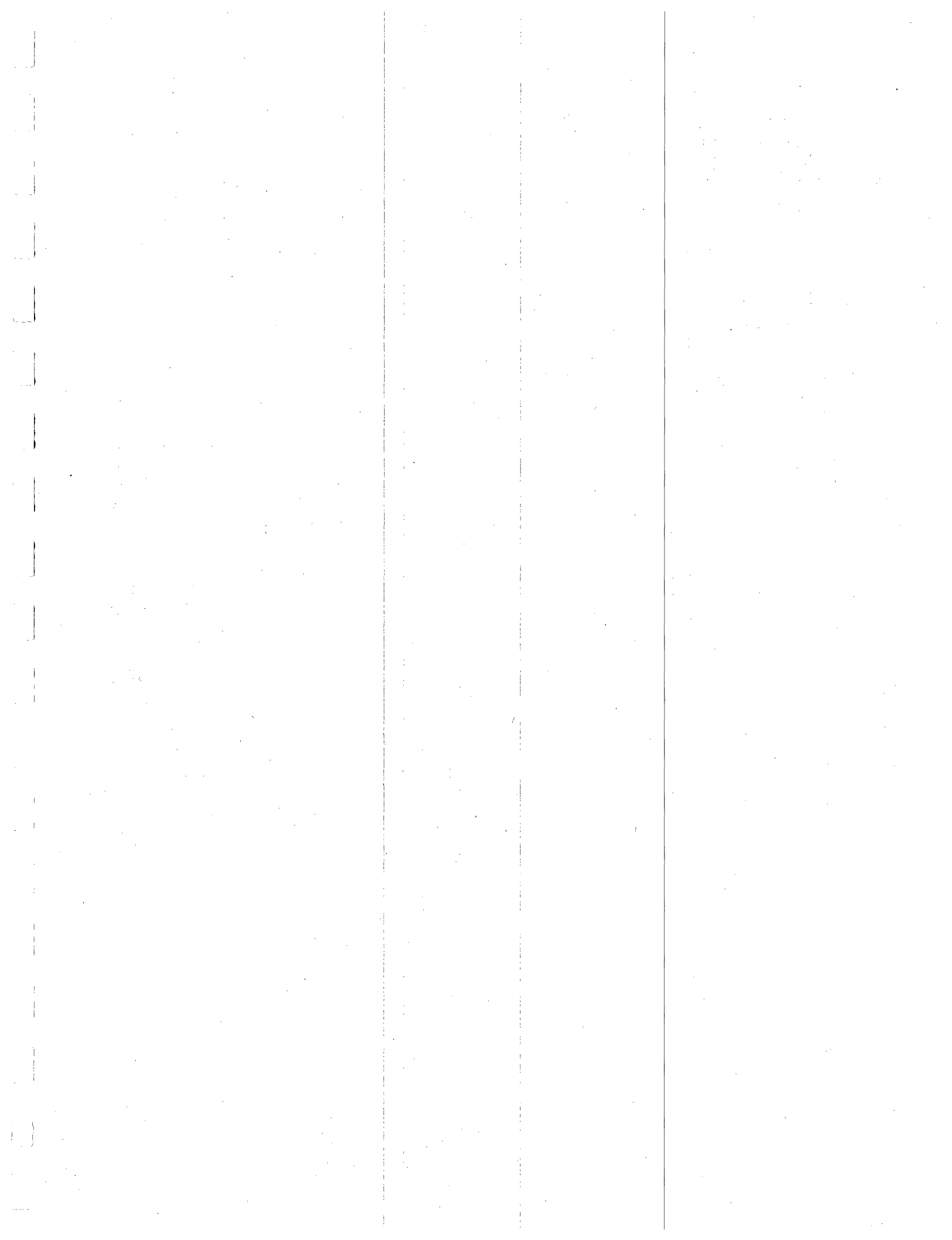
PRINCIPAL ROUTINGS
TO
BAY HEAD RAILROAD STATION



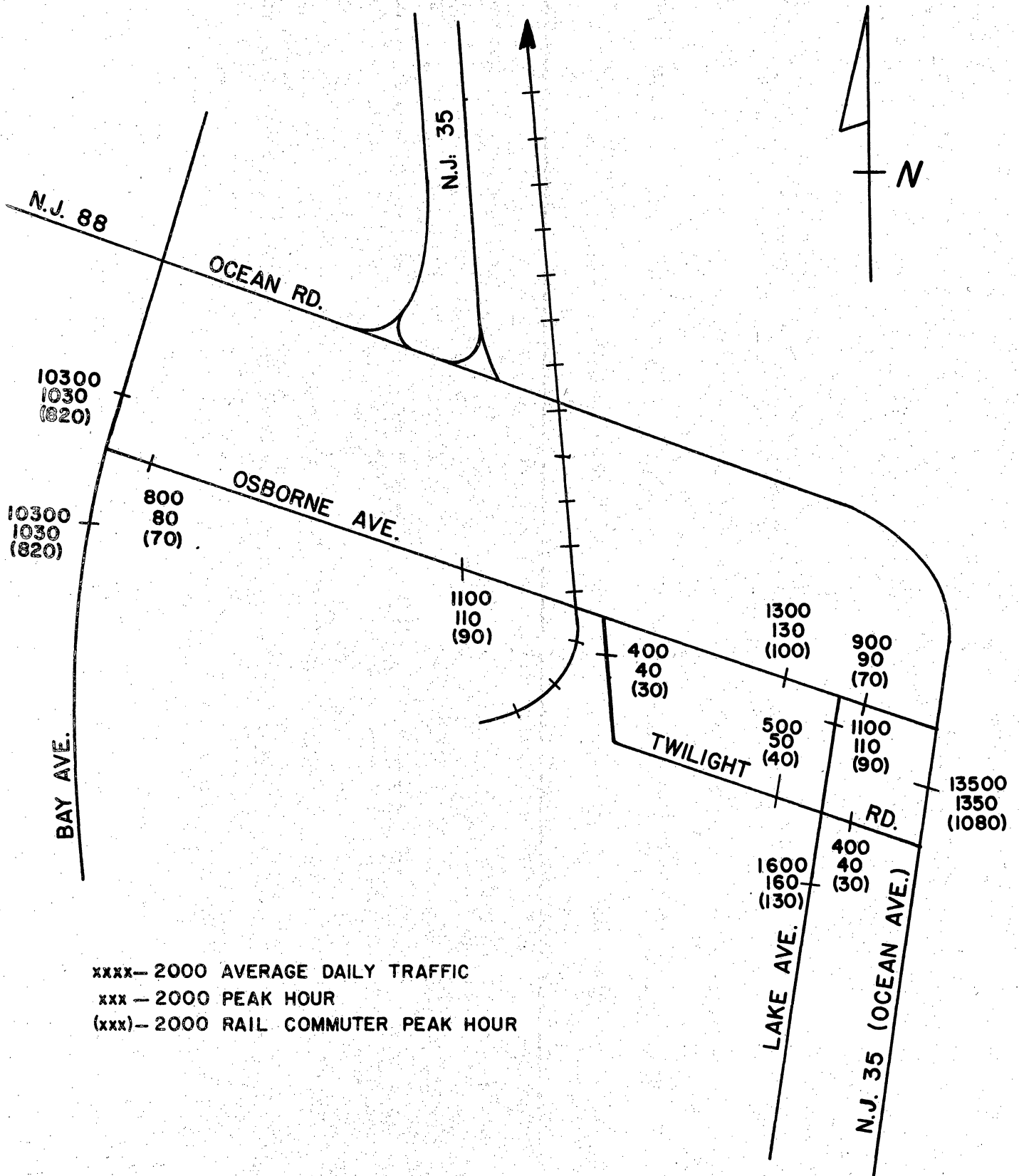
1978 TRAFFIC VOLUMES BAY HEAD RR STATION ACCESS ROADS



xxxx—1978 AVERAGE DAILY TRAFFIC
 xxx—1978 PEAK HOUR VOLUME
 C — ESTIMATED ROADWAY CAPACITY



2000 NO BUILD TRAFFIC PROJECTIONS BAY HEAD RR STATION ACCESS ROADS

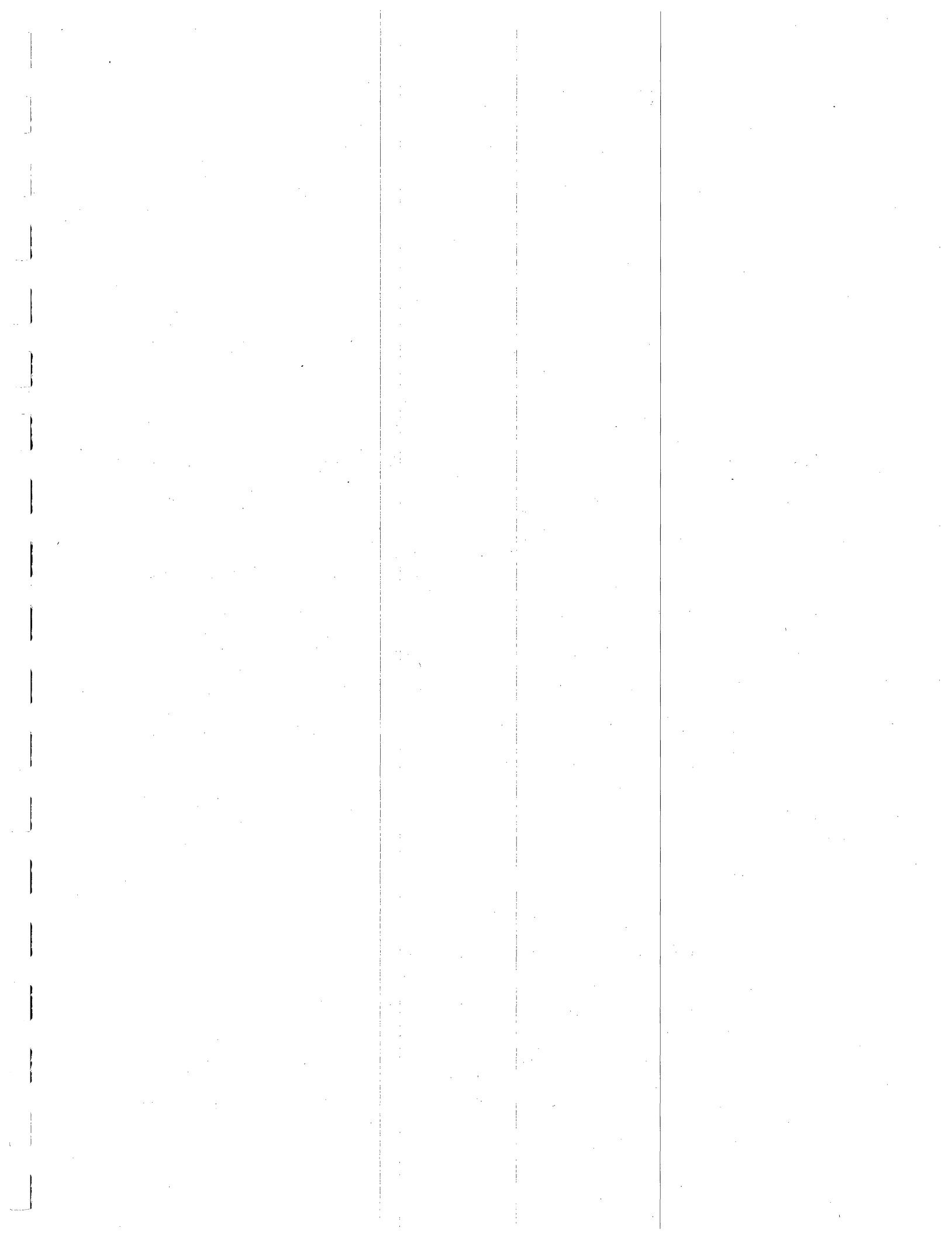


xxxx— 2000 AVERAGE DAILY TRAFFIC
xxx — 2000 PEAK HOUR
(xxx)— 2000 RAIL COMMUTER PEAK HOUR

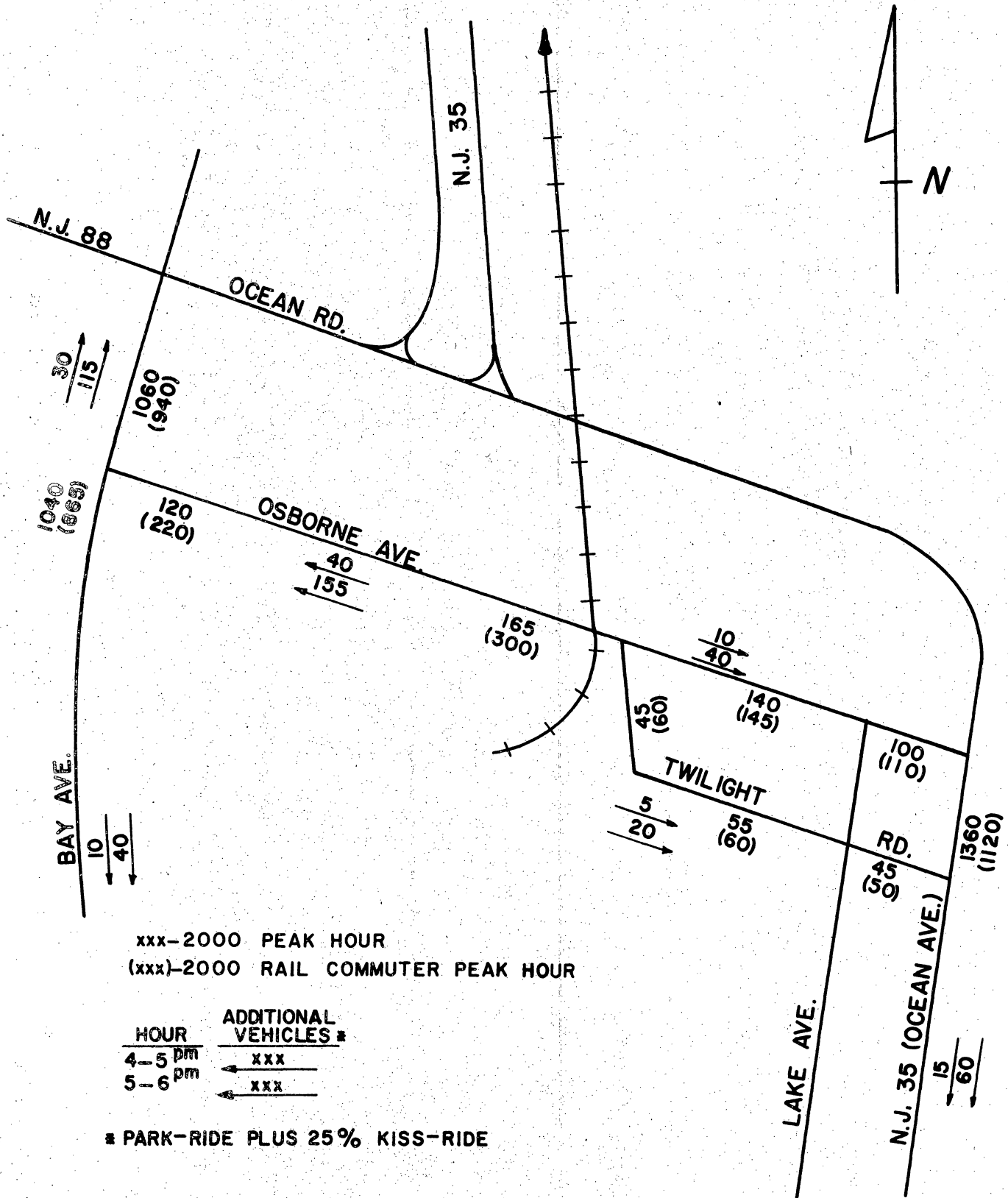
The traffic analysis established the 1978 commuter peak hour as 6 - 7 pm. However, with improved service to Bay Head Boro the commuting time from New York is expected to be reduced by an estimated 30 - 40 minutes; therefore, the commuter peak hour will be earlier. An estimate of the hourly distribution of the arrivals with improved service is as follows: 4 - 5 pm - 10%; 5 - 6 pm - 40%; 6 - 7 pm - 40%; and 7 - 8 pm - 10%. While the proposed park-ride will generate additional traffic in the highway peak hour, 4 - 5 pm, generally this traffic is a relatively small percent of the total traffic and will have a minimal effect. On Osborne Avenue at the entrance and exit of the proposed park-ride there will be a 50 percent increase in traffic when compared to the No-Build, due to the low No-Build traffic volumes projected for this road in the year 2000. However, the total traffic is well below the roadway's capacity. It was found that traffic volumes in the hours 5 - 6 and 6 - 7 pm are 80 and 60% of the highway peak respectively. Therefore, the peak hour due to the additional rail commuters will be from 5 - 6 pm.

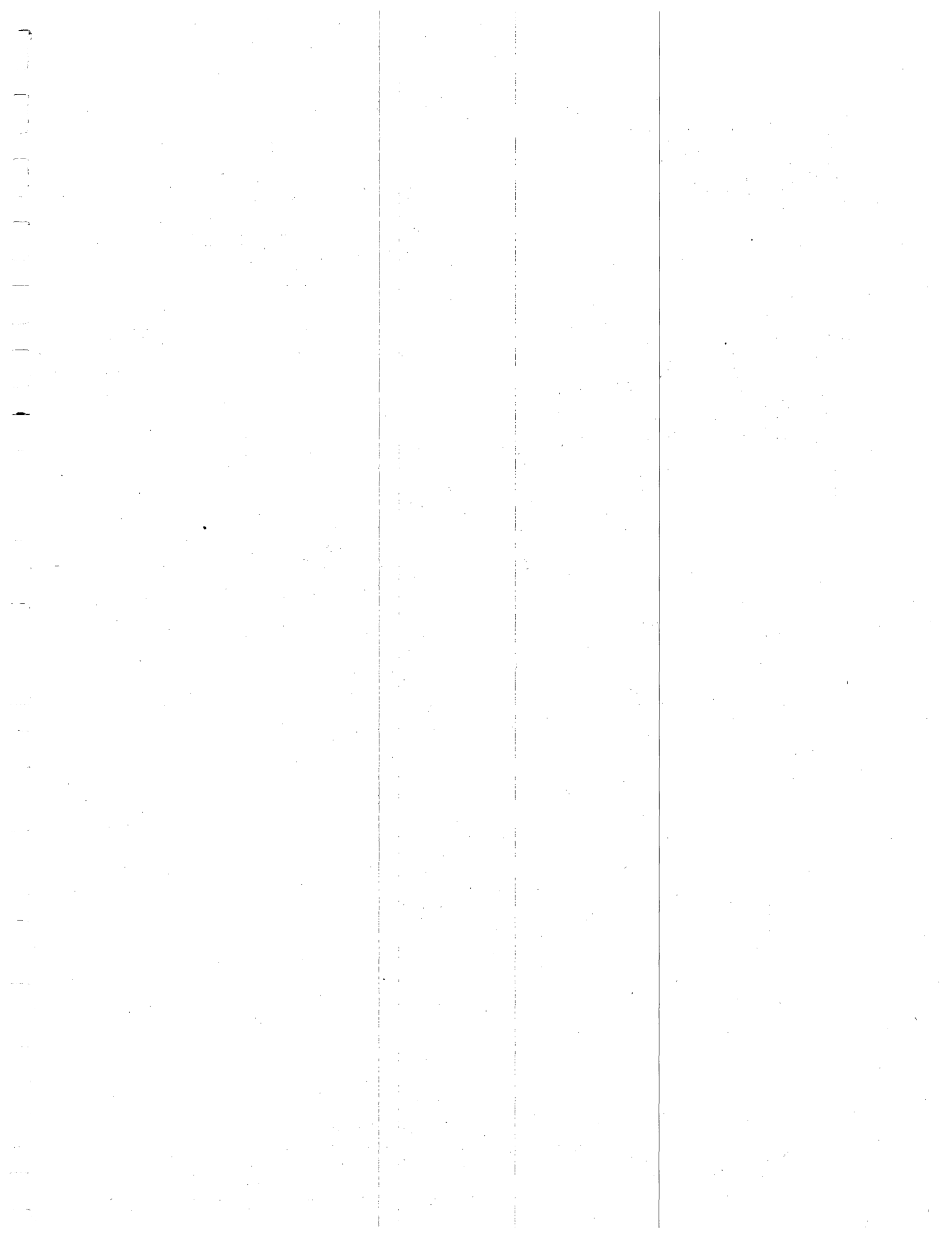
Figure 10 shows the traffic projections for the Bay Head Boro access roads with the proposed park-ride. Generally, the volumes in the rail commuter peak do not exceed the highway peak values, except for Osborne Avenue.

It is not anticipated that there will be a need for additional traffic control devices due to the new facility. It is expected that NJ Route 88 and its intersection with Bay Avenue will be improved to accommodate future demands which are not related to this improvement.



2000 BUILD TRAFFIC PROJECTIONS BAY HEAD RR STATION ACCESS ROADS





ACCIDENT ANALYSIS

Accident records for the years 1972 through 1976 were obtained from the NJDOT Bureau of Accident Records. The statistics for this five-year period follow:

INTERSECTIONS

	<u>NJ 35 & Osborne</u>	<u>NJ 35 & Twilight</u>	<u>Bay & Osborne*</u>	<u>Osborne & E. Railroad*</u>
Total Accidents	14	11	2	1
Total Vehicles Involved	26	18	3	2
Total Bicycles Involved	1	1	1	0
Total Pedestrians Involved	0	1	0	0
Accidents Resulting in Injuries	5	6	1	0
Total Injured	6	6	1	0
Total Killed	0	0	0	0

Only those accidents within 10 feet of the intersections and causing at least \$200 in property damages are included in these figures.

Over the five year period, three accidents occurred in the 5 - 6 pm commuter peak hour. These three accidents occurred at NJ 35 and Osborne Avenue, with a single injury being sustained.

The traffic in the station area is relatively light, and the additional traffic generated by the improved parking facility will not be great enough, when added to the regular traffic, to exceed the roads' capacity. Therefore, it can be expected that there will be no appreciable increase in accidents due to the new facility.

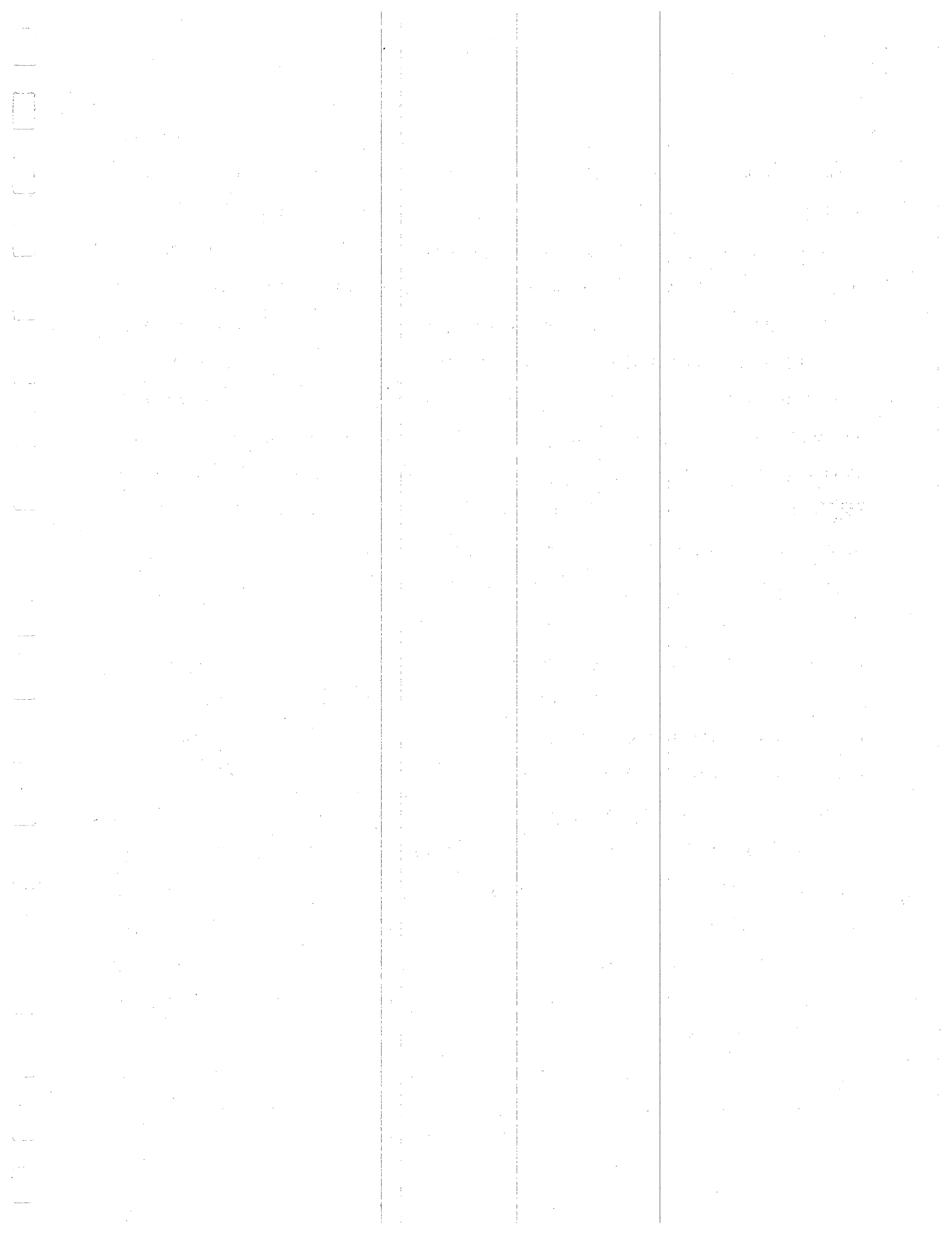
*1972 and 1973 records listed accidents for municipal locations only when there were five or more accidents.

DEMOGRAPHICS

Ocean County is divided into seven planning areas based on the area's growth patterns, character, and the traditional orientation of the area's residents. Bay Head Boro is part of the North Shore Planning Area which includes, in addition to Bay Head Boro, Lavallette, Mantoloking, Point Pleasant Beach, Point Pleasant, Seaside Heights, and Seaside Park Boros. Although the population growth from 1980 to 1990 is expected to be as high as 87% in the South Central Planning Area of Ocean County, growth in the North Shore Planning Area is only expected to be between 9 and 19%. This low growth (in relation to the rest of the county) is due to the fact that this 8-square-mile area has a population density of 3,373 persons per square mile, the highest density of all the planning areas of Ocean County.

Population projections, provided by the Ocean County Planning Board, for the Boro of Bay Head show an expected growth from 1,083 in 1970 to between 1,200 and 1,300 by 1980 and between 1,500 and 1,600 by 1990. In keeping with these projections, the New Jersey Department of Labor and Industry estimated the 1976 population of Bay Head Boro to be 1,231.

The financial status of potential park-ride patrons is important in their ability to pay for alternate transportation. Bay Head Boro is one of the more affluent boros of Ocean County as evinced by the following information from the Fourth Count Census Tabulation for Statewide Transportation Planning (1970). The average family income in Bay Head was \$15,409 as compared to an average of \$10,312 for Ocean County. Seventeen percent of the population of Bay Head Boro 25 years old and over had had at least 4 years of college as compared to 7% for the total county; 32% of the employed population of Bay Head Boro were reported to be professional in relation to 22% for Ocean County. The mobility allowed by this affluence in Bay Head Boro is evident in the number of automobiles owned. In Bay Head Boro, 46% of the occupied units have two or more automobiles available in comparison to 38% of the occupied units for Ocean County. According to a park-ride study prepared by Purcell Associates for the NJ Turnpike Authority, the high rate of households owning more than two cars in high income areas favors park-ride commuting.

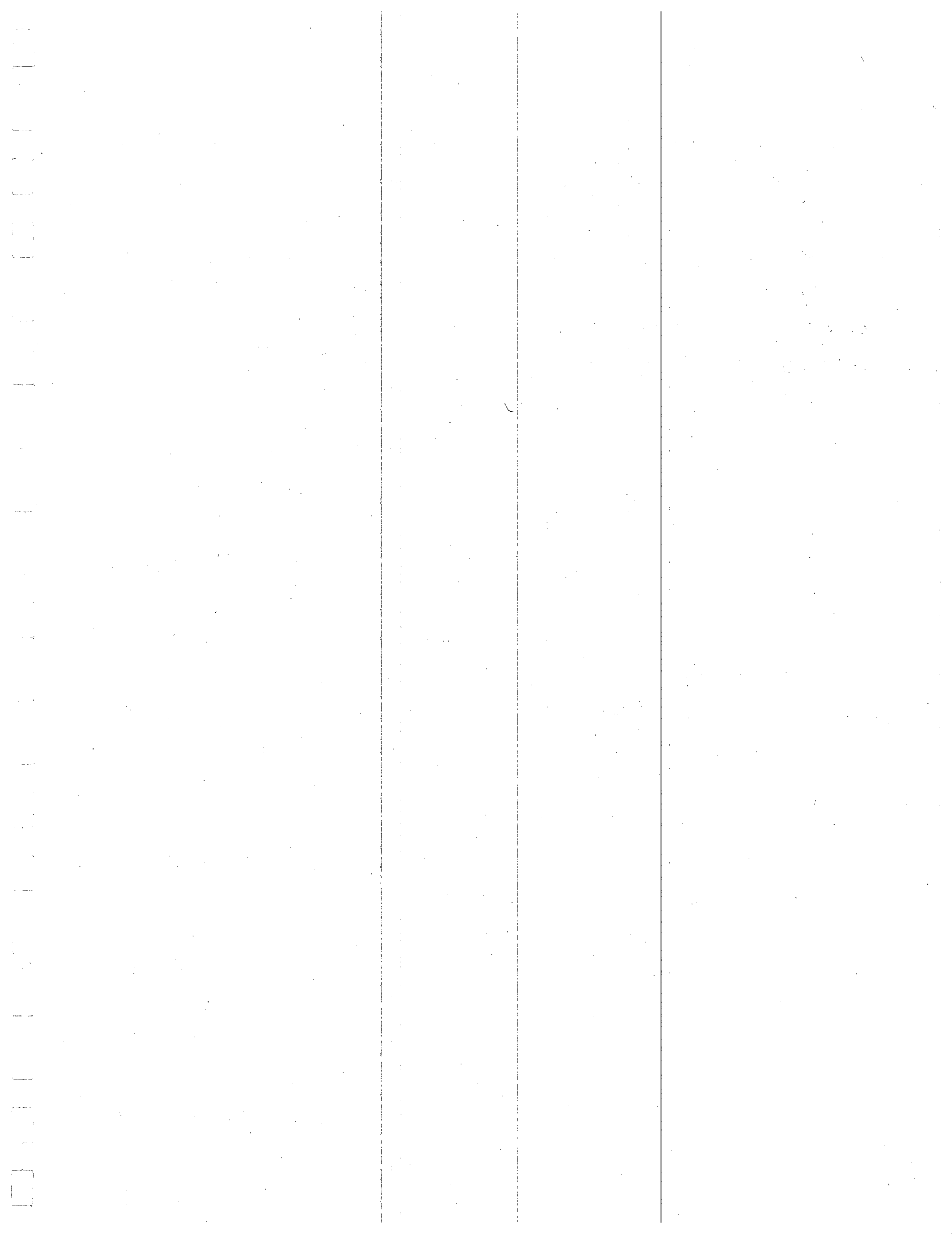


Commuter Characteristics

Every weekday morning 24% of the working population of Ocean County travel more than 30 miles to work, 82% using the automobile exclusively. In the 1970 Fourth Count Census Tabulation for Statewide Transportation Planning the labor force of Ocean County is reported as 71,176 or 34% of the total population of the county. Of this labor force, 12% reported the Newark-New York Central Business District (CBD) as their work destination. The labor force of Bay Head Boro was 478 or 40% of the population of the Boro. Of this Bay Head Boro labor force, 24% reported their work destination as the Newark-New York CBD. The percentages of the respective labor force which use the railroad for their work trip were 17% in Ocean County and 8% in Bay Head Boro.

The population trends in Ocean County indicate that there will be a move toward mass transit in the future. As the population grows more dense, the roadway networks will become increasingly more congested. A commuter survey conducted by the Ocean County Board of Public Transportation shows that three out of four commuter-oriented residents of Ocean County area are dissatisfied with the existing public transit service. Eighty percent of the respondents favored mass transit improvements, while less than ten percent want more roads. When asked to specify the worst traffic problem in Ocean County encountered on the way to work, 14% cited lack of mass transit facilities and 47% cited traffic congestion which could be relieved by mass transit.

Improved transportation services, such as the proposals outlined in the Bureau of Common Carrier Planning's Improvement and Extension of Transportation Services in Monmouth and Ocean Counties, are presenting possible answers to the commuter's complaints. It becomes evident that as more people are drawn toward mass transit, more parking will be necessary at the transportation facilities. Park-Ride studies have shown that parking is the most important factor considered by auto commuters when considering a switch to another mode. This is especially true on the southern end of the North Jersey Coast Line, where the absence of intra-municipal transportation services makes the stations almost inaccessible except by automobile.

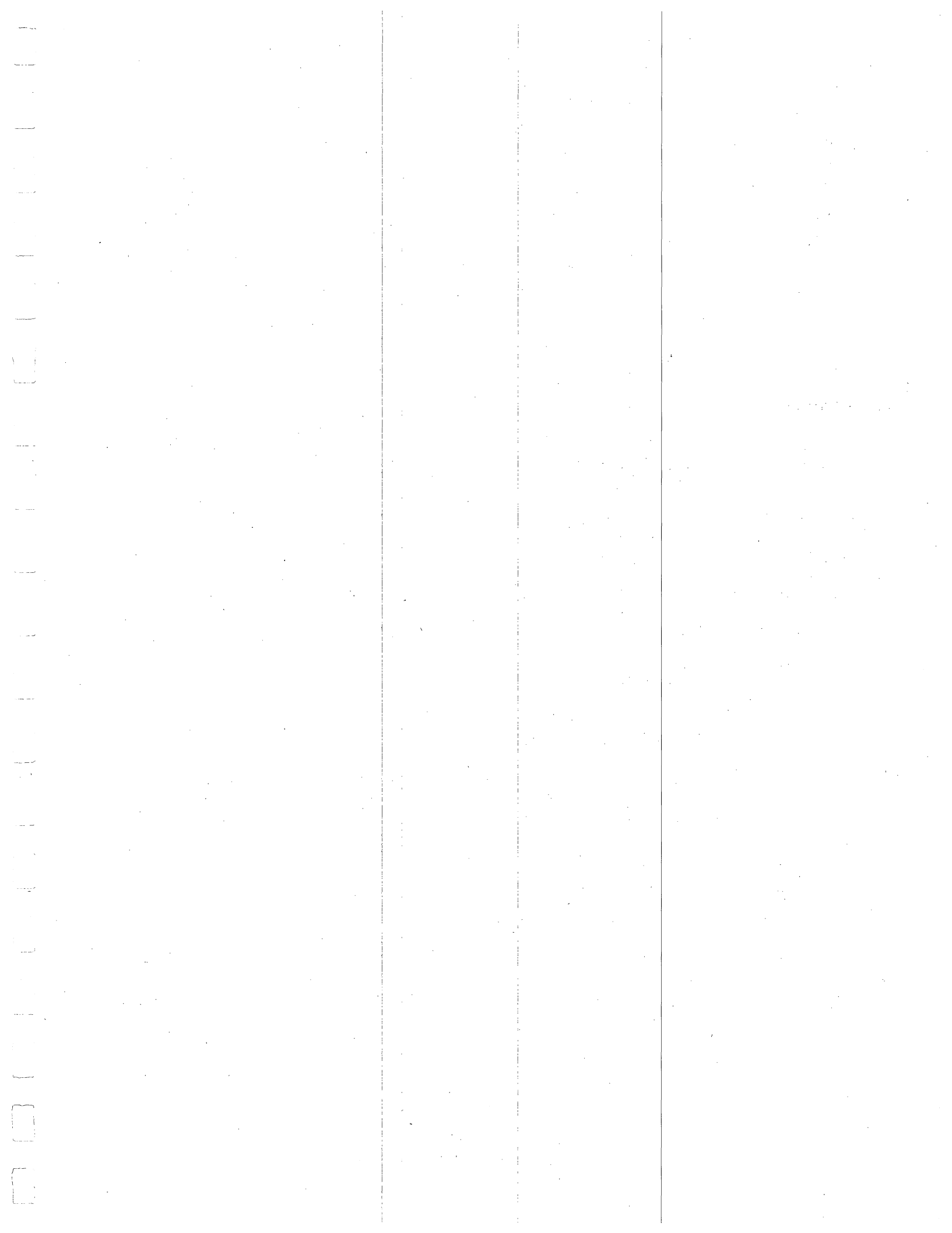


IMPLEMENTATION

Once a project has received the approval of the Commissioner of Transportation, it is advanced to the NJDOT Bureau of Surface Design. It is suggested that upon such approval for this project and while final plans are being prepared, the following steps be taken concomitantly:

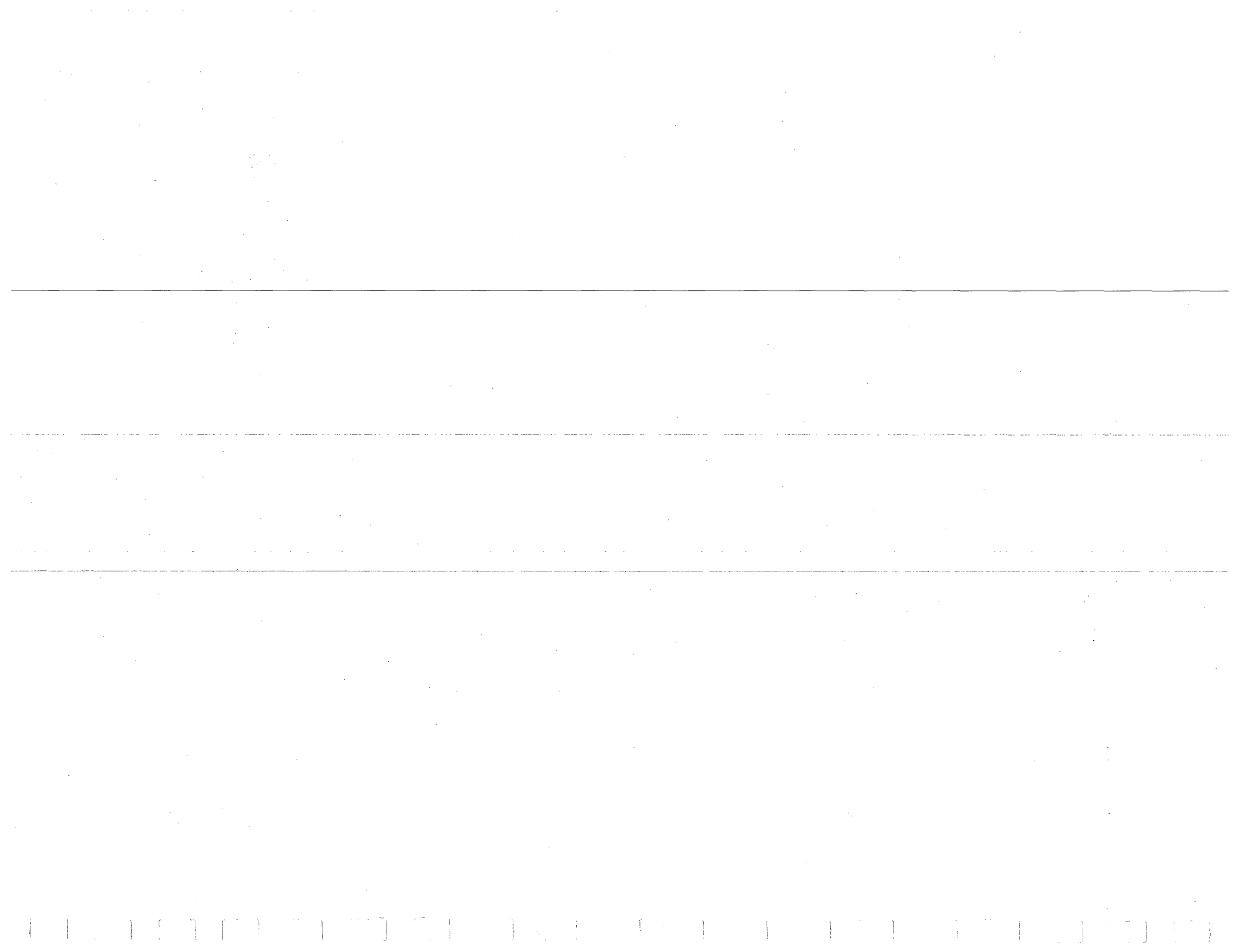
- 1) Initiation of construction of the facility can be accomplished by application for FAUS program funding while final design drawings are developed. By already having the project included on the Transportation Improvement Program for fiscal year 1978, the first step toward obtaining funding has been taken.
- 2) Because Bay Head Boro lies within the Coastal Area as defined in NJSA 13:19-4, it will be necessary to obtain a Coastal Area Facilities Review Act (CAFRA) permit from the State of New Jersey, Department of Environmental Protection. Under subchapter 2.11(a) vi of the CAFRA rules and regulations dated April 1, 1977, any proposed public facility for less than 300 spaces is exempted. However, it has been ruled that a facility which may have 300 or more spaces at any future date must also meet the review requirement. The second stage development of Alternative I places this project in the latter category.
- 3) Since both Alternatives I and II are in the vicinity of an existing railroad grade crossing, notice of potential change of conditions must be sent to the New Jersey Department of Transportation, Bureau of Utilities. The Bureau of Utilities will then conduct a hearing to determine the type of protection necessary to meet the projected traffic conditions.

After completion of the facility, it is anticipated that routine maintenance would be the responsibility of the Boro of Bay Head; major capital improvements would be the responsibility of the State of New Jersey. The costs of operation and maintenance could be recovered by the operating municipality in conformance with the applicable existing federal requirements, since the project would be in part federally funded.



Environmental Assessment
for
Bay Head Junction Park & Ride
Feasibility Study

Prepared by: Victor Johnson
Bureau of Environmental Analysis
September 13, 1978



SUMMARY

In an effort to implement the U.S. Clean Air Act of 1963, as amended in 1970, the New Jersey Department of Transportation is continuing a campaign to encourage the use of public transportation.

Park and Ride Feasibility Studies are being conducted throughout the State. Bay Head Junction is one such location and the subject of this particular study.

The available parking at the Bay Head Junction railroad station is twenty-five unmarked spaces. On-street parking along Osborne Avenue and Twilight Road provides for approximately fifty additional cars. Since existing parking at the railroad station is at capacity and other parking demand is in excess of fifty automobiles, additional parking will be needed to accommodate present and future patronage.

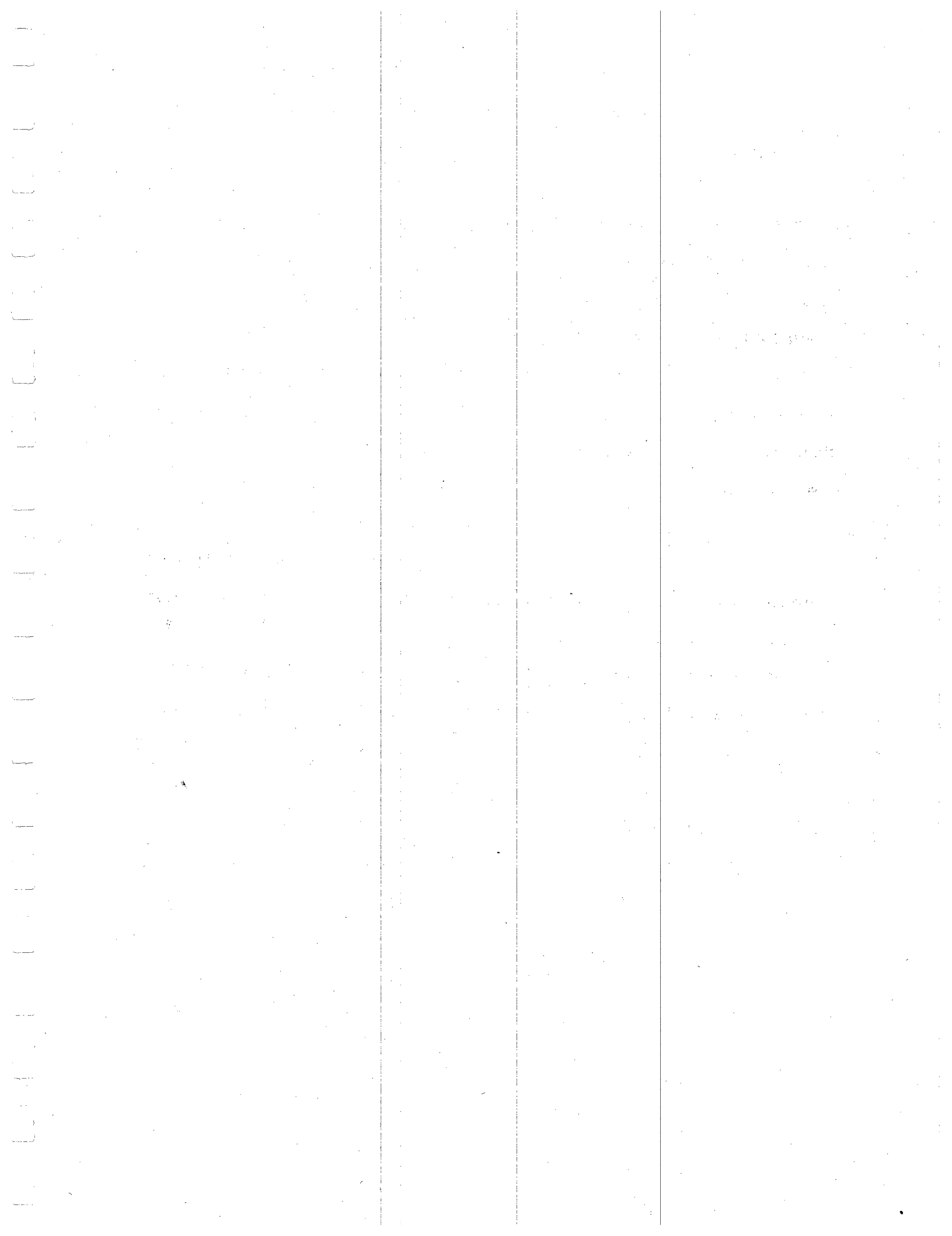
Environmental considerations for the project include the areas of socio-economics, land use, air quality, noise, water quality, cultural resources, terrestrial ecosystems, and aesthetics.

There are two build alternatives:

Alternative 1 - This alternative is located on vacant railroad trustee property on the south side of Osborne Avenue, west of the railroad tracks. Two stages are planned; first stage 120 parking spaces; second stage 300 additional parking spaces. Access is planned from Osborne Avenue.

Alternative 2 - This alternative is also located on vacant railroad trustee property on East Railroad Avenue bounded on the north by Osborne Avenue, on the west by the railroad tracks and to the south by Twilight Road. Access is planned from both Osborne Avenue and Twilight Road. 115 parking spaces will be provided with this alternative.

The no build alternative would result in increased on-street parking and the unauthorized use of the vacant lot in Alternative 2 as a parking lot.



Conclusion

Aesthetic impacts would have to be mitigated for either Alternative.

Alternative 1 - Wetland impacts, impacts to trees and wildlife habitat, and secondary noise impacts would have to be mitigated. The benefit of the site is unlimited parking capacity.

Alternative 2 - The impacts will be minimal. The only disadvantage is the limited parking capacity.

Therefore, Alternative 2 would be preferable from an environmental standpoint as it would have less impacts than Alternative 1.

Socioeconomic Impacts

No significant impacts would result from construction of an improved parking facility under Alternative 2. If Alternative 1 is built, property values along that section of Osborne Avenue could decrease.

Railroad trustees presently own necessary right of way but could sell it at any time. The land would be taxable if a sale were made to a private citizen. Future tax ratables would be lost through right of way purchase.

Land Use

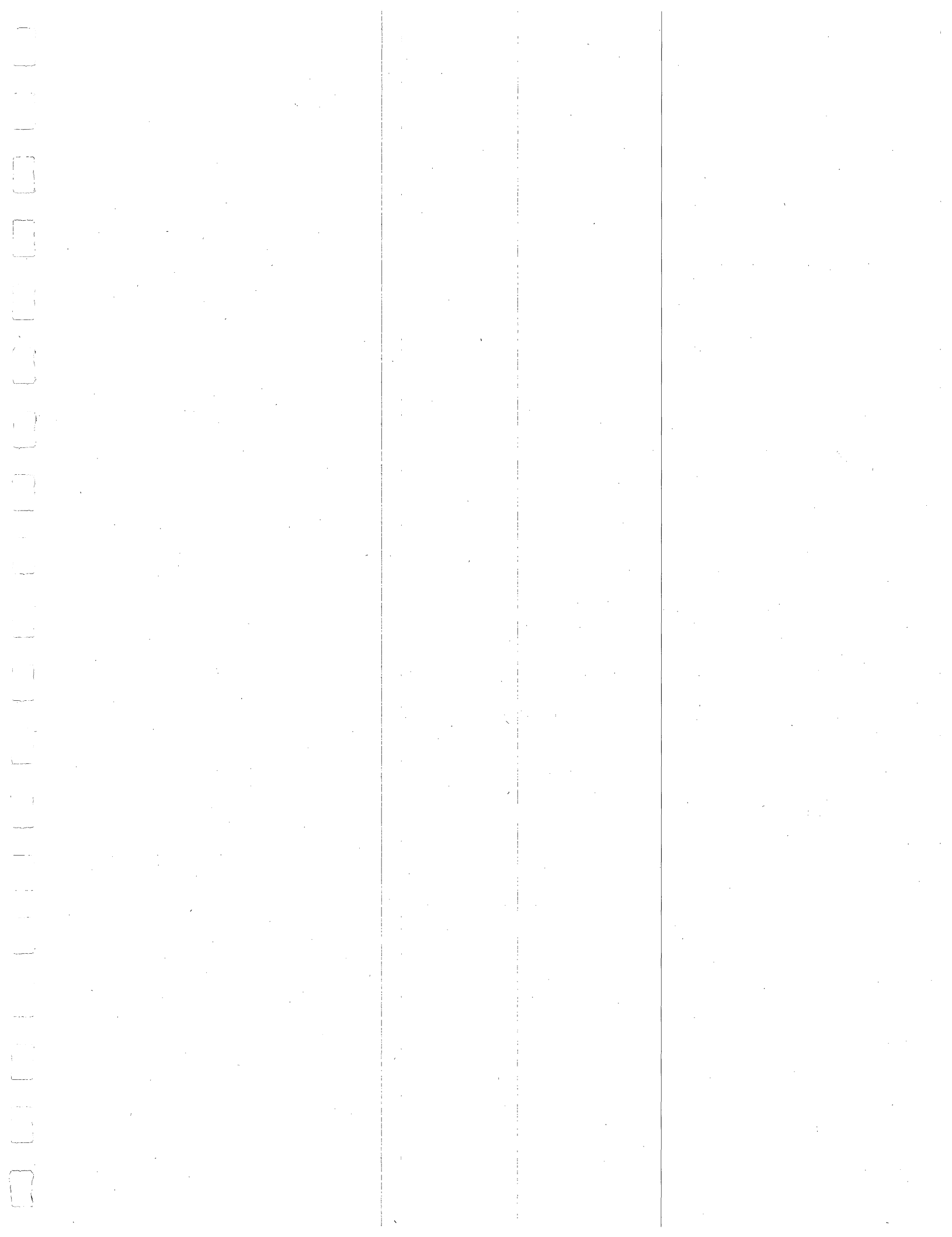
Both Alternative 1 and 2 are categorized as industrial uses for utility and transportation purposes. This use would not change under either alternative.

Air Quality

A project requires a microscale carbon monoxide analysis for peak hour concentrations if the projected parking facilities meet the following criteria:

- A) a new parking facility or a new facility with associated parking areas having a total capacity of 1,000 or more;
- B) a modified parking facility which increases capacity by 500 cars or more.

Since the scope of work for Bay Head Junction Park and Ride does not meet either of the above criteria, no carbon monoxide concentration analysis will be required.



Upon selection of a preferred site, a gross emissions analysis for hydrocarbons would be recommended in view of the air quality benefit achievable from diverting automobile commuters to train for the major trip portion.

Noise

A formal noise study will not be required for either Alternative proposed at Bay Head Junction.

Alternative 1, which will provide 120 car spaces in the first stage and an additional 300 spaces in the second stage, will not require any testing in the former, but noise investigations would be recommended for the latter stage. The investigations would assess possible secondary impacts anticipated from diesel powered engines idling in the yard, since part of the natural vegetative buffer would be removed in stage 2.

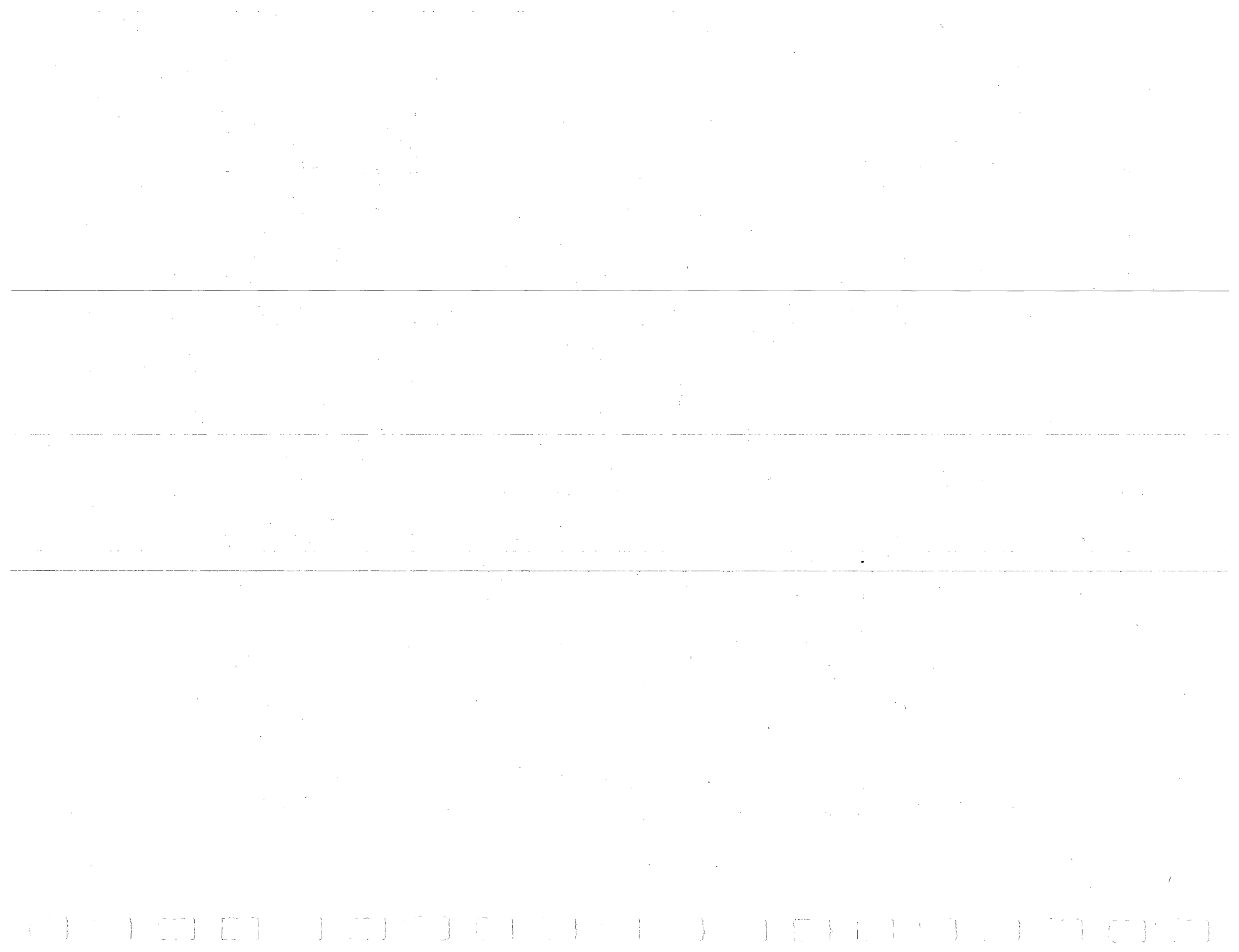
Alternative 2, which provides 115 car spaces, will not require any noise investigation. No significant changes in the ambient noise level will occur.

Since commuter peak traffic would be staggered, there would be no mass ingress or egress at either of the sites. This substantiates the conclusion that there will be no significant noise impacts.

Water Quality, including Surface Water

A. Existing Conditions

The two proposed alternative sites for the Bay Head Park-Ride project are within an area exhibiting an elevation of less than 10 feet above mean sea level. The nature drainage course for the area is to the south to Twilight Lake. The lake is a tidal water body connected to Bay Head Harbor via a narrow bulkheaded canal. The USGS flood-prone area map depicts both sites within an area subject to a 1 in 100 chance of being inundated during any year (Bay Head Junction is included in this area).

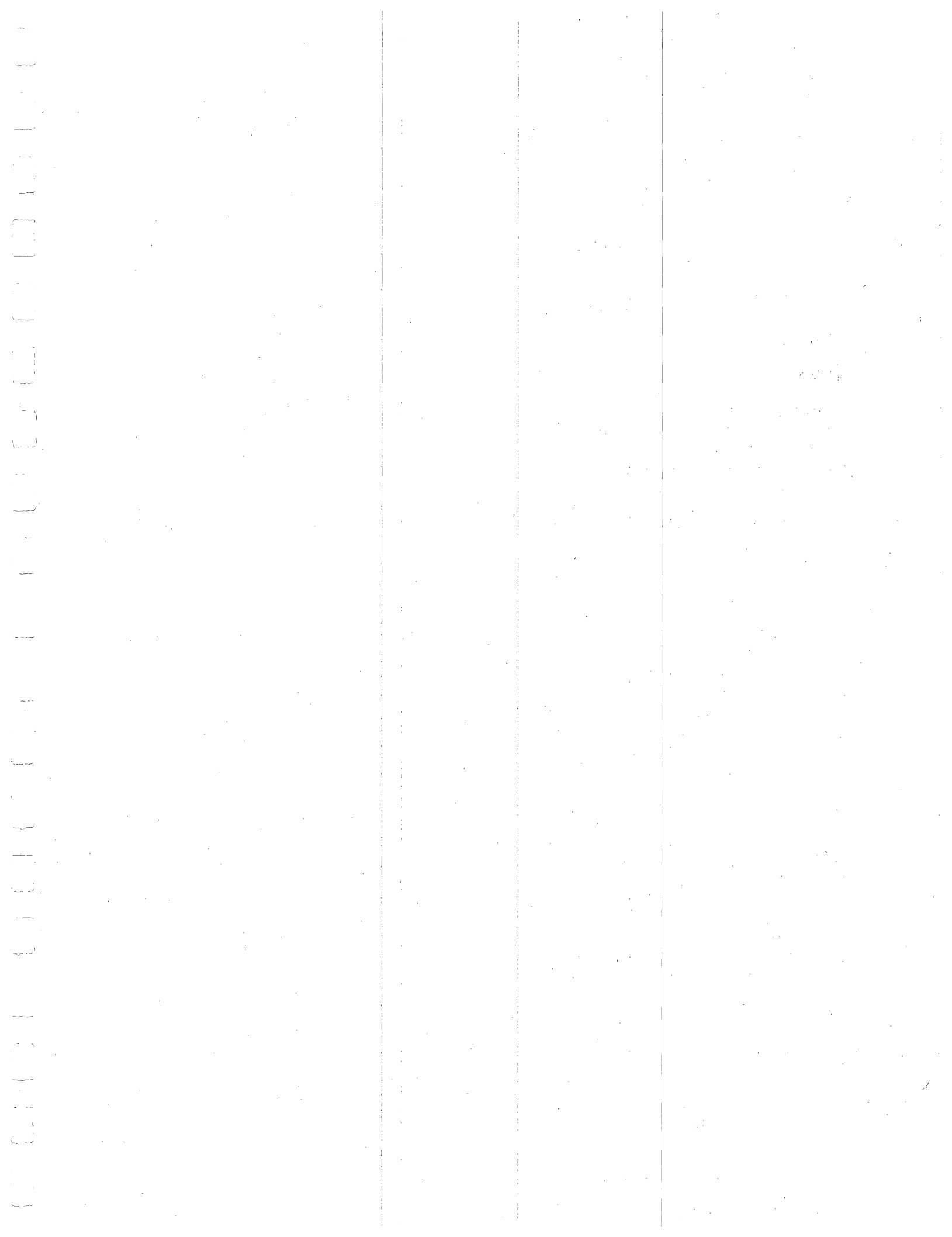


Site 1 is a densely wooded area which contains several swampy depressions. No water bodies or significant stands of wetland vegetation occur on this site. The area proposed for second stage development, immediately to the south, is also densely wooded. This area exhibits a slightly lower elevation and a prevalence of swamp-type vegetation. No flowing bodies of water are present on the second stage area, but standing water can be expected during the higher precipitation periods of the year. The natural surface drainage from Site 1 has been altered by the construction of rail yard to the south. The fill material on which the tracks were placed and a berm constructed of spoil material, tend to isolate Site 1 from Twilight Lake. This isolation appears to be causing a slow transformation of the area immediately south of the second stage site from marsh to swamp land.

Site 2 is slightly higher, well drained area. Vegetative cover is predominantly composed of upland grass species with occasional shrub stands. A portion, if not all of this area, is composed of railroad fill. A small section is presently utilized for parking. There are no water bodies on this site.

B. Impacts

The primary impact (in regard to surface water resources) of a parking facility on either site would be a significant increase in storm water run off due to the impervious nature of the pavement. In addition, these waters will wash accumulated pollutants (e.g., oil and grease, sediments, deicing compounds, auto emission deposits, trash, etc.) from the parking lot surface into the receiving water body. It appears that in both cases Twilight Lake will be the receptor. The brackish nature of the lake precludes an impact from deicing salts. Oil and grease, sediments and trash would tend to accumulate in this water body particularly in the vicinity of the drainage outfall.



C. Mitigation

Considering the above, it will be important to include some form of stormwater treatment in the project design. This could include the use of porous pavement, sediment and trash traps, and storm water retention structures. Consideration should be given to the incorporation of the existing oil-water separator, located in the rail yard, into the project's drainage scheme.

A quite obvious alternative for second stage development has been ignored. This is the combination of the first stage of Site 1 and Site 2. The second stage area of Site 1 can be classified, for the most part, as wetlands, defined in Executive Order 11990 - Protection of Wetlands - compliance with the Executive Order is mandatory. This order states that alternatives which avoid or minimize wetland encroachment must be considered.

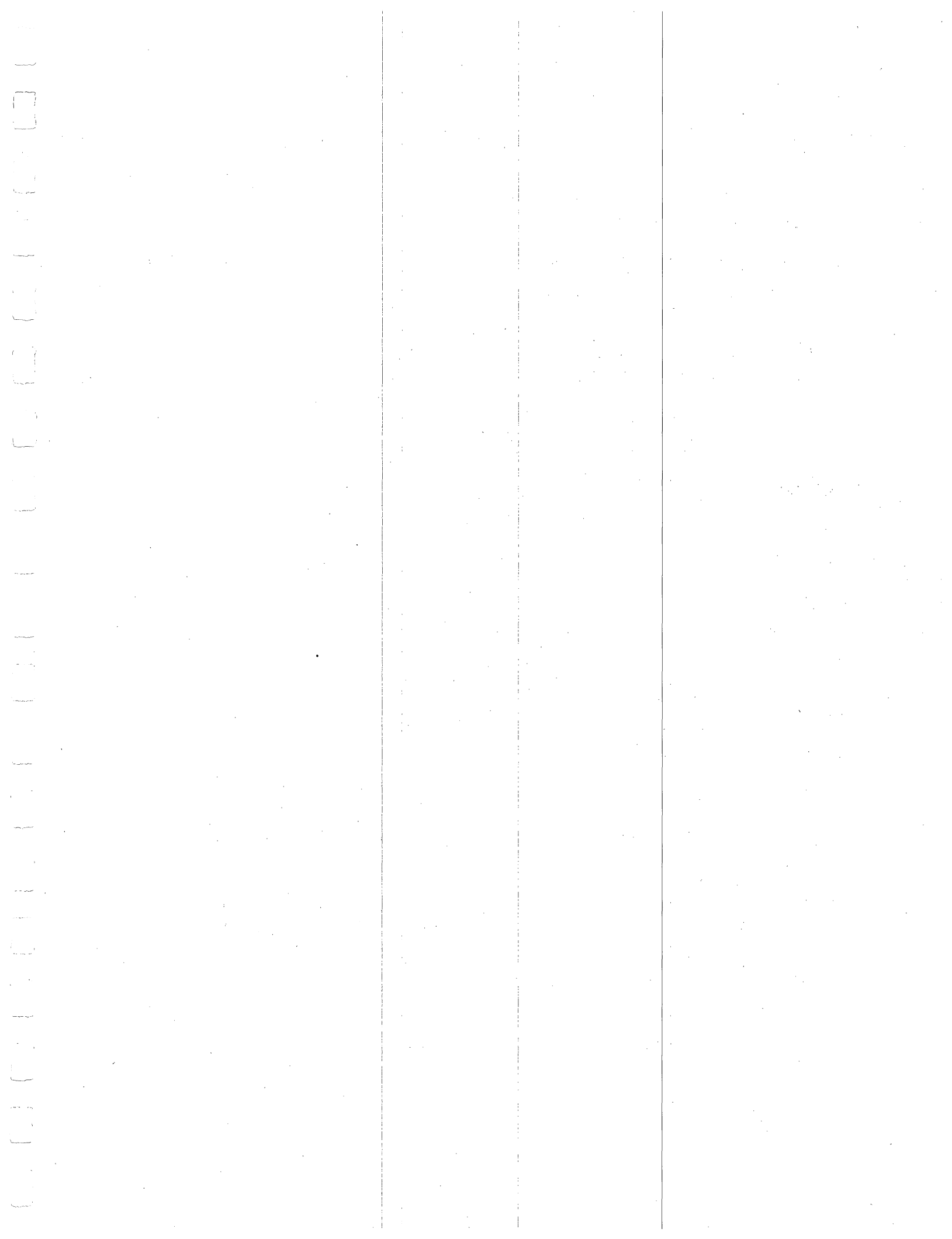
The construction of a parking facility would require a Water Quality Certification from NJDEP. A drainage outfall placed below the mean high tide elevation in Twilight Lake would involve permit requirements of the Wetlands and Riparian sections of NJDEP. Such an outfall would also result in U.S. Army Corps of Engineers involvement. Since the present oil-water separator is operating under a NPDES permit, any alteration in effluent volumes or constituent would require approval. The authority for this permit is in the process of transfer from EPA to NJDEP.

Terrestrial Ecosystems

A field investigation of the proposed park and ride sites revealed the following:

Alternative 1

Alternative 1, off Osborne Avenue, consists of a densely vegetated tract comprising approximately three acres. The soils are primarily sandy textured with an upper layer of organic material and possibly a clay or silt strata. There is evidence of poor drainage, and a possibility of a seasonal high water table. Although no standing water was present at the site, the moist soil provided ample breeding area for mosquitos and they were a very persistent pest.



The size and type of vegetation present indicate that this area was subject to some severe disturbance, possibly 25 to 30 years ago. The diameter of most trees observed was between six and ten inches, and the area was overgrown with honeysuckle, greenbriar, grape, poison ivy, sassafras, and sumac. Other common trees were silver maple, red maple, sweetgum, elm, and tupelo, which are indicative of mesic soil conditions. Various species of ferns and arrow arum were also present, and a large stand of phragmites occupies the western end of the area proposed for future expansion. Based on the vegetation present and the mesic soil conditions, a large section of Alternative I, consisting mostly of the area proposed for future expansion, can be considered wetlands as defined in Executive Order 11990.

This area has a moderate value as wildlife habitat, and is most suited for small song bird species. This would include sparrows, robins, doves, crows, bluejays, grackles, and starlings. The wetlands area may also be utilized by muskrats.

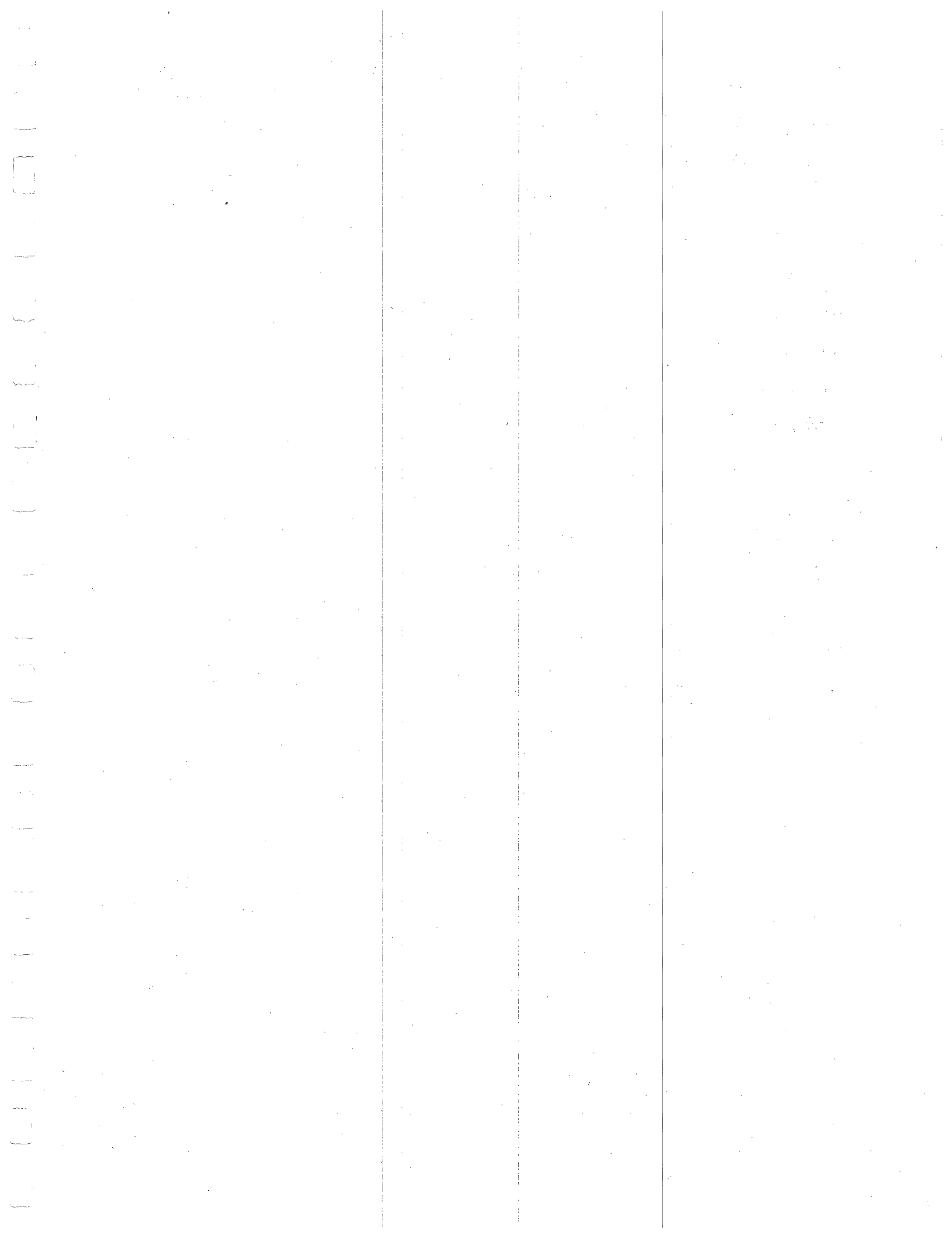
Alternative 2

Alternative site II, adjacent to East Railroad Avenue, consists of an existing dirt parking area, and a variety of herbaceous weeds and grasses. The site has been extensively disturbed, and has very little value for wildlife. The size of this area is substantially smaller than the Alternative I site, and consists of approximately one acre.

Conclusion

The provisions of Executive Order 11990 on wetlands protection will have to be addressed for Alternative I, whereas Alternative II would not involve any wetlands. Also, Alternative site I is densely wooded, and can be considered more sensitive to disturbance than the site proposed for Alternative II. Construction on Alternative I would probably require an improvement to the soils load bearing capacity through the overexcavation of unsuitable material and the importation of suitable fill.

Both alternatives would result in an increase in the volume of runoff from the paved areas, and the existing oil-water separator should be investigated to determine if it has the capacity to treat this increase. No endangered species or unique species of vegetation or wildlife are present on either site, and the only permit that appears to be necessary for either site is CAFRA.



Cultural Resources

There are no known archaeological sites at either of the Alternative locations.

Alternative 1 appears to have low to medium potential for containing archaeological resources. If this Alternative is selected as the preferred alternative, then further investigation will be warranted.

Alternative 2 is a highly disturbed area. The prospects of retrieving any significant archaeological resources is low.

No architectural, historical, and cultural properties eligible for inclusion in the National Register of Historic Places are within or near the proposed project area.

Aesthetics

Existing Character

The project area is located in the midst of an early 20th Century shore resort community. The area is primarily residential with a few scattered small businesses located along Route 35, Lake Drive, and Bridge Avenue. The activity and population of the town increase in the summer months due to the influx of summer residents. There are two sites within the area which have been chosen for study as potential Park and Ride Facilities.

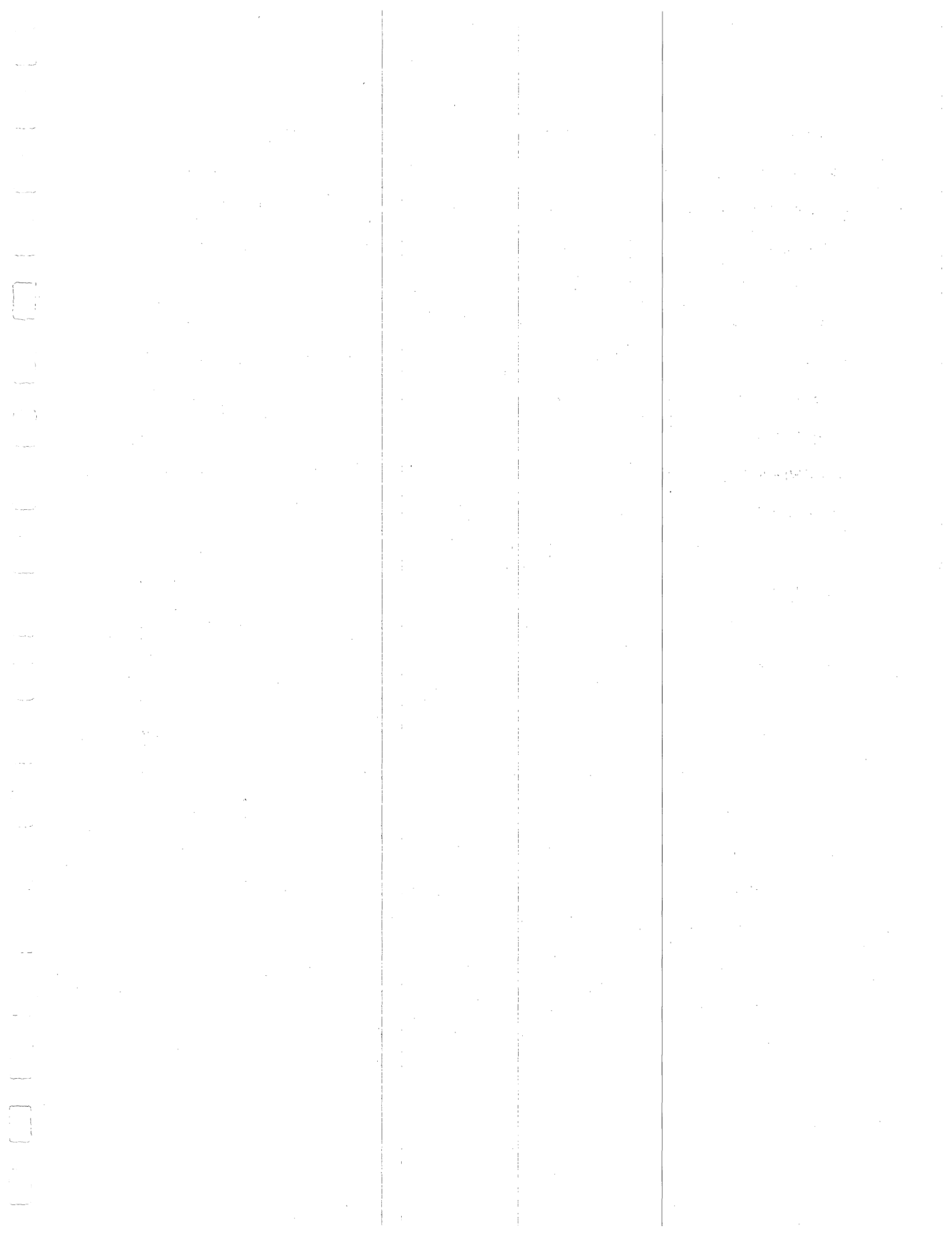
The first, and primary site is located on Osborne Avenue. This site is densely wooded and in its present state acts as a visual buffer for residents living on Osborne Avenue. It acts as a visual barrier for the existing "Turn Around" for the southern terminus of the Atlantic Region Conrail Line.

The secondary site is located on East Railroad Avenue. This site at present is flat, open land, sparsely vegetated and used for parking, although there are no improved parking spaces. This area has no visual buffer to screen the Turn Around Loop.

Impacts

A. Alternative 1

In its first stage of development, the primary site, Osborne Avenue, calls for a parking capacity of 120 improved parking slots and in its second stage a total capacity of 445 slots. This development, if not designed and handled properly, will damage the Visual Quality of the area. Based upon the proposed Park and Ride Facility design scheme, 10 residents will suffer severe impacts. This impact will be caused by: 1) the removal of the vegetation, and 2) the overhead lighting of the proposed Park and Ride. This impact will be lessened if a 25 foot buffer of either existing vegetation or planted vegetation is used to abut Osborne Avenue. This vegetation will screen the cars from the resident's view and minimize the amount of light radiated by the lighting standards in the lot. This buffer may cause the loss of some parking slots in stage one of development. If this buffer is not provided, and Stage 2 of the design is implemented, all vegetation from the site will be removed, opening up the view to the residents. Not only will the Park & Ride Facility be exposed, but the Turn Around Loop, tracks, idle trains, and storage area of the Conrail Line. Visual Quality is essential and must be addressed in the design of the Park & Ride Facility. Careful consideration should be given to form, color, and texture. Planting islands should be incorporated into the Park & Ride to give shade as well as soften the appearance of the surfacing material. Native coastline vegetation should be utilized rather than non-native material. This will enhance the visual quality and cohesiveness of the facility as well as add to the human scale of the design. In place of grass or woodchip mulching in the planting islands, earth toned gravel should be used. This gravel requires less maintenance than grass, as well as adding texture and color to the design. To blend with the existing visual character of the area, lighting standards as well as a footlighting or bollards, should be constructed of pressure treated wood either left to weather or stained to blend with the existing environment.



B. Alternative II

The secondary site, East Railroad Avenue, like Osborne Avenue will have a notable visual impact on the surrounding environment. Based upon this proposed Park & Ride scheme, 7 residents will be visually impacted. There are no provisions in the scheme to buffer the residents of East Railroad Avenue or those on the northeastern side of Osborne Avenue from the view of the proposed 115 slot Park & Ride lot and all the elements contained within it. Again, as in the Osborne Avenue alternative, a buffer planting should be utilized to screen the Park & Ride from residents' view. Here again, design detail is essential and if careful consideration is not given to the area, the visual quality and character of this portion of the shore community will be lost and unable to be reclaimed.

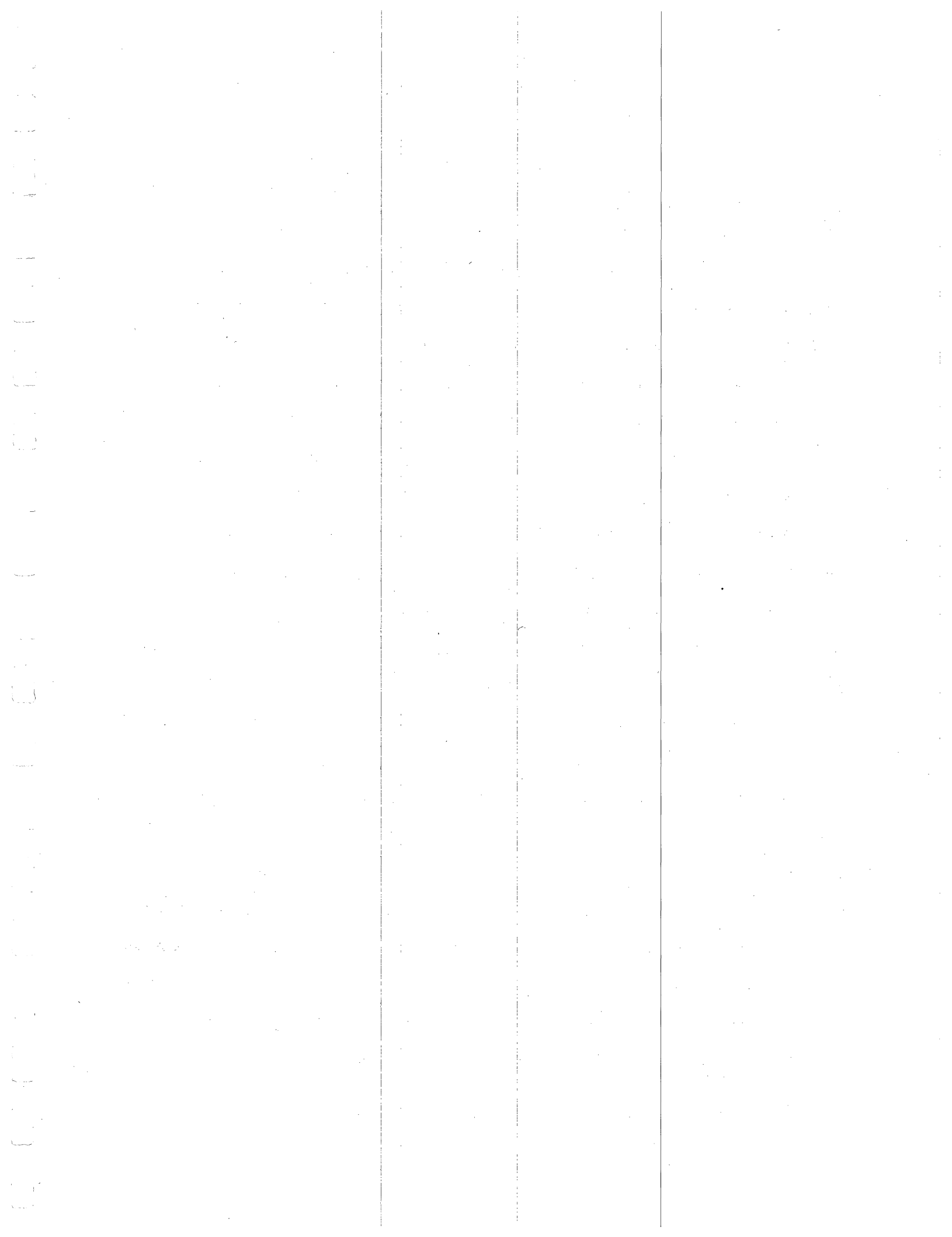


CONCLUSION

Based on current demand alone, a larger facility for commuter parking is needed in Bay Head Boro. The existing formalized parking area has room for 25 cars, maximum; the minimum number of cars counted during recent surveys was 65, and a count of 100 during the summer months is considered conservative. Projected demand varies widely depending on the type of railroad service to be developed. Gannett, Fleming, Corddry & Carpenter, Inc. has estimated a need from 66 to 403 stalls through the year 2000 based on patronage under various railroad configurations.

Under the impression that the project had the endorsement of the municipality's officials, this study had taken the position of advocating the immediate construction of a facility to meet present-day requirements and the acquisition of enough additional property for future expansion if the need met the projected demand. However, the adverse public reaction to the project as evinced at the community meeting has forced a reevaluation of the alternatives. Because of the rapid appreciation of land values in Bay Head Boro, it is still believed that Alternative I will ultimately be the best plan. But since it is the policy of the Department not to pursue projects without the approval of the concerned citizens, Alternative II possibly could be implemented after an educational campaign to show the future perils in not planning some form of parking relief at this time. If either or both of the properties studied in this report should be privately developed, the commuters would be hard-pressed for parking since the station area is totally inadequate. To depend on the Point Pleasant facilities is a viable alternative for the immediate future only. According to the above mentioned consultants, if Bay Head Boro is not improved, Point Pleasant will not be able to provide adequate parking spaces for future patronage.

Finally, to improve only the existing lot may be of aesthetic value, but would do nothing to add needed parking spaces.



BAY HEAD BORO PARK-RIDE

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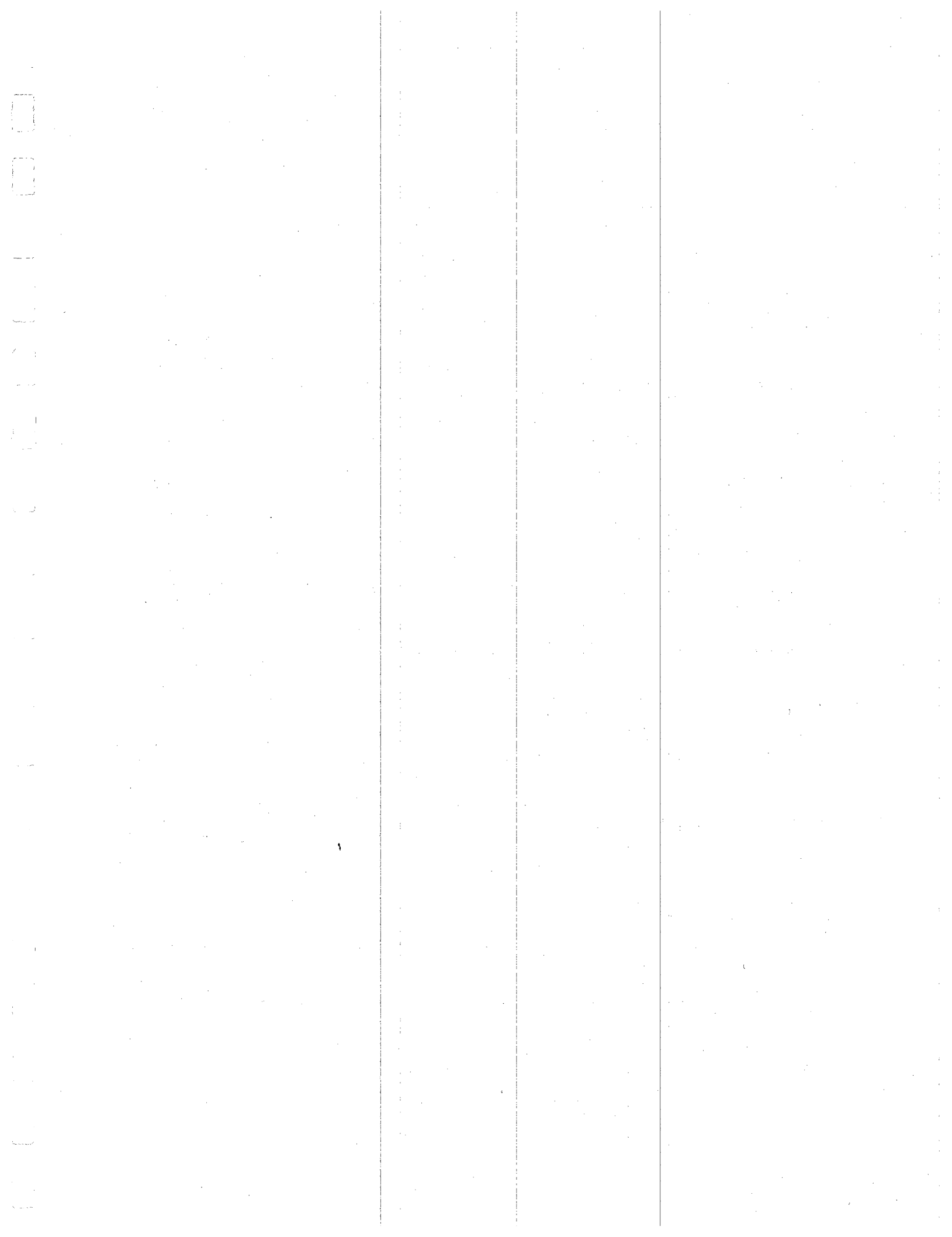
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Strickland, Richard I., Parking Design for Smaller Cars, I.T.E. Newsletter, Metropolitan Section of New York and New Jersey, April, 1978.

U.S. Department of Commerce, Bureau of the Census, Fourth Count Census Tabulation for Statewide Transportation Planning (1970), Tabulated February 25, 1973.



BAY HEAD APPENDICES

Appendix A: Correspondence

- 12/28/76 - R. A. Fall, Esq. to Mr. R. Innocenzi
- 12/28/76 - R. A. Fall, Esq. to Mayor and Council of Bay Head Boro
- 02/03/77 - R. A. Fall, Esq. to Mr. R. Innocenzi
- 02/04/77 - R. A. Fall, Esq. to Sen. J. F. Russo
- 03/10/77 - Assemblyman D. F. Newman &
Assemblyman J. P. Doyle to Commr. Alan Sagner
- 03/28/77 - Mr. R. A. Innocenzi to R. A. Fall, Esq.
- 04/06/77 - R. A. Fall, Esq. to Mr. R. Laube
- 06/13/77 - Mr. D. W. Gwynn to Mr. Keith Rosser
- 07/28/77 - Mr. G. E. Thomas to Mr. D. R. Webb w/attach. report
- 07/24/78 - Mr. E. W. Cornwell to Mr. George Thomas

Appendix B: Photographs

- Aerial Photograph of Bay Head Railroad Station
- Ground Photographs of Bay Head Railroad Station

LOMELL, MUCCIFORI, ADLER, KEARNEY, RAVASCHIERE & AMABILE

A PROFESSIONAL CORPORATION
COUNSELLORS AT LAW

HOWARD EWART 1890-1961
LEONARD G. LOMELL
THOMAS J. MUCCIFORI
HERMAN A. ADLER
WILLIAM J. KEARNEY
DOMINIC RAVASCHIERE
A. THOMAS AMABILE
JOHN S. PEHLIVANIAN
ROBERT A. FALL

250 WASHINGTON STREET
TOMS RIVER, N. J. 08753
(201) 349-2443

PLEASE REPLY TO:
P. O. BOX 787
TOMS RIVER, N. J. 08753

December 28, 1976

File 4650.29
Railroad Loop Property

Mr. Robert Innocenzi
Chief, Bureau of Capital Facility
Department of Transportation
1035 Parkway Avenue
Trenton, NJ 08625

Re: Borough of Bay Head
Railroad Loop Property

Dear Mr. Innocenzi:

I had an opportunity to recently speak with Mr. Wongwah of your office concerning a certain problem in the Borough of Bay Head. Our office represents said Borough. I enclose a map of the area in question for your reference in reading this letter.

The facts as I understand them to be are as follows: When the New York and Long Branch Railroad went into bankruptcy, it was determined that Conrail would operate the railroad from Bay Head to a certain point, unknown to me, north of said Borough. It is my understanding that Conrail is really in the freight business and operates the passenger service pursuant to an agreement or contract with the State of New Jersey. The Trustee then conveyed to Conrail all properties necessary to operate the railroad and retained all other parcels for private sale, apparently to satisfy some of the debts. On the enclosed map, parcels 116 and 112 have been placed by the Trustee for sale with Van Horn and Dolan Real Estate Service, 250 North Broad Street, Elizabeth, New Jersey. There are two other parcels not shown on the map which are not relevant to the present discussion.

On the map, I have circled the railroad station. There are a substantial number of commuters who utilize the

Mr. Robert Innocenzi

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December 28, 1976

railroad every morning and leave from the Bay Head station. If you are familiar with the area, you know that the parking in this area is very limited and commuters park their vehicles all over the street and create a very undesirable situation. Parcel No. 112 shown on the map would make an ideal parking lot facility to service commuters of the railroad. These commuters are patrons of the railroad and it is felt that this is an ideal opportunity for the State and/or railroad to provide parking facilities for its customers by acquiring this parcel and making it into a parking lot. Therefore, the Borough is hereby making application to the State and/or railroad for the creation of a parking lot at that site. It is an ideal location and is really necessary for the proper operation of an adequate passenger service line. We are forwarding copies of this letter to the Trustee, Mr. R. D. Timpany, Mr. G.W. Herkner and Mr. Charles McLaughlin of Conrail and would ask that we be advised with respect to the contents of this letter as soon as possible. Please advise as to what steps should be taken.

Very truly yours,

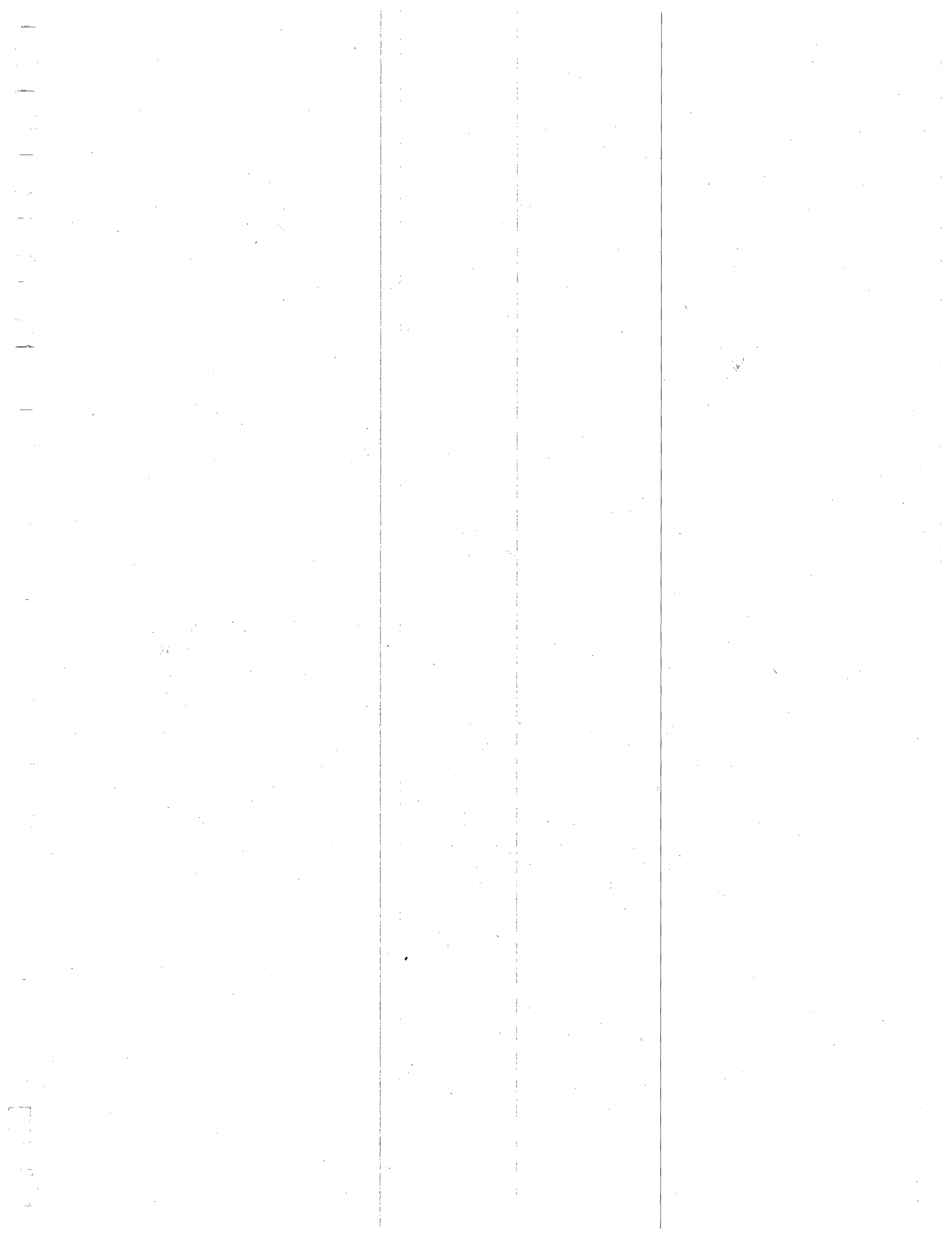
Robert A. Fall

RAF:bjm

cc: Mayor and Council, Borough of Bay Head
Charles McLaughlin, Assistant Manager,
Real Estate, Conrail
466 Lexington Avenue
New York, NY

R. D. Timpany
Trustee, Central Railroad
Gateway 1, Room 501
Newark, NY 07102

G. W. Herkner
1100 Raymond Blvd., Room 321
Newark, NJ



December 28, 1976

File 4650.29
Railroad Loop Property

Mayor and Council
Borough of Bay Head
Municipal Building
Bay Head, NJ 08742

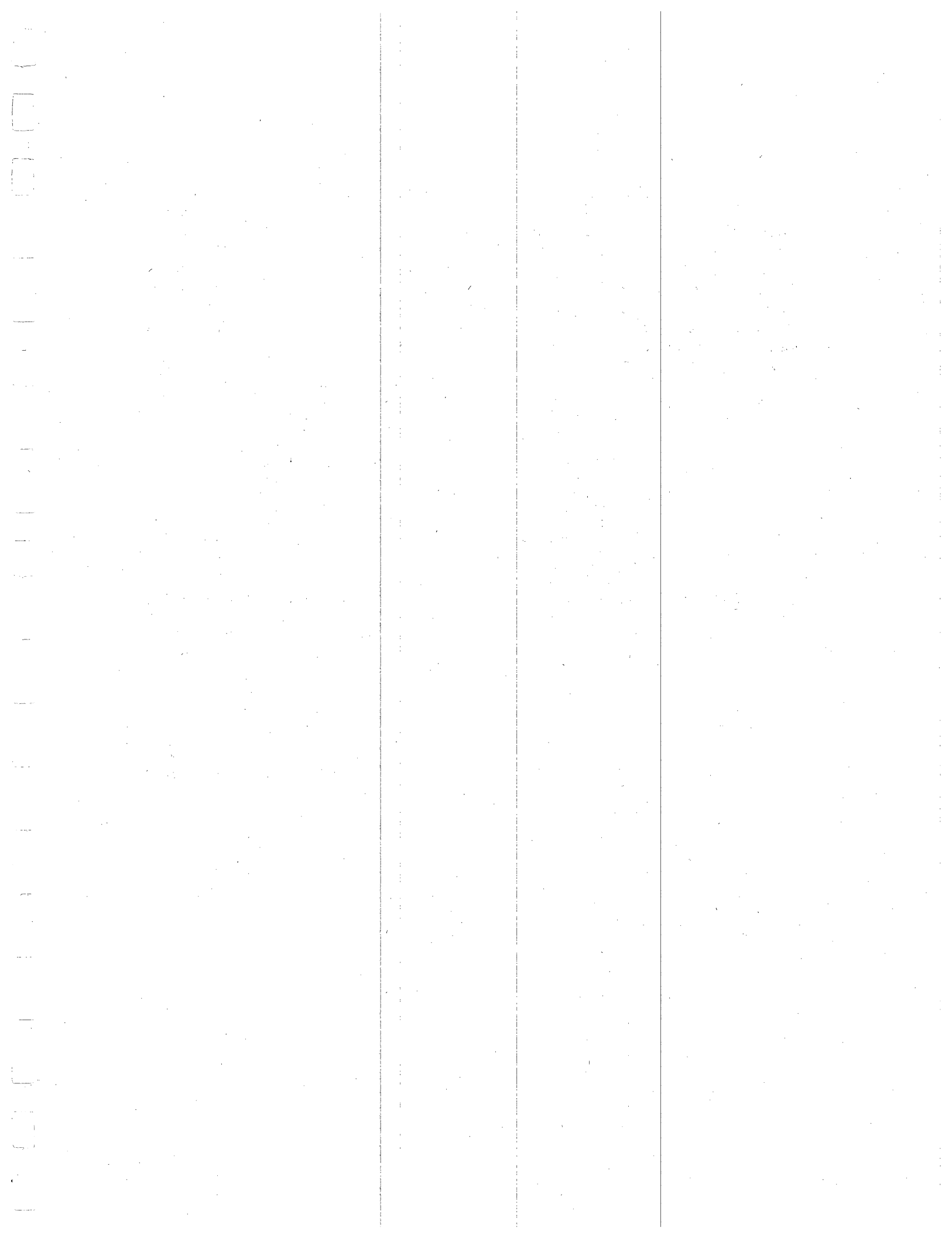
Re: Railroad Loop Property

Gentlemen:

I have just recently obtained from Mr. John Van Horn, real estate agent for the sale of the property, an itemized asking price for same. Mr. Van Horn advised me that the asking price is as follows:

Parcel 107	\$ 500.00
Parcel 112	74,400.00
Parcel 116	18,000.00
Parcel 117	<u>114,000.00</u>
Total	\$206,900.00

He further stated that these parcels are offered either separately or in total. We were also advised that he has an offer for the sale of the entire tract at the minimum price, subject to subdivision approval, and that several other offers are in the making. We explained to him the various problems with the property and asked him to keep us closely advised and tried to talk him into giving the Borough some sort of right of first refusal and told him we would be in contact with him.



Mayor and Council

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December 28, 1976

We then contacted a Mr. Charles McLaughlin, Assistant Manager of Real Estate for Conrail. He advised that Conrail is in the freight business and only conducts a passenger service by virtue of an agreement with the State of New Jersey. He stated that if the Borough was interested in purchasing any or all of the parcels it would have to deal with the Trustee since Conrail does not own the property. In addition, any request for any parcel being made into a parking lot would have to be through the Department of Transportation.

After speaking with several individuals at the Department of Transportation, we were advised to direct correspondence to Mr. Robert Innocenzi, Chief of the Bureau of Capital Facility, which we have done, and enclosed please find copies of letters we have sent in this regard.

Please advise what your feelings are with respect to purchase of any of these parcels.

Very truly yours,

Robert A. Fall

RAF:bjm
Enclosure

February 3, 1977

File 4650.29
Railroad Loop Property

Mr. Robert A. Innocenzi
Chief of Capital Facilities
Department of Transportation
1035 Parkway Avenue
Trenton, NJ 08625

Re: Bay Head - Railroad Property

Dear Mr. Innocenzi:

Confirming our conversation of February 2, 1977, I have spoken with Larry Miller, Esq., attorney for Department of Transportation as per your suggestion.

As I had advised you, Parcel 112 would be ideal for development as a parking facility. You had indicated that some of the land was wet. I believe that you would be referring to Parcel 116, which has apparently been classified by the State as wetlands. However, Parcel 112 would be perfect. You had indicated the Department might be interested in the property cost of the station. As I advised, this is privately owned and consists of building lots.

Mr. Miller advised that if the Department makes a determination that a parking facility is desirable in this area, there are several ways same can be acquired. Until that determination is made, however, his office cannot

Mr. Robert A. Innocenzi

Page 2

February 3, 1977

take any action. Thus, would you please look into the possibility of making such a determination. Time is important, since the railroad will be selling this parcel shortly. As you know, there are grossly inadequate parking facilities at the Bay Head Station. If this parcel is sold and developed, the problem will be compounded.

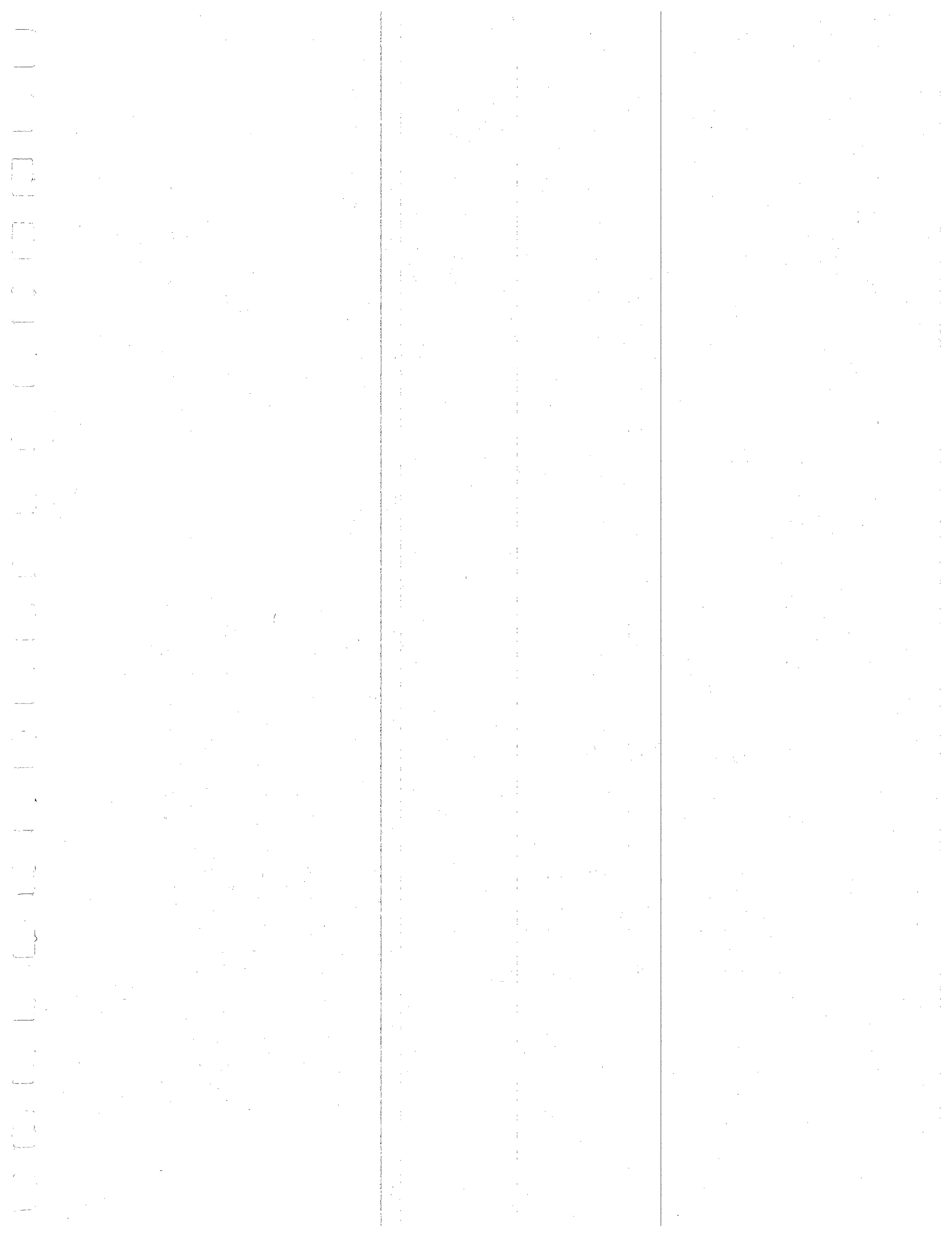
In any event, please advise as soon as possible. Naturally, we appreciate your prompt attention to this matter.

Very truly yours,

Robert A. Fall

RAF:bjm

cc: Mayor and Council



LOMELL, MUCCIFORI, ADLER, KEARNEY, RAVASCHIERE & AMABILE

A PROFESSIONAL CORPORATION
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HOWARD EWART (1890-1901)
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A. THOMAS AMABILE
JOHN S. PEHLIVANIAN
ROBERT A. FALL

250 WASHINGTON STREET
TOMS RIVER, N. J. 08753
(201) 349-2443

PLEASE REPLY TO:
P. O. BOX 787
TOMS RIVER, N. J. 08753

February 4, 1977

File 4650.29
Railroad Loop Property

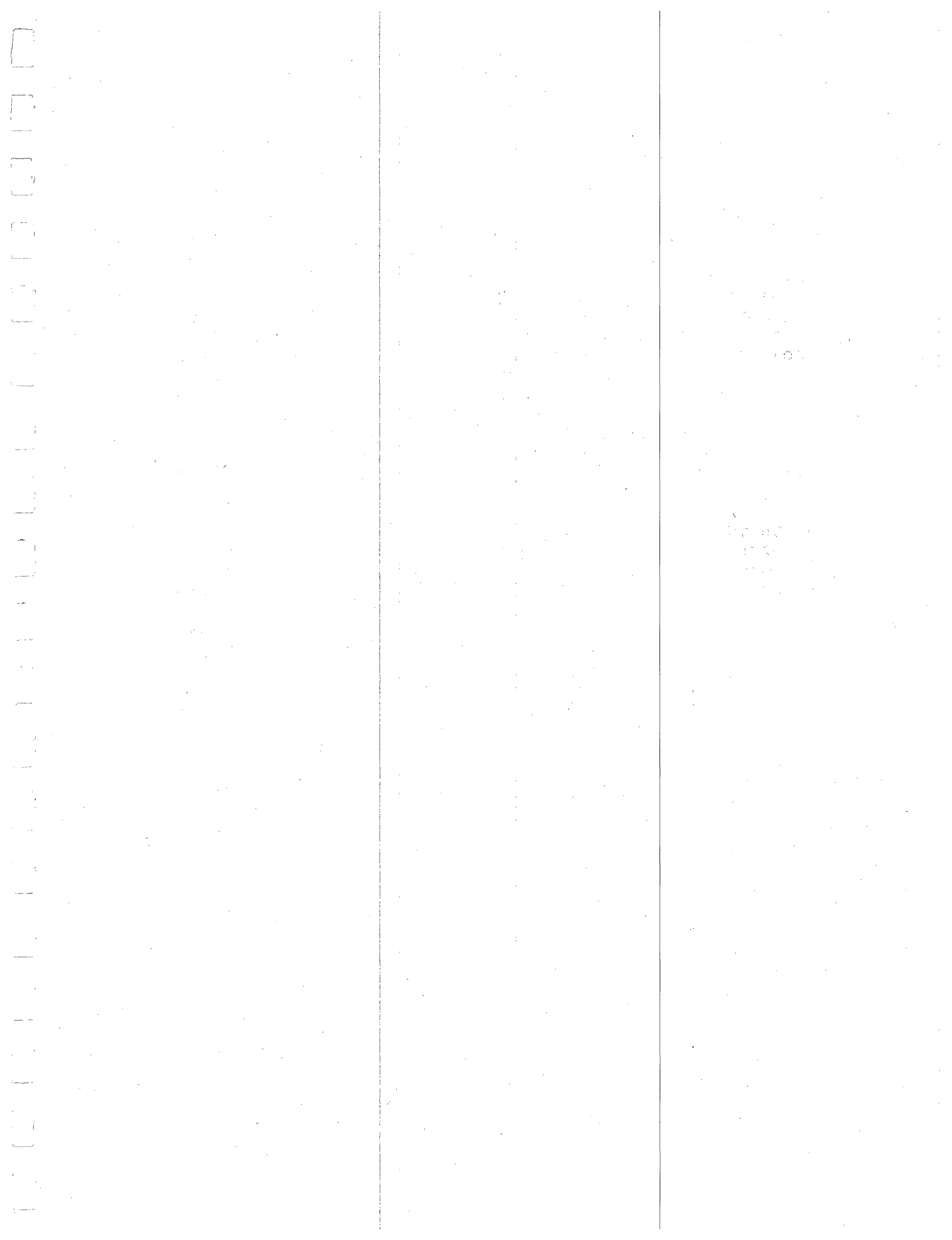
Senator John F. Russo
Assemblyman John Paul Doyle
Assemblyman Daniel F. Newman
Legislative Office, 9th District
State Highway No. 37W
Toms River, NJ 08753

Re: Railroad Property, Borough of Bay Head

Gentlemen:

Our office represents the Borough of Bay Head. It is my understanding that Councilman Michael Hurley has spoken with you about the problem to be posed below. I have already spoken with Mr. Doyle and thank him for his prompt attention to this matter.

The Central Railroad Company of New Jersey, which is in bankruptcy, is part owner of the New York and Long Branch Railroad, which, in turn, owned all the railroad property in Bay Head. Mr. R. D. Timpany, Gateway 1, Room 501, Newark, New Jersey 07102 is the Trustee. As part of the bankruptcy proceedings, it was determined that Conrail would operate the railroad system and that all property necessary for the operation and maintenance of the railroad system would be conveyed by the Central Railroad Company and the New York and Long Branch Railroad to Conrail. Actually, Conrail is in the freight business and operates the passenger service pursuant to an agreement with the State of New Jersey, in particular, the Department of Transportation.

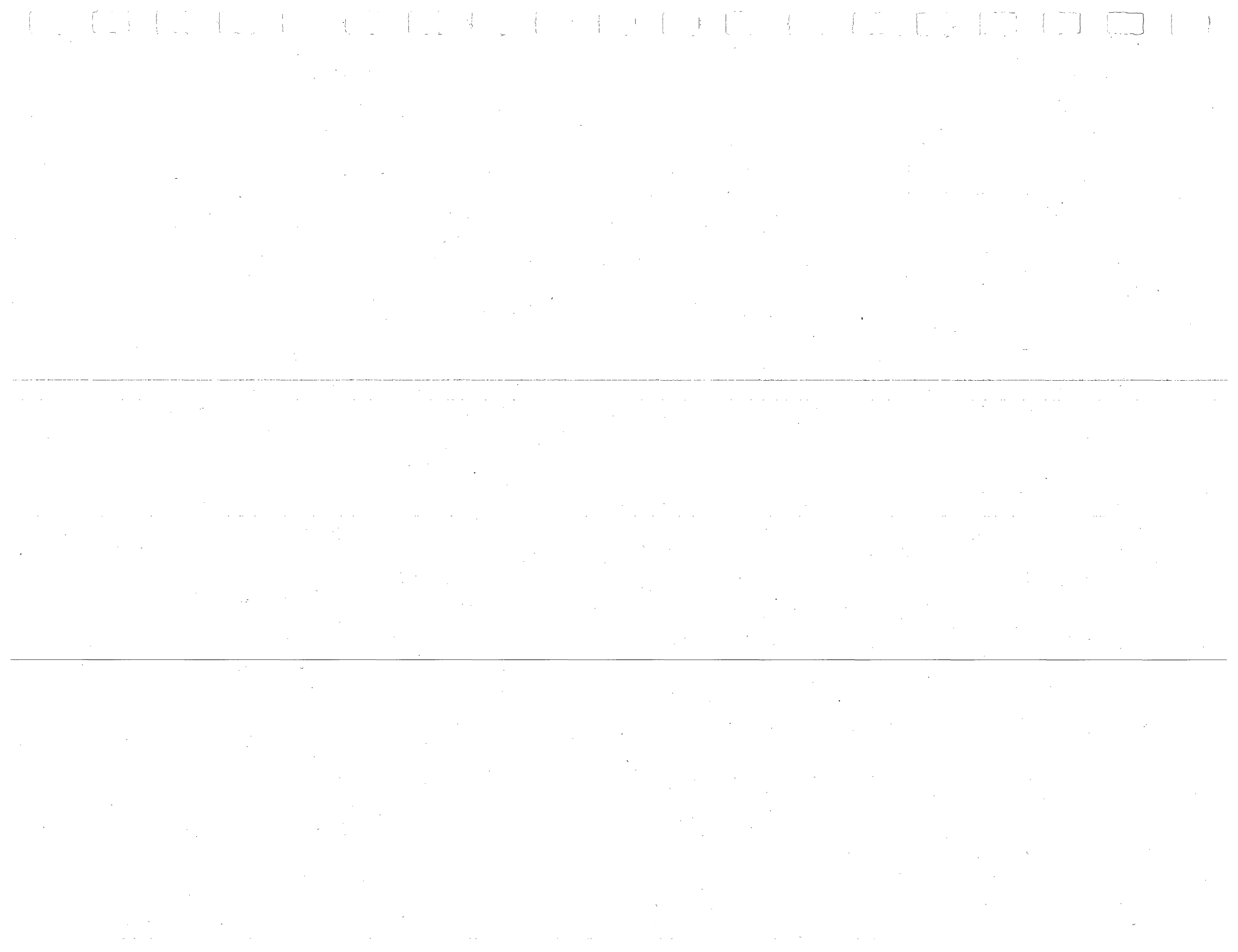


February 4, 1977
Page 2

The trustee was given permission by the Bankruptcy Court to sell-off all properties not conveyed to Conrail or not otherwise tied up by options. In Bay Head, there are four parcels which have been placed for sale by the Trustee with Van Horn and Dolan Real Estate Service, 250 North Broad Street, Elizabeth, New Jersey 07208, telephone No. 351-9206. These parcels have been assigned numbers. I enclose maps showing their location. Parcel No. 116 is actually mapped and classified by the State as wetlands. The Borough of Bay Head wishes to acquire same in order that it remain in its natural state. Parcel No. 112 is located diagonally southwest of and across the tracks from the present railroad station. As you may know, there are virtually no parking facilities for the Bay Head station. Commuters wind up parking all over the place creating congestion and traffic hazards. If Parcel No. 112 is sold to private interests and eventually developed, the problem will be compounded. This problem has definitely been recognized by the Department of Transportation as set forth in attached correspondence our office has had with Mr. Innocenzi of the said agency.

The position of the Borough of Bay Head is that an adequate parking facility is necessary and incidental to the operation of a passenger service in the Borough of Bay Head. Parcel No. 112 was not conveyed to Conrail apparently because it was thought it was not necessary and incidental to the operation of the passenger service. Since Parcel No. 112 is ideally situated and suited for a parking facility, and since there is no other property available for this purpose, Parcel No. 112 thus becomes necessary and incidental to the operation of the railroad and, therefore, should have been included in the conveyance to Conrail.

In any event, I have spoken with Larry Filler, Esq., attorney for the Department of Transportation, telephone No. (609) 292-0821, and he has indicated to me that there are several methods of acquiring the property for a parking facility. However, he stated that first there must be a determination by the Department of Transportation that this



February 4, 1977
Page 3

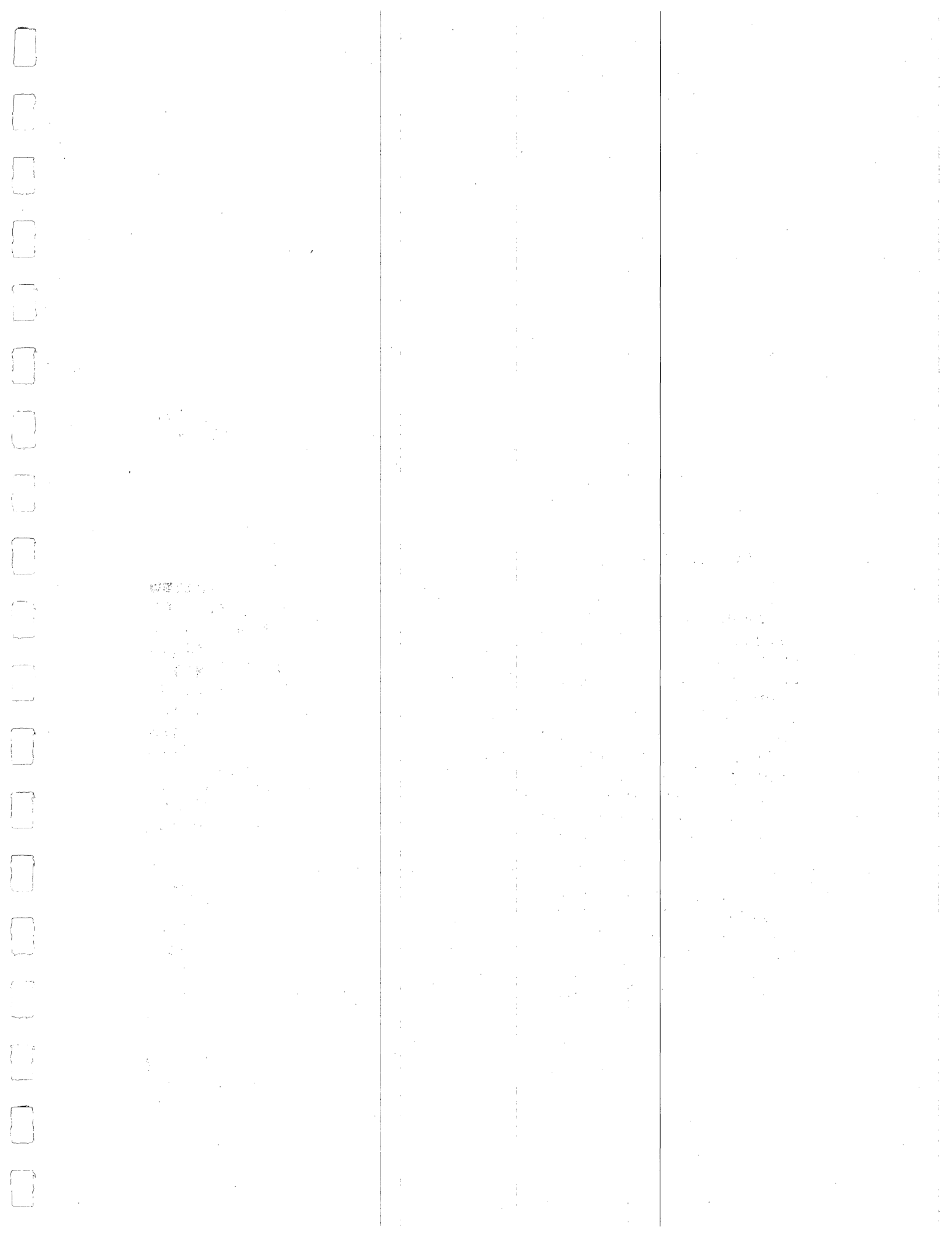
would be a suitable parcel and that the acquisition should be made. Accordingly, we would ask you to intervene to whatever extent possible to assist the Borough of Bay Head in these matters. The acquisition of this property and establishment of a parking facility will greatly benefit Ocean County since residents of various communities in the area utilize the Bay Head station.

The most important aspect of these matters is the time element. Van Horn and Dolan Real Estate Service has indicated that they have an offer for the minimum asking price of these parcels and the attorney for the railroad, Frank O'Brien, Esq., of Carpenter, Bennett & Morrissey, 744 Broad Street, Newark, has notified us that he will be advising the railroad to accept the offer to purchase. It is therefore necessary to try to resolve this matter as quickly as possible. The attached maps and correspondence otherwise outline the facts concerning this matter. Naturally, the Mayor and Council and our office are available to assist you and further advise with respect to these matters. Thank you for your attention to same.

Very truly yours,

Robert A. Fall

RAF:bjm
cc: Mayor and Council



THE LEGISLATIVE OFFICES OF

JOHN F. RUSSO
SENATOR

DANIEL F. NEWMAN
ASSEMBLYMAN

JOHN PAUL DOYLE
ASSEMBLYMAN



RUSSELL K. CORBY
ADMINISTRATOR

March 10, 1977

Commissioner Alan Sagner
Dept. of Transportation
1035 Parkway Avenue
Trenton, N.J. 08625

Dear Commissioner Sagner,

We are forwarding to you copy of February 4, 1977 letter from Mr. Robert A. Fall, Attorney representing the Borough of Bay Head, regarding railroad property within the Borough. Mr. Fall has outlined in his letter, rather sufficiently, the problem being faced by the Borough with respect to property that may be transferred to new ownership.

We would specifically bring your attention to the comments made by Mr. Fall in the last paragraph on the second page in which he notes that "first there must be a determination by the Department of Transportation that this would be a suitable parcel and that the acquisition should be made". With respect to the two parcels of land as outlined by Mr. Fall's letter, we would ask that you take whatever action necessary to be of assistance to the Borough of Bay Head.

We think you can see that this matter is of vital importance to this area and we would make our request on that basis. Thanking you for your time and attention in this matter.

Very truly yours,

Daniel F. Newman

DANIEL F. NEWMAN
ASSEMBLYMAN

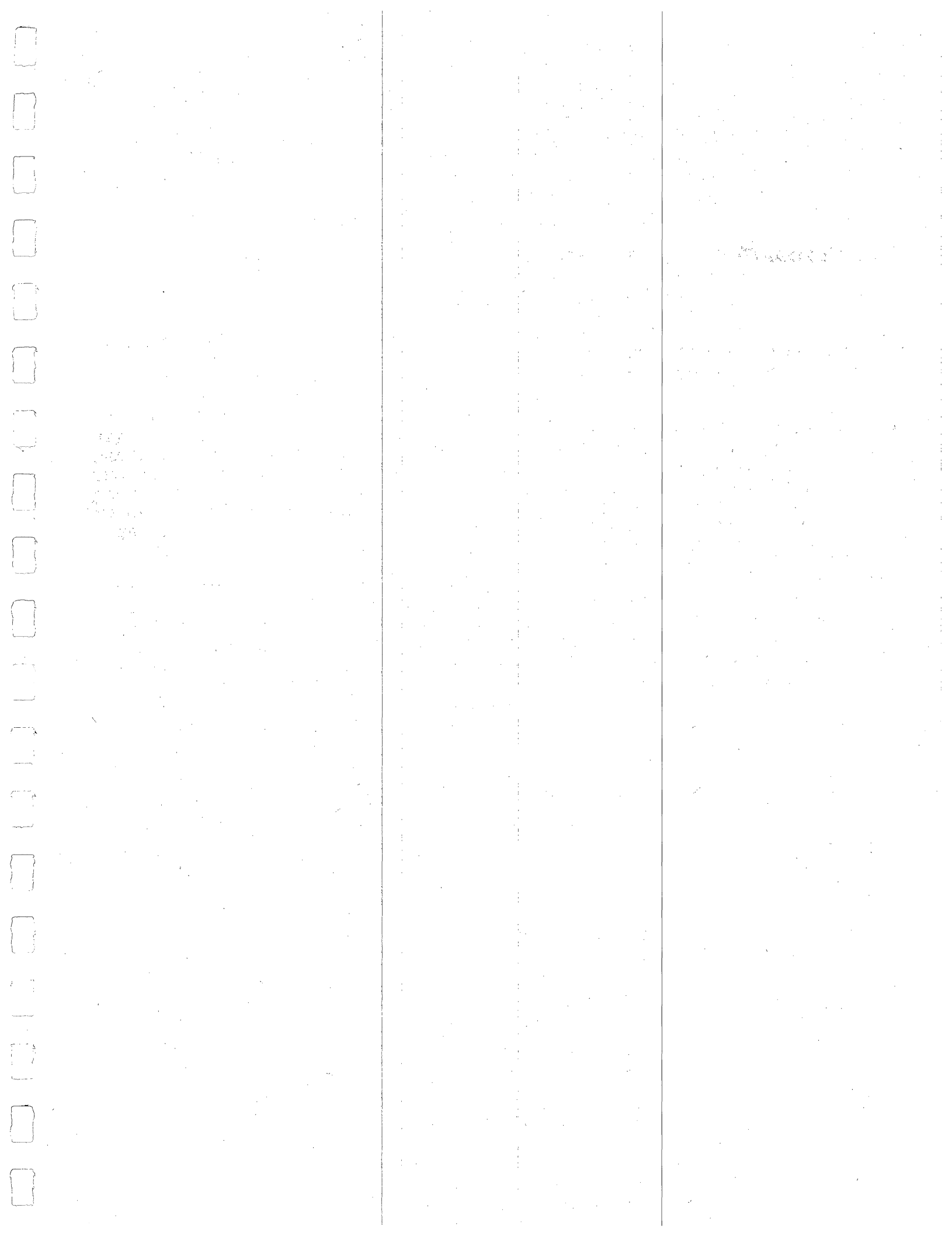
John Paul Doyle

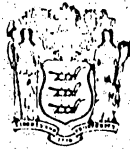
JOHN PAUL DOYLE
ASSEMBLYMAN

DFN/JPD/rkc/ng

OCEAN COUNTY LEGISLATIVE OFFICE-9TH DISTRICT

DOVER MALL, ROUTES 166 AND 37, TOMS RIVER, NEW JERSEY 08753 AREA CODE (201) 240-2200





State of New Jersey

DEPARTMENT OF TRANSPORTATION

1035 PARKWAY AVENUE
TRENTON, NEW JERSEY 08625

ALAN SAGNER
COMMISSIONER

March 28, 1977

Robert A. Fall, Esq.
Lowell, Nuccifori, Adler, Kearny,
Paveschieri & Amabile
Counsellors at Law
P. O. Box 757
Toms River, NJ 08753

Dear Mr. Fall:

Subject: Borough of Bay Head - Railroad Property

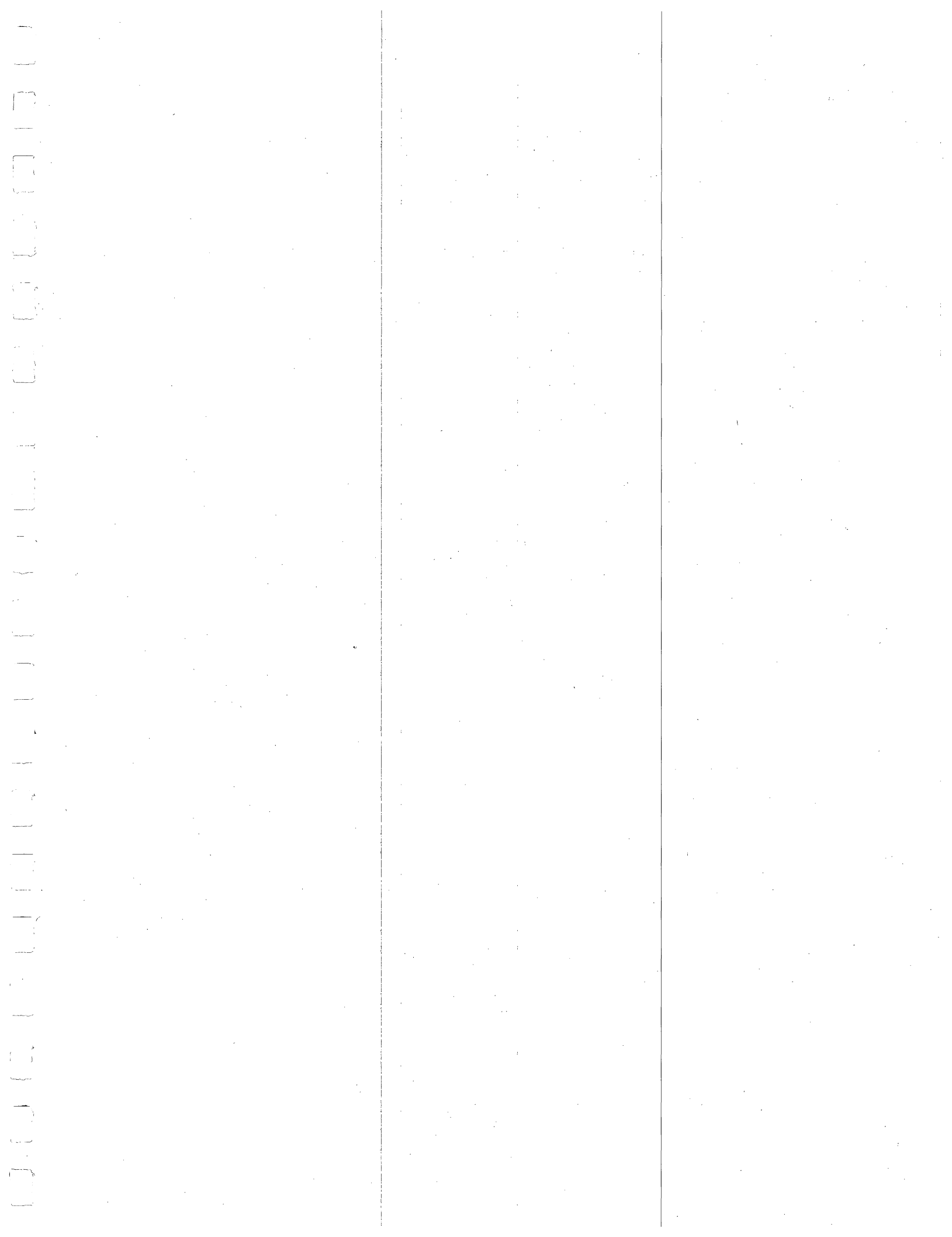
We have given much consideration to the Borough of Bay Head's request that the Department undertake a project to acquire property and construct additional parking spaces at Bay Head. Unfortunately, the Department is not in a position at this time to undertake such a project with State funds. However, the Department does share the Borough's concern of the need to provide additional commuter parking and thereby encouraging usage of public transportation. As a result, we have made inquiries into alternative procedures which are available to provide additional parking facilities.

The Department's Bureau of Local Aid has informed us that construction of a rail station parking facility located on Osborn Avenue would be eligible for Federal Aid Urban Systems Funds. This funding source provides 70 percent of the construction costs with the local municipality picking up the remaining 30 percent of the costs. Such a project must be initiated and requested by the local municipality and county planning board. This request is made by including the project on the transportation improvement program and other federal programs, a process the county planning board is familiar with.

We believe there are two possible locations on Osborn Avenue that could be eligible for Federal Aid Urban Systems Funds and which the Borough should consider as possible sites for a parking facility:

1. Land Parcel No. 112
2. A parcel of vacant land adjacent to the station, indicated as block 23, Lot 1 on the Borough tax map.

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Robert A. Fall, Esq.

- 2 -

March 23, 1977

If the Borough is interested in initiating such a project, we suggest that you contact the Ocean County Planning Board and the Department's Bureau of Local Aid (phone 609-292-3217) for further information.

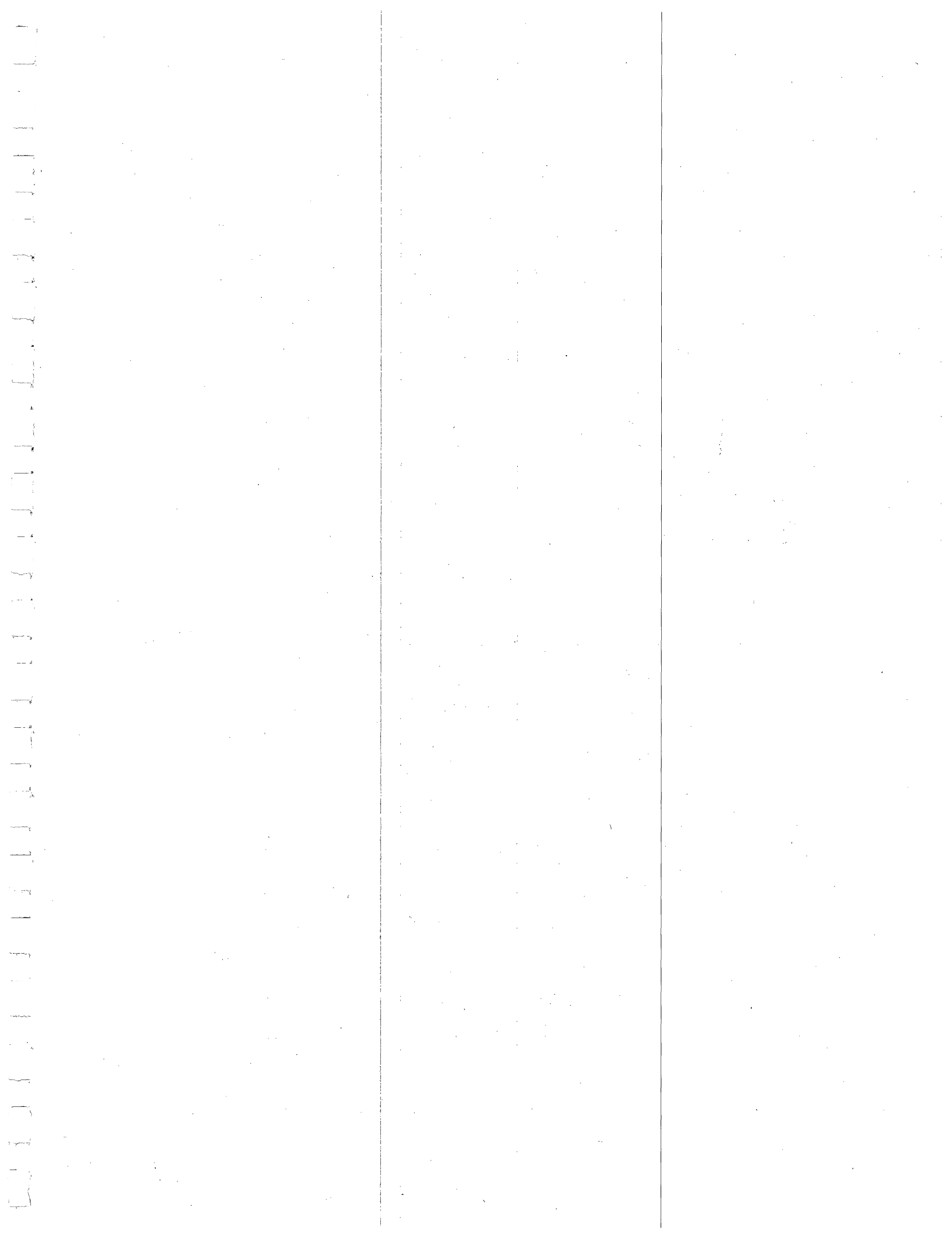
Sincerely,

ORIGINAL SIGNED BY
ROBERT A. IMMOCENZI

Robert A. Immoenzi
Chief
Bureau of Capital Facilities

RAI:BB:bf

CC: Martin Robins ✓
G. W. Herkner, Jr.



LOMELL, MUCCIFORI, ADLER, KEARNEY, RAVASCHIERE & AMABILE

A PROFESSIONAL CORPORATION

COUNSELLORS AT LAW

HOWARD EWART (1890-1961)
LEONARD G. LOMELL
THOMAS J. MUCCIFORI
HERMAN A. ADLER
WILLIAM J. KEARNEY
DOMINIC RAVASCHIERE
A. THOMAS AMABILE
JOHN S. PEHLIVANIAN
ROBERT A. FALL

250 WASHINGTON STREET
TOMS RIVER, N. J. 08753
(201) 349-2443

PLEASE REPLY TO:
P. O. BOX 787
TOMS RIVER, N. J. 08753

April 6, 1977

File 4650.29
Railroad Loop Property

Mr. Richard Laube
Department of Transportation
State Aid District Office
Court House Square
Freehold, NJ

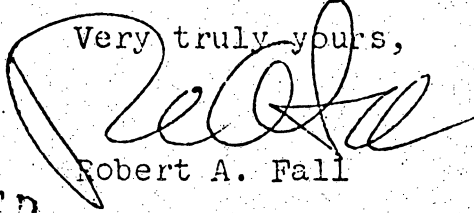
Re: Borough of Bay Head
Transportation Improvement Program

Dear Mr. Laube:

Our office represents the Borough of Bay Head. We have been directed to you by Mr. Al Bronski of the Bureau of Local Aid relating to an application by the Borough of Bay Head for inclusion of the acquisition of land and development of same as a railroad parking facility in the Transportation Improvement Program. We enclose a copy of our correspondence to the Ocean County Planning Board with its enclosures which will give you the background on this matter. We would appreciate any and all assistance you can give the Borough of Bay Head in this matter.

Thanking you for your cooperation in advance, I remain

Very truly yours,


Robert A. Fall

RAF:bjm

cc: Mayor and Council
Enclosures

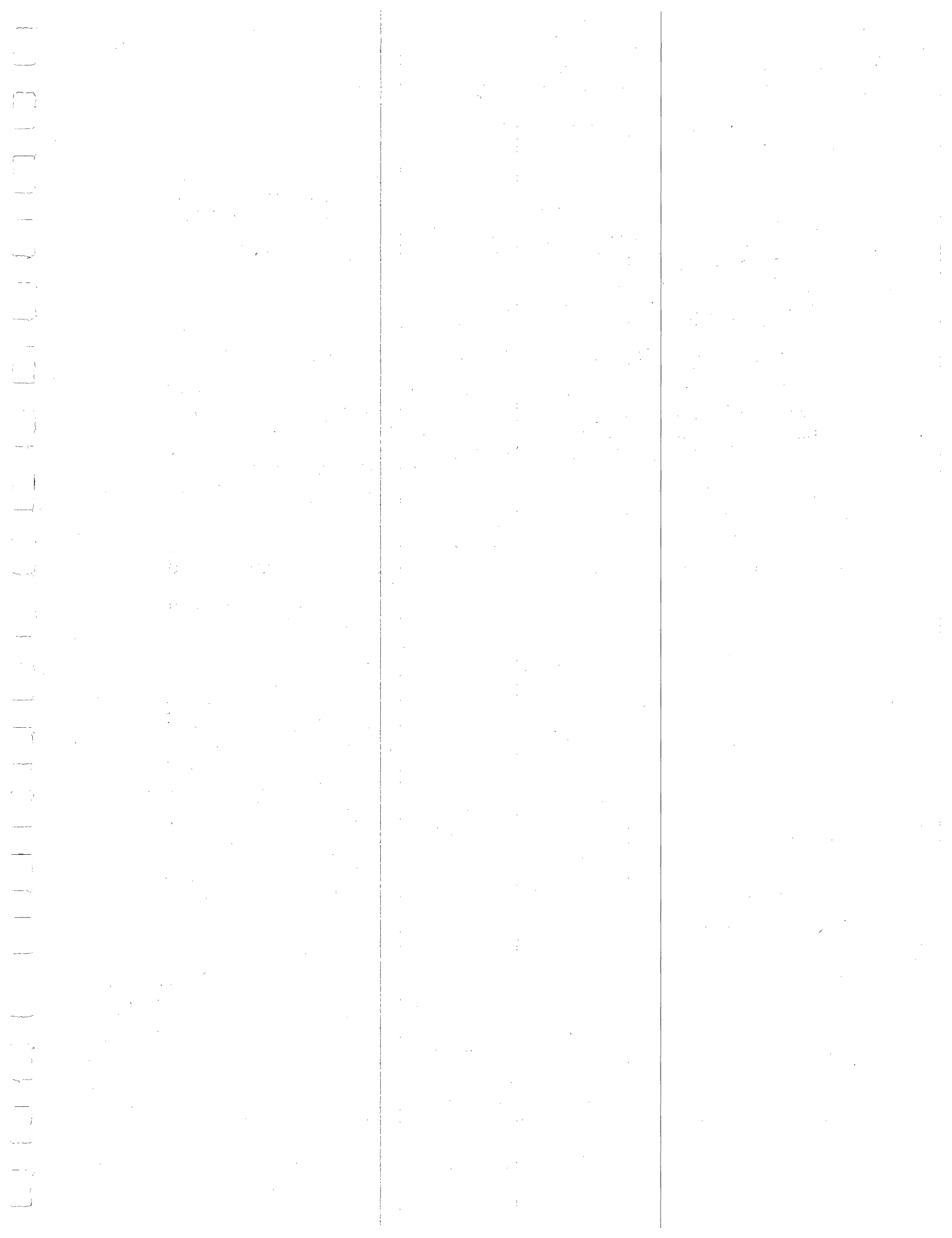
RECEIVED

BUREAU OF

LOCAL STATE AND FEDERAL AID

APR 27 1977

TRANSPORTATION DEPARTMENT
DISTRICT III FREEHOLD



STATE OF NEW JERSEY
DEPARTMENT OF TRANSPORTATION
100 SOUTH PARKWAY, EAST
TRENTON, N. J. 08646

ALAN SAGNER
COMMISSIONER

May 4, 1977

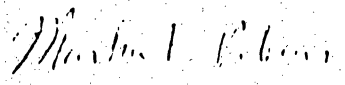
Honorable Daniel F. Newman
Honorable John Paul Doyle
Assemblymen
Ocean County Legislative Office
9th District
Dover Mall
Routes 166 and 37
Toms River, New Jersey 08753

RE: Parking at Bay Head Loop

Dear Assemblymen Newman and Doyle:

Commissioner Sagner has asked me to acknowledge your letter of March 10, 1977, concerning the prospective sale by the Trustee of the Central Railroad of New Jersey of Parcel 112 adjacent to Bay Head Junction. Subsequent to the receipt of your letter, Robert A. Innocenzi, Chief of our Bureau of Capital Facilities, by letter dated March 23, 1977, advised Robert Fall, Esq., attorney for the Borough of Bay Head, that funding for the conversion of Parcel 112 and another adjacent to the station might be obtained from TAUS funds in coordination with Ocean County officials. I have asked Mr. Innocenzi to check on the status of this matter. (A copy of Mr. Innocenzi's letter is attached.) I shall keep you advised.

Cordially,



Martin E. Robins
Executive Assistant to the
Assistant Commissioner for Public Transportation

Attachment

cc: Commissioner Sagner
Asst. Commissioner Stangl
R. A. Innocenzi

bcc: R. A. Innocenzi
D. R. Webb

RECEIVED

MAY 4 1977

TRANSPORTATION SYSTEMS
PLANNING

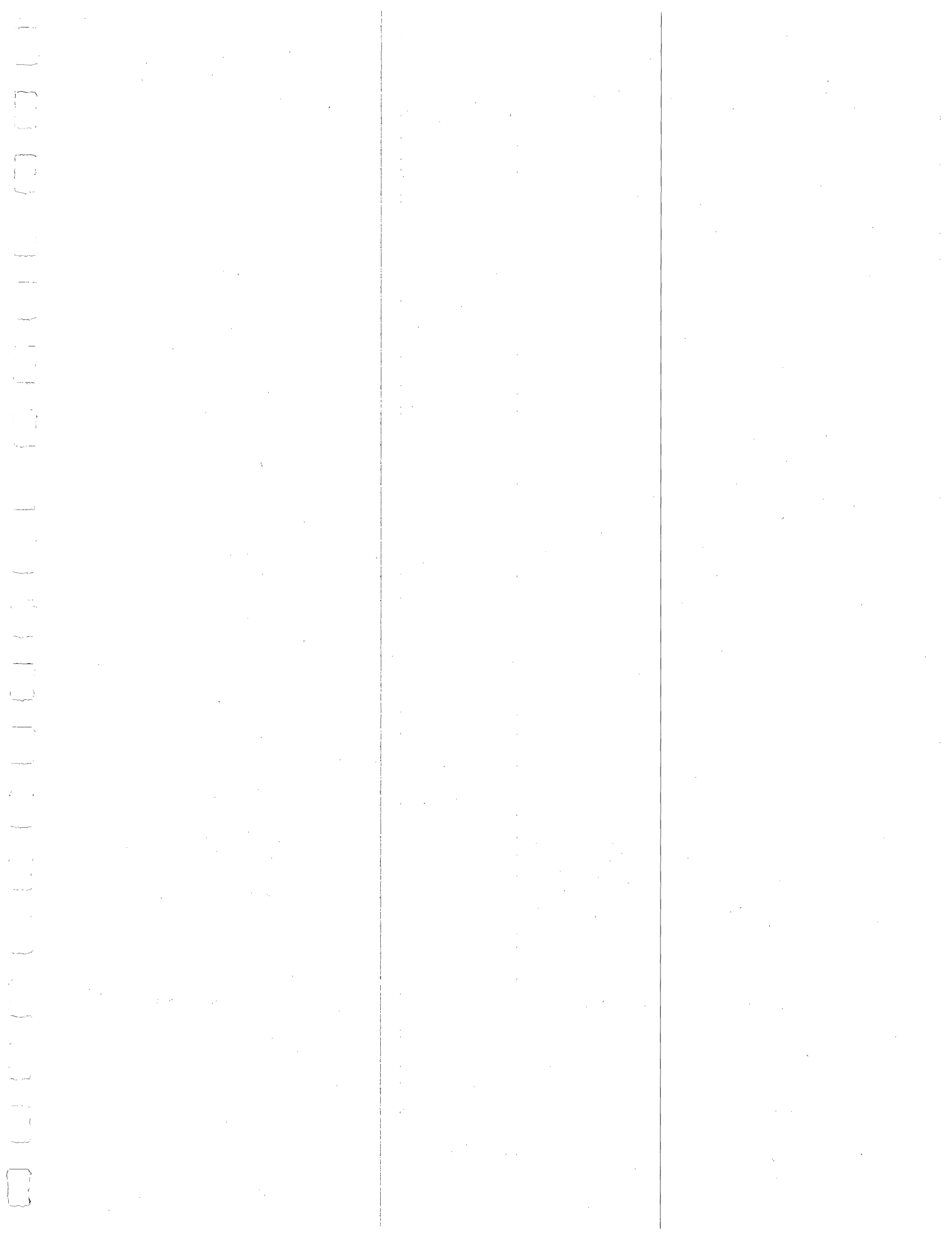
MEMORANDUM

TO Mr. George E. ThomasFROM Douglas R. Webb *DRW*SUBJECT Bay HeadDATE May 18, 1977

I've advised Rich Laube of the Freehold Office that he should arrange to have his Chief Engineer, Mr. Gwynn, request a feasibility determination, through Mr. Rosser, regarding the proposal in the attached material. You should keep it all for your file.

Attachment

MAY 19 1977





MEMORANDUM

TO Mr. Douglas R. Webb

FROM George E. Thomas

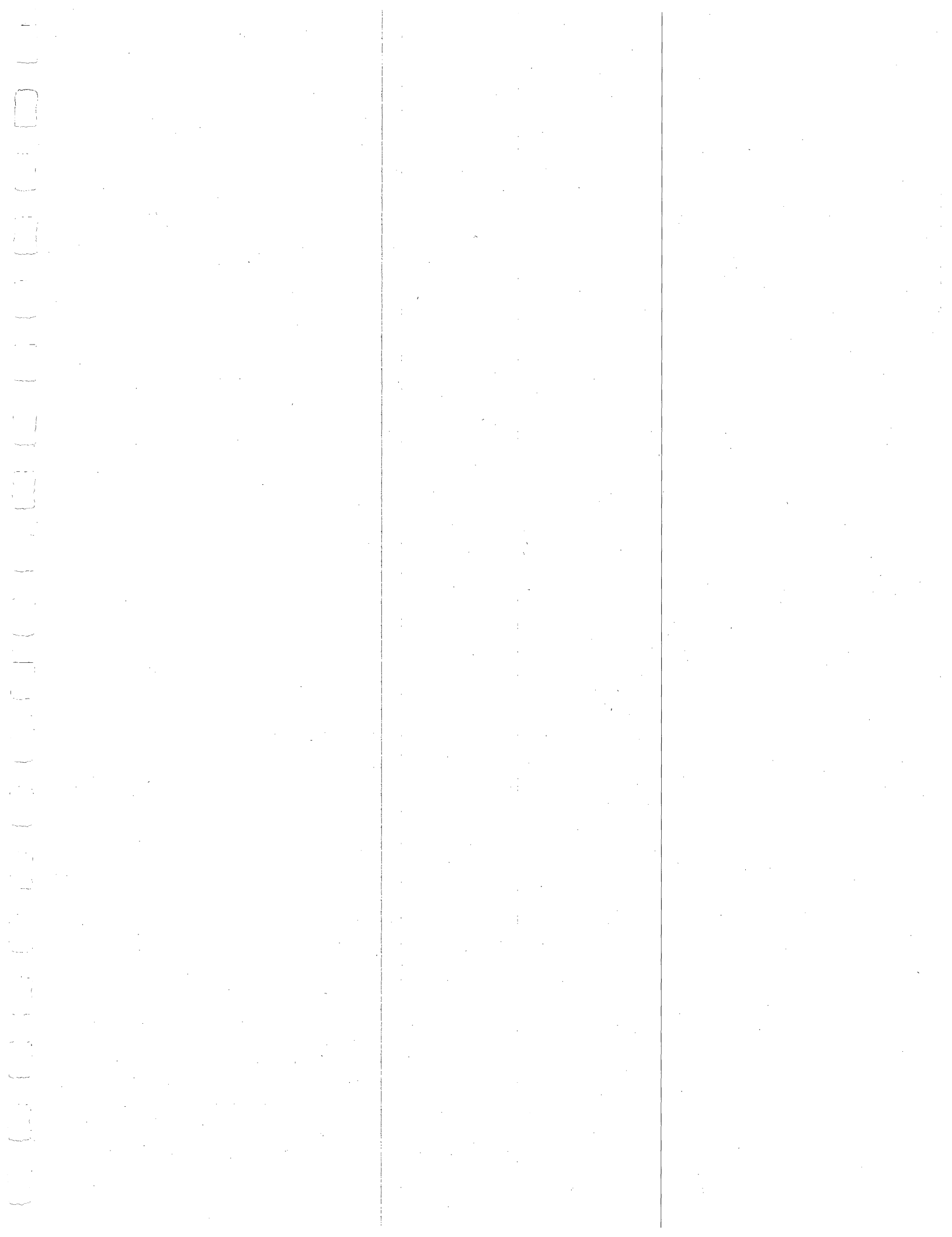
SUBJECT Bay Head

DATE 7-28-77

TELEPHONE NO. 3303

Attached is our preliminary report regarding Bay Head railroad station parking.

Attachment



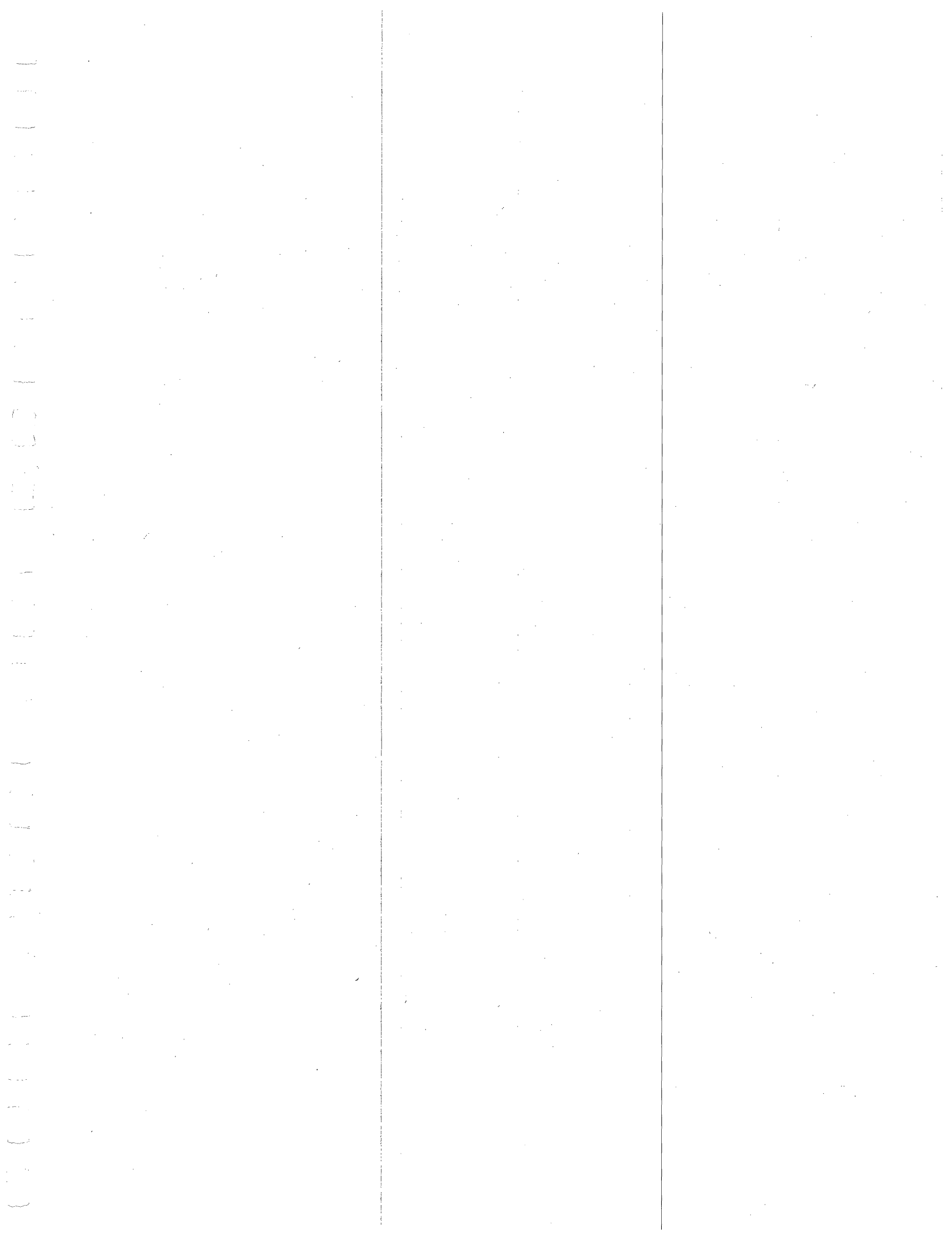
BAY HEAD RAILROAD STATION

It is generally conceded that there is a need for more parking spaces at the Bay Head station. This inference is based on comments volunteered by commuters as the staff was inspecting the present day facilities, as well as on the actual observations made in the field. The same conditions encountered by this office in October 1976, and by the Bureau of Program Development in January through March 1977, still prevail in June; that is, the station area itself has parking for only about thirty vehicles with the remaining cars forced to park on shoulders, along curbs and on railroad right-of-way. It may be logically concluded that these conditions are endemic and can be expected to continue and probably worsen, unless remedial action is taken.

There is evidence to indicate that some commuters are forced to drive to Point Pleasant, and it undoubtedly is due to the poor parking accommodations at Bay Head. It is possible that immediate relief could be given by upgrading the present improvised parking areas, but such improvements would be of short-range value and would be ineffective in attracting new riders. In addition, there is the possibility that the State cannot legally encroach upon several of these areas. For instance, the parking adjacent to the station may in actuality be occupying East Railroad Avenue Extension - a paper street on the tax maps. Even the railroad right-of-way ownership seems fuzzy. It is conceivable that litigation to establish title would negate any advantage in terms of both time and money, especially if the resultant improvement is only short-term.

Acquiring the nearly five acres on Osborne Avenue, designated as Parcel 112 on Plates 1 and 2 of the tax maps would appear to be a viable solution to Bay Head's commuter parking problem. As of June 27, 1977, the tax collector had not been informed of any title change for that parcel; a cursory examination of the records in the county clerk's office in Toms River did not reveal any deed transfer in the last six months. This cannot be taken as conclusive since the owner's actual name was a matter of conjecture. The tax collector volunteered the information that she had recently received two inquiries for tax searches but did not elaborate. The Division of Right of Way has been requested to establish the ownership and the fair market value for this parcel.

Parcel #112 abuts Osborne Avenue, a two-lane, 30-foot wide collector street carrying light traffic. There are no businesses on Osborne Avenue; therefore, the traffic pattern is flat at other than commuter hours. Since commuters have a choice of seven runs in the morning and at least five in the evening, the commuter peaks can be accommodated easily by the access road. The elimination of curb parking will improve flow, and the usual engineering improvements that can be expected over the years will (together with improved flow) support the projected traffic growth.



Parcel #112 is roughly L-shaped: the leg of the "L" adjoins Division Street, a paper street running parallel to Osborne Avenue; the base of the "L" adjoins West Railroad Avenue, also a paper street and is truncated by Osborne Avenue. This configuration will permit the design of an efficient parking lot with good internal flow on the larger part of the area; the remaining small area, which may not lend itself to use as a parking lot, abuts the residential area and would serve as a buffer for the residents. Either left in its natural state or developed as a mini-park, it could be a welcome improvement for the neighborhood, as well as being environmentally sound.

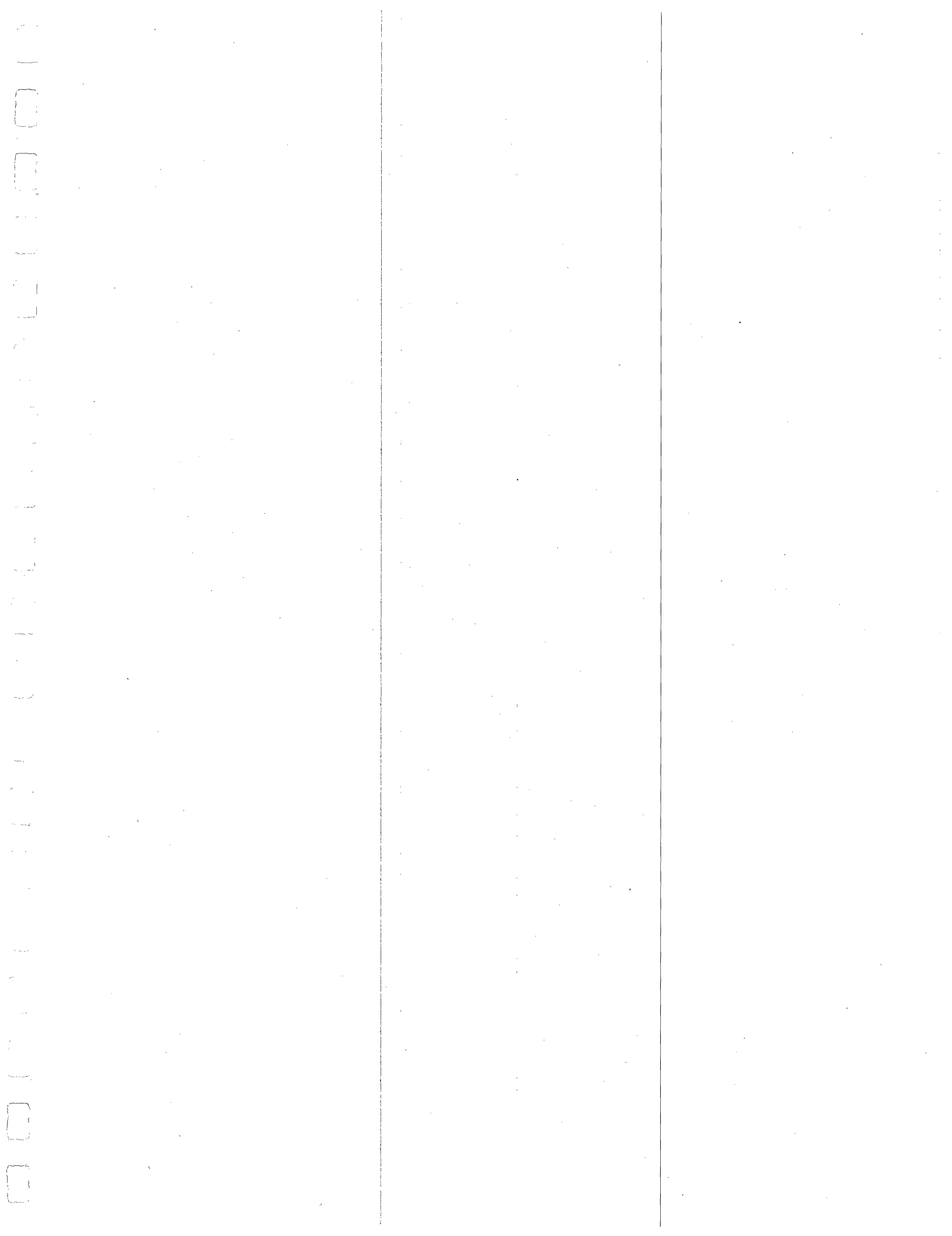
Present day ridership at Bay Head according to the Bureau of Common Carrier Planning is 168, of which 11 percent are "kiss-ride". Applying the generally accepted factor of 1.4 passengers per car, 100-110 cars need parking spaces daily. Since the maximum number counted by this office at any time is 83, it becomes obvious that a number of commuters are forced to find parking at some distance from the station.

An adequate, convenient parking facility would have several favorable results both short and long term. The first immediately apparent benefit would be safer parking for the commuters and better road conditions for all traffic by removing cars from the shoulders. In addition, commuters now forced to drive some distance for parking space can find it closer to their trip origin, and potential train riders who presently use some other mode for their trips will be encouraged to patronize the railroads. The benefits long range become evident when you consider that the ridership at Bay Head is projected to increase by a factor of 3.6 by 1990, and by 4.8 by 2000. Ocean County is the fastest growing county in the state; therefore, the stations presently absorbing the overflow from Bay Head may themselves be at capacity within twenty years and may no longer be able to accommodate Bay Head's surplus.

The acquisition of five acres would seem to be excessive in the light of present day ridership; nevertheless, it is recommended that the entire lot be acquired at this time when there are no improvements or relocations to be considered: the facility can be developed in stages as demand dictates.

Meanwhile, its natural state would be an aesthetic asset for the surrounding residential area. In the unlikely eventuality that bus or light train service is ever instituted to Bay Head, the excess acreage would be available to service the new mode.

Under the present station layout, Osborne Avenue is blocked when a train is loading and unloading at the depot. It is recommended that a study be undertaken of the feasibility of moving the station building to Parcel #112 if and when this lot is acquired for transportation-oriented purposes. The present curvature of the track may preclude stopping trains for the purpose of loading or unloading at this location. However, a possible



minor realignment could make this a practicable train stop. As the ridership increases, this need will become more and more evident. The Bureau of Rail Operations anticipates no change in rail service until after electrification either to Red Bank or to Long Branch; after electrification, the number of runs may be reduced, accommodating the increased ridership by adding more cars to each run. Obviously the longer trains will block the crossings correspondingly longer and make the stop at Parcel #112 even more justified.

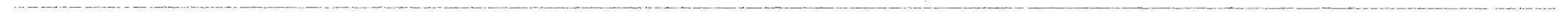
For the purposes of this preliminary report, no attempt has been made to develop costs. However, the rule-of-thumb cost of \$2,000/stall leads to an estimate of \$200,000 for the first stage of development. Since this per stall price includes land acquisition, future developments would be less costly per stall. Theoretically, there are two sources of funds with which to buy the parcel under consideration and to develop a park-ride facility: funding as provided under Section 3 of the Urban Mass Transportation Act of 1964 as amended and Federal-aid funds provided under Section 142 and amended Section 137 of Title 23, United States Code. In actuality, all UMTA funds are committed through 1980, and further funding after 1980 is uncertain. This potential source probably is not worth pursuing.

Title 23 funds would seem to hold more promise for a successful application. Bay Head in general, and Parcel #112 in particular, appear to meet the criteria for funding as outlined in the Policy and Procedure Memorandum 21-20 of November 9, 1971. Parcel #112 adjoins Osborne Avenue which is on the Federal Urban System and has been assigned the number 7088, thereby establishing eligibility for Urban and TOPICS funds. Bay Head lies within the boundaries of the Tri-State urbanized area and outside a CBD, which is generally considered to be New York City for purposes of funding. The parking facility is obviously to be designed in conjunction with a public transportation facility: the existing station is a functioning stop on the Atlantic Region of Conrail-North Jersey Coast Line. The first step toward fund-allocation, inclusion in the Transportation Improvement Program, has been taken; this project has been included in the TIP for the 1978 work year.

The DEP has advised that a permit for the facility will be required under CAFRA rules and regulations. This is necessary because the facility may eventually exceed the 300 car capacity, the maximum capacity not requiring a Coastal Area review. The DEP further advises that the initiating authority arrange as soon as possible for a pre-application conference; they estimate a five to six month period between application and final review.

RECOMMENDATION

In view of the above, it is recommended that a full feasibility study be undertaken.



MEMORANDUM

TO George ThomasFROM Eugene W. CornwellArea CoordinatorCommunity InvolvementSUBJECT Bay Head Park & Ride
Feasibility StudyDATE 7/24/78TELEPHONE NO. 2-6802

A public meeting was held on June 28, 1978, in the Borough of Bay Head's municipal building for the above project with approximately 35-40 persons in attendance.

The project was totally rejected by the entire audience. However, this Office does not feel that those in attendance were a true representation of the community nor of the local governing body. It is recommended that a meeting be arranged with the local officials to review the project and if necessary have them submit a new resolution requesting to proceed with the project.

It should be noted that only 2-4 persons in attendance actually used the Bay Head station; the main reaction came from residents of the Bay Head station area.


EUGENE W. CORNWELL

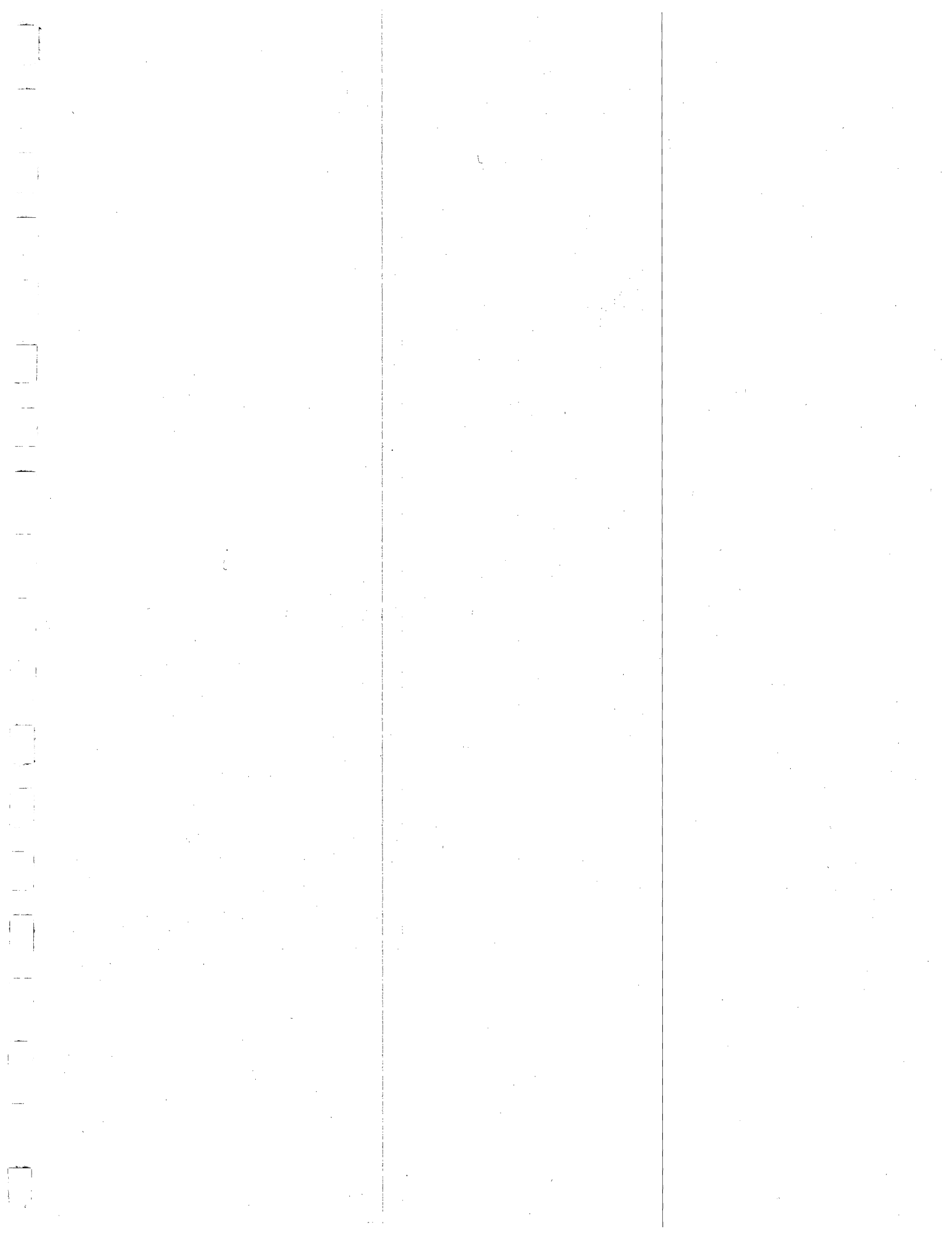
EWC:WNC:dml

cc: Mr. J. Crawford

BUREAU OF HIGHWAY
PLANNING

JUL 25 1978

#419
N.J. DEPARTMENT OF
TRANSPORTATION



TO
NEW YORK

N.J. 35

BAY HEAD JUNCTION BAY HEAD BORO, OCEAN CO.



STATION

EAST RAILROAD AVE.

OSBORNE AVE.

OSBORNE AVE.

TO
N.J. 35

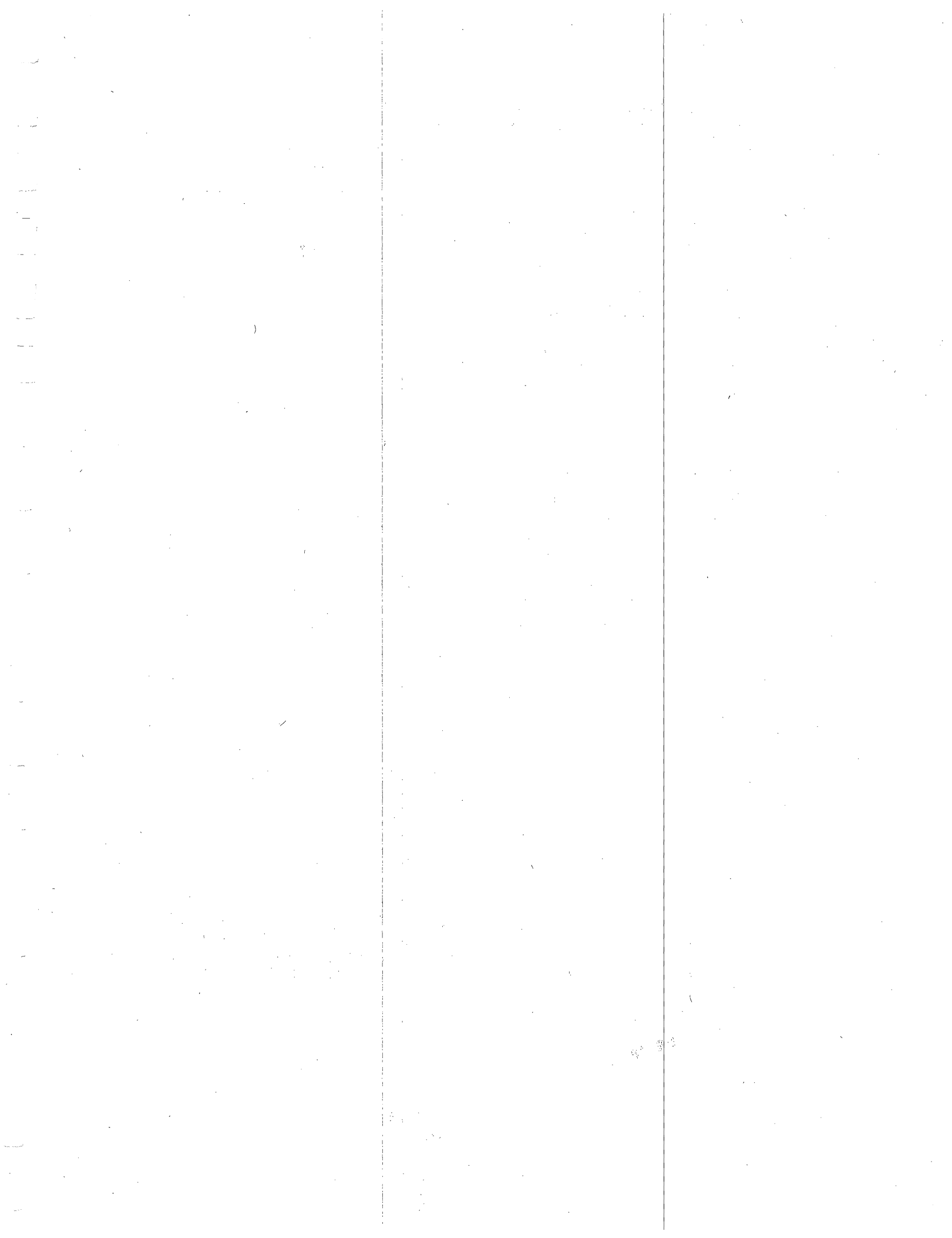
TO
LOOP

EAST RAILROAD AVE.

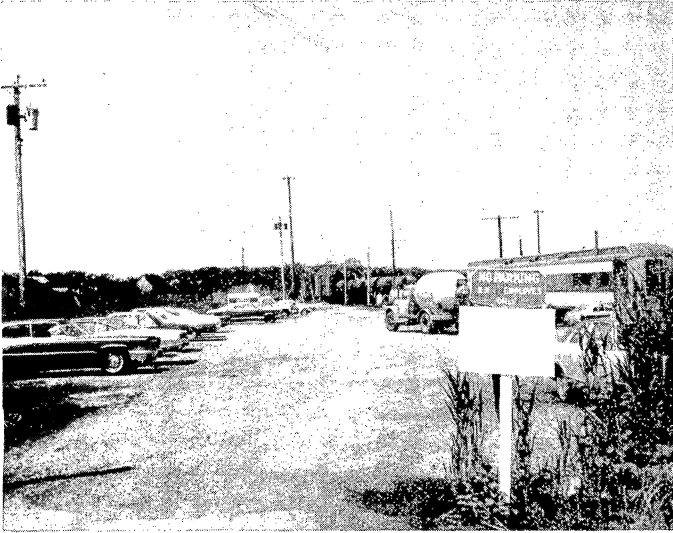
TWILIGHT ROAD

TWILIGHT LAKE

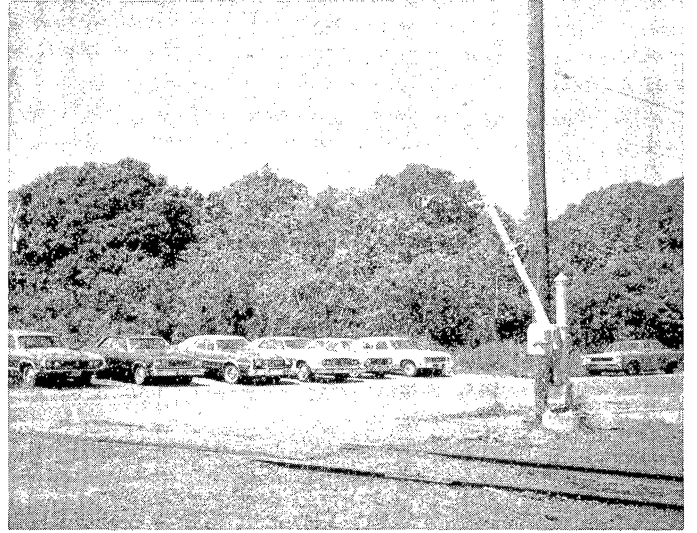
LAKE AVE.



BAY HEAD STATION



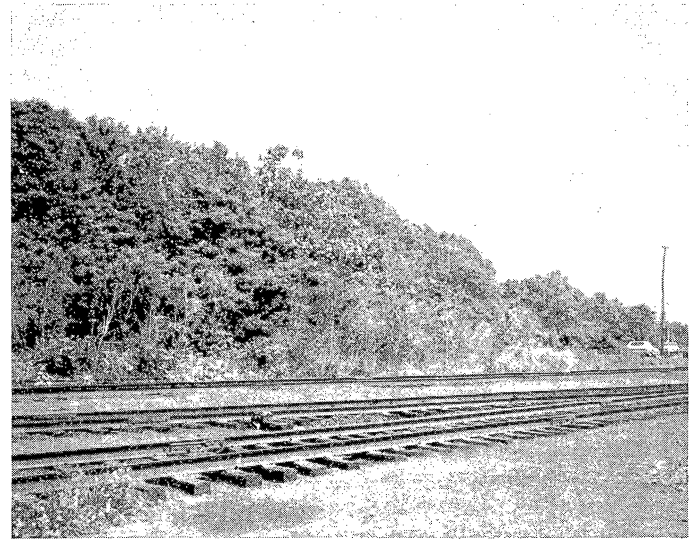
RAILROAD EMPLOYEE PARKING AREA



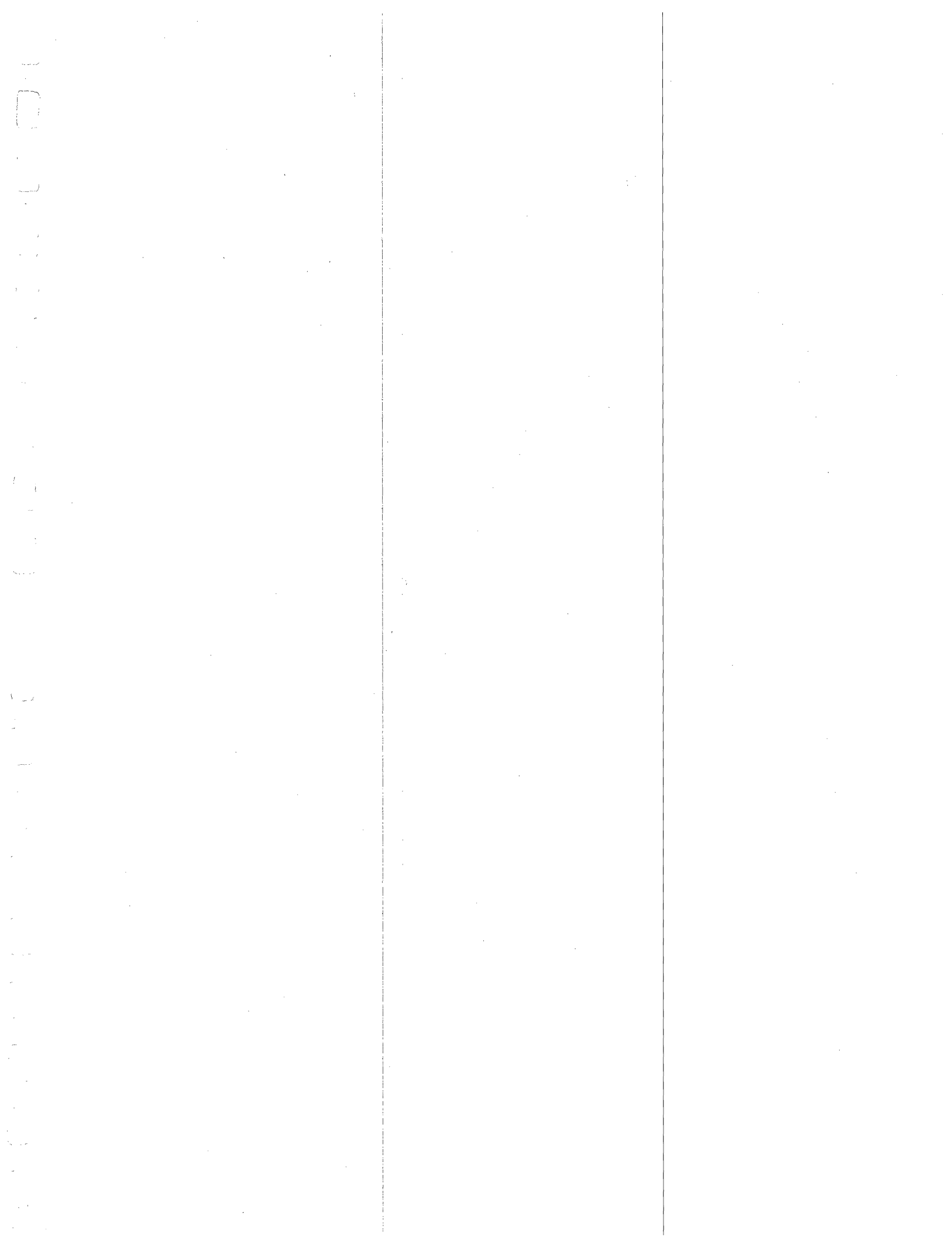
ALTERNATIVE I
PROPOSED SITE



ALTERNATIVE II
PROPOSED SITE



PROPOSED SITE FOR EXPANSION
ALTERNATIVE I - 2nd Stage



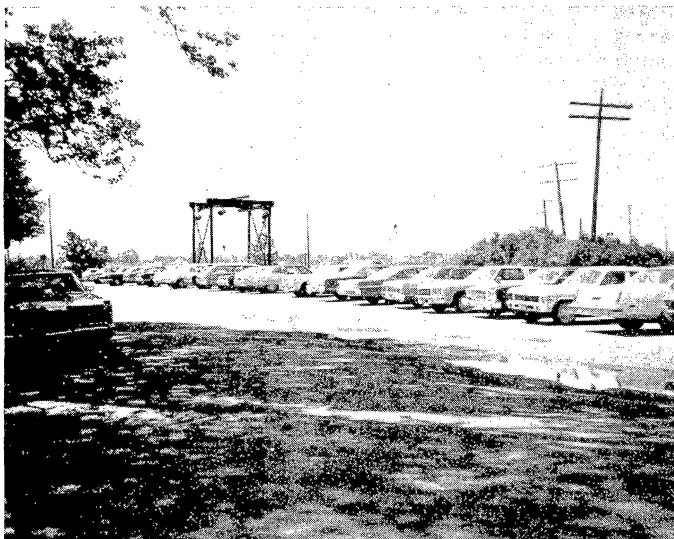
BAY HEAD STATION



BAY HEAD STATION BUILDING



PARKING AREA 1



PARKING AREA 2
EAST RAILROAD AVENUE



PARKING AREAS 3 & 4
OSEORNE AVENUE

