



community profile



community profile

GEOGRAPHIC AREA	POPULATION	HOUSING UNITS	AREA IN SQUARE MILES			DENSITY PER SQUARE MILE OF LAND AREA	
			TOTAL AREA	WATER AREA	LAND AREA	POPULATION	HOUSING UNITS
Dover town, Morris County	18,188	5,568	2.70	0.03	2.68	6,788.2	2,078.1

U.S. Census Bureau



HISTORY

This community profile represents the Town of Dover's baseline characteristics. The analysis includes historical demographics including cultural trends, housing characteristics and employment trends. Utilized as the foundation for the Master Plan, therefore an influence for present and future development, the analysis of change that has taken place over time is crucial to understanding the Town and guiding future vision of growth and development.

There is no clear history of the acquisition of the name Dover for the town, but in 1753 Moses Hurd bought the original forge from John Jackson. Moses Hurd was said to have come from Dover, New Hampshire suggesting his influence in naming the area. Oldest written documents indicate use of the name Dover date back to the 1790's. Older documents refer to



Town of Dover
Morris County

the area as Old Tye, which perhaps was a reference to Ticonderoga, New York.

Today, Dover is one of the most densely populated and culturally diverse communities in Morris County and is located within easy access to Routes 10, 15, 46, Interstate 80 as well as direct access to New York City via the Midtown Direct Rail Service. With many diverse people and businesses, the community thrives as a true melting pot and is representative of all that is good about America. A rich history where Lennie Lenape Indians once made there home due to the brooks and streams that meander through town and where topography like Clinton Mountain created vantage points for lookouts and now interesting vistas. Where in 1722 immigrants like John Jackson utilized these same waterways to produce the power needed to forge the iron that came from mines located nearby and through this effort produced the weaponry needed during the Revolutionary War and Korean War.



The forging of iron became an important industry in Dover and by 1800 Dover was clearly established as an industrial town, its success tied to the iron mines of the area and the production of iron goods. The Town eventually became incorporated as a Village in 1826 and a Town in 1869 and with it a street network, hotels, theaters and various other establishments that entertained and served residents and visitors alike. It was during the time the Morris Canal was being dug that Dover was incorporated and the streets were laid out and named. The main street was named after one of the new (1817) forge owners from New York City, Mr. Joseph Blackwell. The canal was completed and in use by 1831 but was soon outclassed as a transportation mode when the Morris and Essex Railroad was completed in 1848. Eventually, Dover developed into a major commercial and industrial center with the completion of the Morris Canal and later the Lackawanna Railroad.





The first newspaper was printed in 1869 and was called "The Dover Enterprise", it was a monthly publication. Doctor Crittendon was the first physician to locate in Dover; the year was 1813. The first post office in Dover was opened in 1820. The railroad came to Dover in 1848, electric lights in 1889, and gas in 1902. A library was established in 1902 and the first trolley went through town in July 1904. By 1903 Dover had its own water supply plant and in 1906 the Baker Theater, one of the finest playhouses in the State, was opened. The public schools had a high school program by 1885 and designated high school building in 1901. A new Dover Shopping Center with double decked parking lot and drive-in theater was opened in 1956.



Dover was the “go-to” destination of Morris County for many years. With its quaint downtown, retail shopping establishments, restaurants, services and entertainment venues Dover was one the gems of Northern New Jersey. It was not merely a destination for goods and services but also for jobs and remained as such for many years, that is, until development patterns shifted because of the increasing popularity of the automobile.

The advent of the automobile eventually led to creations such as exurbia development, the mall and other forms of suburban sprawl. These new patterns of development, combined with many policy changes in the United States, spelled doom for Dover as it began to decline in the latter stages of the 20th century as many truly genuine downtowns in New Jersey and the country had. Vacancies soon replaced vitality thus resulting in plummeting property values and further migration out of Dover and into its suburbs. This decline eventually gave way to opportunities that many would never have foreseen. A new wave of American immigrant had come to make Dover home, the Hispanic.

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Today, Dover is a vibrant, diverse community in the midst of experiencing a reversal of the sprawl that almost destroyed it. With new legislation at the State level limiting development to protect water quality within Morris County and a major portion of Northwest New Jersey, Dover is positioned to attract in-fill development and redevelopment of some of the properties that Urban Renewal was supposed to remedy but fail to do so.

POPULATION TRENDS

The Town of Dover, although relatively built out, has seen a steady increase in population since the last Census in 2000. Although historic trends within the Census and Dover school system indicate that the population of Dover is moving closer to 20,000 persons, the 2000 Census reported a population of 18,188- a 20% increase from 1990.

In 1869, when Dover was incorporated as a town it had a population of 3,300 inhabitants. By 1910 the population reached 9,000 and by 1960 was at 15,000. After periods of modest growth and stability through the decline of its commercial base into the mid to late 1970's, Dover has once again witnessed a population boom of sorts in the later parts of the 20th century and continuing into the infant stages of the 21st. Table CP-1 represents population trends from 1930 through 2000 where we see

the 1950's and 1960's experienced a healthy rise in population. Within its historical context, this rise is the result of a combination of factors including suburbanization and the ability to locate further from the urban complex of the New York Metropolitan region to Dover with its transit service and surrounding communities. Dover's historically strong regional retail presence in the Morris and Sussex Region made it an attractive place to live.

Table CP-1 Population Trends

TOWN OF DOVER				MORRIS COUNTY			NEW JERSEY		
YEAR	POPULATION	CHANGE		POPULATION	CHANGE		POPULATION	CHANGE	
		NUMBER	% CHANGE		NUMBER	% CHANGE		NUMBER	%CHANGE
1930	10,031	-	-	110,445	-	-	4,041,334	-	-
1940	10,491	460	4.5	125,732	15,287	13.9	4,160,165	118,831	2.9
1950	11,174	683	6.5	164,371	38,639	30.7	4,835,329	675,164	16.2
1960	13,034	1,860	16.6	261,620	97,249	59	6,066,782	1,231,453	25.5
1970	15,039	2,005	15.4	383,454	121,834	46.6	7,171,112	1,104,330	18.2
1980	14,681	-358	-2.4	407,630	24,176	6.3	7,365,011	463,899	6.5
1990	15,115	434	2.9	421,353	13,723	3.4	7,730,188	365,177	4.9
2000	18,188	3,073	20.3	470,212	48,859	11.6	8,414,350	684,162	8.9

U.S. Census Bureau

The eventual slowdown in the economy during the 1970's and 1980's led to a new dynamic for the Town of Dover, a change in the demographic character of the once proletarian iron forging manufacturing community. Given the affluence of the surrounding region and resultant job opportunities for people of certain skill-sets such as home-improvement, landscaping, and heavy labor, Dover, with its easily accessible rail service to both the Morris and Essex and Montclair-Boonton rail lines proved to be an affordable

clean and safe community in which many Hispanic and Latino people have chose to make their home. Notwithstanding job opportunity, the Dover retail business district transformed itself to accommodate this population shift. Table CP-2 represents jobs and future growth by occupation group in Morris County. Although there is limited data on jobs specific to the demographic shift by municipality in the region surrounding Dover one can see there is ample

opportunity for jobs without major educational requirements.

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Table CP-2 Employment By Major Occupational Group, 2002-2012

MORRIS COUNTY

OCCUPATION	2002		2012		CHANGE: 2002-2012		ANNUAL AVERAGE JOB OPENINGS		
	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT	TOTAL*	GROWTH*	REPLACEMENTS
Total, All Occupations	331,250	100.0	378,600	100.0	47,350	14.3	12,720	5,150	7,560
Management, Business, and Financial Occupations	44,600	13.5	53,750	14.2	9,150	20.5	1,720	920	800
Professional and Related Occupations	64,050	19.3	76,400	20.2	12,350	19.2	2,510	1,280	1,220
Service Occupations	56,150	17.0	68,750	18.2	12,600	22.4	2,810	1,260	1,550
Sales and Related Occupations	35,850	10.8	40,550	10.7	4,700	13.2	1,550	470	1,080
Office and Administrative Support Occupations	64,900	19.6	67,900	17.9	3,000	4.6	1,980	530	1,450
Farming, Fishing, and Forestry Occupations	350	0.1	450	0.1	100	34.2	20	10	10
Construction and Extraction Occupations	14,050	4.2	16,300	4.3	2,250	16.1	500	230	280
Installation, Maintenance, and Repair Occupations	11,150	3.4	12,100	3.2	950	8.5	370	120	250
Production Occupations	17,350	5.2	17,000	4.5	-400	-2.2	490	70	420
Transportation and Material Moving Occupations	22,850	6.9	25,450	6.7	2,650	11.5	770	270	500

U.S. Census Bureau

POPULATION BY RACE AND NATIVITY

An analysis of the demographical makeup in the municipalities surrounding Dover, with exception to Victory Gardens and to a lesser degree Wharton because of their relative close proximity to Dover Station, have not experienced this demographic shift in sheer population count quite as markedly as Dover. Table CP-3 represents this demographical dynamic for the communities surrounding Dover. Although the percent increase in population is relatively high for all communities, they are relatively low compared to Dover’s actual count by persons and represents a lower percentage of each community’s actual demographic make-up.

because of their location to Dover Station, the downtown and day-labor market. However, the demographic shift as a percentage increase with the Hispanic and Latino populations is remarkably high.

These demographic figures should not be considered alarming, in-fact, they should be embraced because with this shift comes a more diverse community with many associated opportunities that come from diversity. Given the fact that Dover is 58% Hispanic or Latino does not in itself represent diversity, however further broken down by Table CP-4 we see exactly what nationalities do exist within the 10,539 Hispanic or Latino peoples in the Town of Dover.

TOWN OF DOVER				ROCKWAY		
YEAR	TOTAL	HISPANIC	%	TOTAL	HISPANIC	%
1990	15115	6101	40.4	19,572	642	3.3
2000	18,188	10,539	58	22,930	1,440	6.2
%CHANGE	20%	72%		17.2	124	

VICTORY GARDENS				WHARTON			RANDOLPH			MINE HILL		
YEAR	TOTAL	HISPANIC	%	TOTAL	HISPANIC	%	TOTAL	HISPANIC	%	TOTAL	HISPANIC	%
1990	1,314	514	39	5,405	636	12	19,974	651	3.2	3,333	206	6.1
2000	1,546	783	51	6,298	1,462	23	24,847	1,208	4.9	3,679	319	8.7
%CHANGE	17.7	52		16.5	130		24.3	85.6		10.4	55	

U.S. Census Bureau

Again, with exception to Victory Garden and Wharton presumably

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Table CP-4 Hispanic or Latino by Race & Nativity

TOTAL HISPANIC OR LATINO	10,539
TOTAL FOREIGN BORN	7,788
LATIN AMERICA:	7,001
CARIBBEAN:	577
CUBA	91
DOMINICAN REPUBLIC	364
JAMAICA	100
CENTRAL AMERICA:	1,936
MEXICO	1,194
OTHER CENTRAL AMERICA:	742
COSTA RICA	347
EL SALVADOR	38
GUATEMALA	99
HONDURAS	237
SOUTH AMERICA:	4,488
ARGENTINA	59
CHILE	267
COLOMBIA	2,599
ECUADOR	834
PERU	324
OTHER SOUTH AMERICA	393

U.S. Census Bureau

The diverse mix of Mexicanos, Puerto Riquenos, Colombianos and other Central and Southern American populations lead to the notion that Dover is a very diverse community and whose cultures bring many interesting assets to the community including a wide variety of culinary differences.

Table CP-5 POPULATION BY RACE

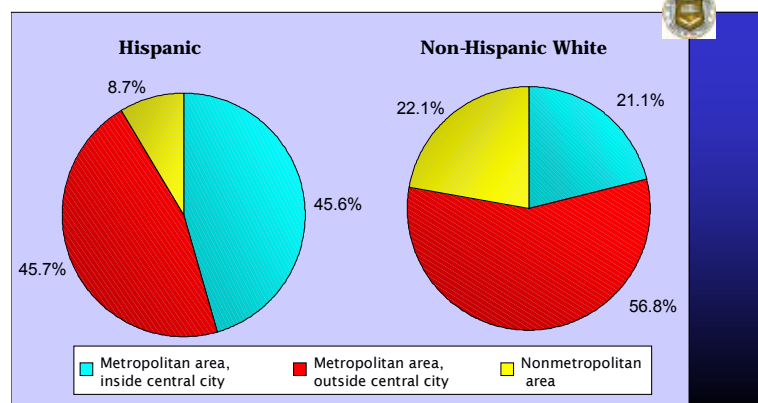
	DOVER TOWN, MORRIS COUNTY	% OF POPULATION
TOTAL:	18,188	100
HISPANIC OR LATINO	10,539	58
NOT HISPANIC OR LATINO:	7,649	42
POPULATION OF ONE RACE:	7,456	41
WHITE ALONE	5,937	32.6
BLACK OR AFRICAN AMERICAN ALONE	1,035	5.7
AMERICAN INDIAN AND ALASKA NATIVE ALONE	18	0.1
ASIAN ALONE	446	2.4
NATIVE HAWAIIAN AND OTHER PACIFIC ISLANDER ALONE	0	0
SOME OTHER RACE ALONE	20	0.1

U.S. Census Bureau

Other races do exist within Dover although not at the numbers that the Hispanic and Latino community present. Given the propensity of people of Hispanic origin to locate in or close proximity to Metropolitan areas versus non-Hispanics as indicated in Table CP-6. It is easy to see that Dover is an attractive place for this population because its labor opportunities, great access to New York and other job markets as well as being a clean attractive place to raise a family.

Table CP-6

Type of Residence by Hispanic Origin: 2002



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Helping You Make Informed Decisions

Source: Current Population Survey, March 2002, PGP-5

HOUSING

The Town of Dover has a rich mix of housing types and stock. Table CP-7, indicates housing units by structure type and number of total units for each type. While over 50% of the total units are single-family structures, detached or otherwise, the remainder represent a diverse stock through which create options for a wide range of income levels.

Housing stock although rich in choice is short on age but certainly not character or history. Having been originally settled in 1722 brings with it a history, charm and character that will be discussed in more detail in the Historic Preservation Element. As Table CP-8 indicates, over 75% of Dover's housing stock is over 35 years old and over 30% are 65 years or older.

Housing value in Dover is unstable and vast approaching affordability issues according to the Real Estate Community. With just less than half of Dover's housing stock in a rental situation and compounding the demographic make-up and emerging transient population makes way for increased housing investment opportunity (Table CP-9).

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Table CP-7 Housing Units by Structure

	NUMBER	PERCENT
TOTAL UNITS	5,568	100
UNITS IN STRUCTURE		
1-UNIT DETACHED	2,751	49.4
1-UNIT ATTACHED	583	10.5
2 UNITS	946	17
3 OR 4 UNITS	463	8.3
5 TO 9 UNITS	241	4.3
10 TO 19 UNITS	158	2.8
20 OR MORE UNITS	419	7.5
ROOMS		
1 ROOM	156	2.8
2 ROOMS	261	4.7
3 ROOMS	886	15.9
4 ROOMS	800	14.4
5 ROOMS	992	17.8
6 ROOMS	1,206	21.7
7 ROOMS	565	10.1
8 ROOMS	386	6.9
9 OR MORE ROOMS	316	5.7
MEDIAN (ROOMS)	5.2	(X)

U.S. Census Bureau

Table CP-8 Age of Housing Units

TOTAL UNITS	5,568	100%
YEAR CONSTRUCTED	NUMBER	PERCENT
1999 TO MARCH 2000	43	0.8
1995 TO 1998	128	2.3
1990 TO 1994	105	1.9
1980 TO 1989	463	8.3
1970 TO 1979	537	9.6
1960 TO 1969	831	14.9
1940 TO 1959	1,645	29.5
1939 OR EARLIER	1,816	32.6

U.S. Census Bureau

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Table CP-9 Housing Values (Owner Occupied)

LESS THAN \$50,000	8	570	1.4
\$50,000 – 99,999	78	1,919	4
\$100,000 – 149,999	1,130	10,255	11
\$150,000 – 199,999	837	22,464	3.7
\$200,000 – 299,999	359	37,531	0.1
\$300,000 – 499,999	24	32,434	0.07
\$500,000 – 999,999	4	10,643	0.03
\$1,000,000 OR MORE	14	1,457	0.9
	Dover	Morris	
MEDIAN VALUE	150,500	257,400	
VALUE			%

U.S. Census Bureau

While the Census 2000 data shows us affordability, the market currently is blossoming because of these opportunists. When compared to Morris County, Dover values have been affordable while transit accessibility, job opportunity and developer interest makes Dover a prime target for investors looking to seize these opportunities (Table CP-11).

Characteristics of the existing housing stock within the Town are further documented in CP-10. According to the Census 2000 Dover had 69 and 53 units that lacked adequate plumbing or kitchen facilities respectively. While 189 units had no telephone service, many people these days are utilizing cellular technology for all their telephoning needs.

CP-10 Detailed Housing Characteristics

VEHICLES AVAILABLE		
None	755	13.9
1	1,988	36.6
2	1,800	33.1
3 or more	893	16.4
HOUSE HEATING FUEL		
Utility gas	2,981	54.8
Bottled, tank, or LP gas	136	2.5
Electricity	468	8.6
Fuel oil, kerosene, etc.	1,824	33.6
Coal or coke	0	0.0
Wood	0	0.0
Solar energy	10	0.2
Other fuel	17	0.3
No fuel used	0	0.0
SELECTED CHARACTERISTICS		
Lacking complete plumbing facilities	69	1.3
Lacking complete kitchen facilities	53	1.0
No telephone service	189	3.5

Table CP-11 Home Ownership and Rental Data

STATUS OF UNIT	NUMBER	MEDIAN
Owner Occupied	2,875	Mortgage= \$1,466
Rental Occupied	2,561	Rent= \$870

U.S. Census Bureau

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HOUSEHOLDS

Table CP-12 Average Household Size

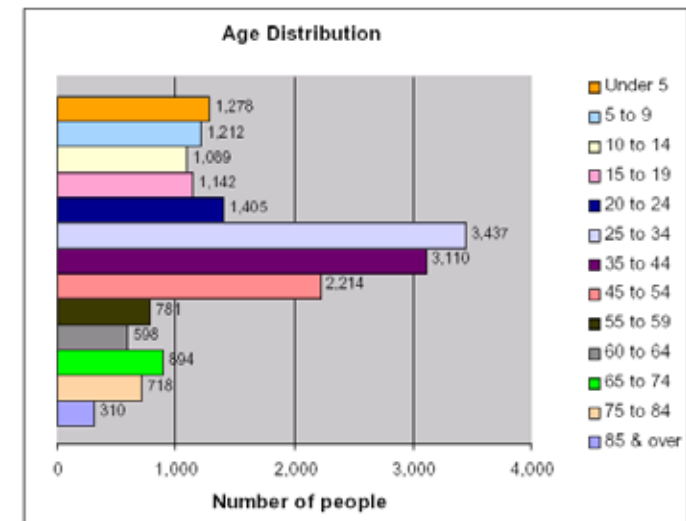
Average household size	3.29
Average White household size	3.02
Average Black household size	3.20
Average Hispanic/Latino household size	4.44

U.S. Census Bureau

A dynamic of interest in the Town is that the number multi-family dwelling units as well as the conversion of single-family homes into multi-family dwelling units both legal and illegal rises annually. With the average household size relative to populations of various demographic types indicates a clear difference in culture that may be explained as a people in search of opportunity. Nevertheless, to make room for additional family members, relatives and countrymen, as well as to exploit a residential investment opportunity, single-family homes are being converted to support the additional influx of new residents of Dover. Table CP-12. With average household size demands, so too the demand for additional units in a relatively built-out environment.

The Town of Dover exhibits many positive traits in which to build upon. However, the youthful population of 33.7 years old (Table CP-13) leads to the conclusion that the households of Dover remain well with childbearing years and as such will remain an impact on the schools system.

Table CP-13 Age Distribution



U.S. Census Bureau

HOUSEHOLD BY TYPE (DOLLARS)	2000	%
Total Households	5,436	100.0
Family Households	3,918	72.1
With Children Under 18	1,938	35.7
Married Couple	2,727	50.2
With Children Under 18	1,398	25.7
Female Householder, No Husband	733	13.5
With Children Under 18	345	6.3
Non-Family Households	1,518	27.9
Householder Living Alone	1,156	21.3
Householder 65 and Over	475	8.7
Households w/ indiv. Under 18	2,242	41.2
Households w/ indiv. 65 & Over	1,277	23.5
Average Household size	3.29	
Average Family size	3.55	

U.S. Census Bureau

INCOME, POVERTY & EMPLOYMENT

Income in Dover is also a point worth note. As Table CP-15 points out, Dover ranks low in median income by household and family when compared to the wealth within Morris County. Income is also on the low side when compared to the State of New Jersey although above the National average. With Per capita income coming in even lower, on a national level as well, causes the need to keep a close watch on this issue and managed accordingly.

RELATIONSHIP	2000	%
Total Population	18,188	100.0
In Households	17,871	98.3
Householder	5,436	29.9
Spouse	2,727	15.0
Child	5,051	25.7
Own Children Under 18	3,479	19.1
Other Relatives	2,222	12.23
Under 18	533	2.9
Nonrelatives	2,435	21.3
Unmarried partner	393	2.2
In Group Quarters	317	1.7
Institutionalized	253	1.4
Non-Institutionalized	64	0.4

Table CP-15 Median Income

MEDIAN INCOME (DOLLARS)	DOVER	MORRIS	NJ	US
Household	53,423	77,340	55,146	41,994
Family	57,141	89,773	65,370	50,046
Per Capita	18,056	36,964	27,006	21,587

U.S. Census Bureau

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However, the high population of individuals of various status of citizenship may indicate that incomes are not being reported and that wages are low because of the reluctance, and expenses associated, of legitimate employers to sponsor workers. This immigration status may also lead us to believe that actual population in Dover is higher than the Census reports again, due to reluctance to report (Table CP-16).

Table CP-16 Place of Birth by Citizenship Status

Town of Dover	
Total:	18,188
Native:	10,400
Born in state of residence	7,095
Born in other state in the United States:	2,122
Northeast	1,351
Midwest	143
South	510
West	118
Born outside the United States:	1,183
Puerto Rico	1,097
U.S. Island Areas	3
Born abroad of American parents)	83
Foreign born:	7,788
Naturalized citizen	2,154
Not a citizen	5,634

U.S. Census Bureau

The Census data indicates that the total civilian labor force in Dover and Mercer County in 2000 were 9,535 of 14,367 eligible and 252,892 of 365,030 respectively. The Dover labor force represents 3.8% of the County workforce. The unemployment rate for Dover was 4.9% of its total eligible or 7.4% of the actual workforce while Morris County boasts a low 2.4% or 3.5% of it actual (Table CP-17). When analyzing unemployment with poverty rates (Table CP-18) one could again come to the conclusion that legal citizenship status may play into the equation as employees and employers may not be reporting total income or employers are taking advantage of citizenship status and paying low wages. Nevertheless, statistics that are not truly becoming of a quaint American town and in need of addressing.

While looking at these employment, income and other related statistics, we would be remiss if we did not indicate that the location of regional services, both County and State, located within Dover's downtown did not factor into these high negative features. We will look more closely at this issue in the Land Use Element of this plan.

Table CP-17 Employment Status

EMPLOYMENT STATUS	DOVER	%	MORRIS COUNTY	%
Population 16 years and over	14,367	100	365,030	100.0
In labor force	9,535	66.4	252,892	69.3
Civilian labor force	9,523	66.3	252,703	69.2
Employed	8,816	61.4	243,783	66.8
Unemployed	707	4.9	8,920	2.4

U.S. Census Bureau

Table CP-18 Poverty Status

POVERTY LEVEL	DOVER	%	NJ	U.S.
Families below	327	8.2	6.3	9.2%
Individuals below	2,381	13.4	8.5	12.4%

U.S. Census Bureau

EMPLOYMENT & TRAVEL TO WORK

Table CP-19 indicates a healthy job market as well as projected growth in all major occupational sectors. Although to be discussed in more depth in the Land Use Element, when factored against where citizens of Dover travel to job locations

we see opportunity for growth both within town and travel outside of town. Given location of mass transit opportunities and proximity of the regional road network makes Dover not only a destination to live but also a destination for business opportunity.

Table CP-19 Employment By Major Occupational Group, 2002-2012

MORRIS COUNTY

OCCUPATION	2002		2012		CHANGE: 2002-2012		ANNUAL AVERAGE JOB OPENINGS		
	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT	TOTAL*	GROWTH*	REPLACEMENTS
TOTAL, ALL OCCUPATIONS	331,250	100.0	378,600	100.0	47,350	14.3	12,720	5,150	7,560
MANAGEMENT, BUSINESS, AND FINANCIAL OCCUPATIONS	44,600	13.5	53,750	14.2	9,150	20.5	1,720	920	800
PROFESSIONAL AND RELATED OCCUPATIONS	64,050	19.3	76,400	20.2	12,350	19.2	2,510	1,280	1,220
SERVICE OCCUPATIONS	56,150	17.0	68,750	18.2	12,600	22.4	2,810	1,260	1,550
SALES AND RELATED OCCUPATIONS	35,850	10.8	40,550	10.7	4,700	13.2	1,550	470	1,080
OFFICE AND ADMINISTRATIVE SUPPORT OCCUPATIONS	64,900	19.6	67,900	17.9	3,000	4.6	1,980	530	1,450
FARMING, FISHING, AND FORESTRY OCCUPATIONS	350	0.1	450	0.1	100	34.2	20	10	10
CONSTRUCTION AND EXTRACTION OCCUPATIONS	14,050	4.2	16,300	4.3	2,250	16.1	500	230	280
INSTALLATION, MAINTENANCE, AND REPAIR OCCUPATIONS	11,150	3.4	12,100	3.2	950	8.5	370	120	250
PRODUCTION OCCUPATIONS	17,350	5.2	17,000	4.5	-400	-2.2	490	70	420
TRANSPORTATION AND MATERIAL MOVING OCCUPATIONS	22,850	6.9	25,450	6.7	2,650	11.5	770	270	500

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Current work status as indicated in Table CP-20 indicates that over 35% of the Dover population is in a heavy trade occupation with a large percentage of the population in the service related industry. With ample opportunities for job growth within these industries as indicated in Table CP-19 there is an indication that Dover will fortunately remain a truly diverse community both culturally and from an employment opportunity standpoint.

Table CP-20 Current Employment Status

	#	%
OCCUPATION		
Management, professional, and related occupations	1,713	19.4
Service occupations	1,845	20.9
Sales and office occupations	2,262	25.7
Farming, fishing, and forestry occupations	0	0.0
Construction, extraction, and maintenance occupations	789	8.9
Production, transportation, and material moving occupations	2,207	25.0
INDUSTRY		
Agriculture, forestry, fishing and hunting, and mining	18	0.2
Construction	493	5.6
Manufacturing	1,882	21.3
Wholesale trade	275	3.1
Retail trade	1,117	12.7
Transportation and warehousing, and utilities	450	5.1
Information	375	4.3
Finance, insurance, real estate, and rental and leasing	502	5.7
Professional, scientific, management, administrative, and waste management services	1,059	12.0
Educational, health and social services	1,135	12.9
Arts, entertainment, recreation, accommodation and food services	888	10.1
Other services (except public administration)	363	4.1
Public administration	259	2.9

In Table CP-21, a sample of 8,637 persons was taken from the 9,535 Dover workforce, to indicate that the mean commute time was 22.1 one-way to work. Given Dover's access to regional highways and the increasing ridership data on passengers boarding the train at Dover Station, it would indicate that many Dover commuters are working within the Morris County region. However, when compared against New Jersey Transit's ridership we also see a large percentage of the Morris County workforce utilizing Dover Station for travel to work beyond the Morris Region.

Table CP-21 Means of Commuting to Work

	#	%
WORKERS 16 YEARS AND OVER	8,637	
Car, truck, or van -- drove alone	5,335	61.8
Car, truck, or van -- carpooled	1,970	22.8
Public transportation (including taxicab)	396	4.6
Walked	270	3.1
Other means	557	6.4
Worked at home	109	1.3
Mean travel time to work (minutes)	22.1 minutes	

To continue the analysis of ridership numbers released by New Jersey Transit Corporation (Table CP-22) a comparison against the means of commute by Dover residents (Table CP-21) indicated that Dover Station is popular spot for travelers utilizing mass transit people within the region and is being utilized as both a park-&-ride facility and by those within a close walk to the station.

Being the last station stop on the Mid-town Direct Line makes Dover Station a critical stop and an important asset to Morris County. The Land Use Element of this plan will address this issue more specifically however; Average weekday boardings were 1,337 and Annual Passenger Trips (boardings and alightings) 726,273 were cited in 2004.

Table CP-22 New Jersey Transit Destination/Origin Data

DEST/ORIGIN	TRIPS	%	DEST/ORIGIN	TRIPS	%
NY Penn	241,748	33.36%	Montclair Hts	810	0.11%
Nwk Penn	429	0.06%	Montclair State	-	0.00%
Hoboken	103,768	14.32%	Great Notch	126	0.02%
Broad Street	53,058	7.32%	Little Falls	727	0.10%
East Orange	6,433	0.89%	Mountain View	747	0.10%
Brick Church	15,402	2.13%	Lincoln Park	1,417	0.20%
Orange	3,346	0.46%	Towaco	3,607	0.50%
Highland Ave	1,147	0.16%	Boonton	7,571	1.04%
Mountain Station	4,343	0.60%	Mountain Lakes	1,793	0.25%
South Orange	3,117	0.43%	Lake Hopatcong	6,297	0.87%
Maplewood	2,797	0.39%	Netcong	13,816	1.91%
Millburn	2,183	0.30%	Mt. Olive	4,451	0.61%
Short Hills	1,089	0.15%	Hackettstown	7,371	1.02%
Summit	18,285	2.52%	New Providence	136	0.02%
Chatham	4,493	0.62%	Murray Hill	379	0.05%
Madison	14,088	1.94%	Berklet Heights	10	0.00%
Convent Station	22,402	3.09%	Gillette	5	0.00%
Morristown	125,453	17.31%	Stirling	301	0.04%
Morris Plains	24,568	3.39%	Millington	14	0.00%
Mount Tabor	6,265	0.86%	Lyons	164	0.02%
Denville	19,206	2.65%	Basking Ridge	149	0.02%
Watsessing Ave	1	0.00%	Bernardsville	145	0.02%
Bloomfield	472	0.07%	Far Hills	285	0.04%
Glen Ridge	3	0.00%	Peapack	-	0.00%
Bay Street	39	0.01%	Gladstone	33	0.00%
Arlington	-	0.00%			
Rowe Street	-	0.00%	Total --->	724,583	100.0%
Benson Street	-	0.00%			
Walnut Street	70	0.01%			
Watchung Ave	4	0.00%			
Upper Montclair	18	0.00%			
Mountain Ave	2	0.00%			

There are three (3) main destinations/origins for the Dover Rail passenger- New York Penn Station, Hoboken and Morristown. It is evident in Table CP-22 that given the 1,337 passengers boarding daily at Dover Station, the majority of these trips are destination rather than origin driven.

As a point worth note regarding Dover Station is the future plans by New Jersey Department of Transportation (NJDOT) to construct a carpool and bus park-ride for approximately 220 cars at the Howard Boulevard Interchange with Interstate 80 in Mt. Arlington Township- at the Mount Arlington/Roxbury border. NJDOT also proposes to fund an adjacent rail station park-ride to be located in Roxbury, which is being planned with NJ TRANSIT. The I-80 interchange was modified to accommodate buses. The proposed station and high-level platform location would be east of the Howard Boulevard rail overpass and bus park-ride. The rail station would

accommodate approximately 500 cars and may impact the Dover Station ridership numbers once implemented- at least as a park-n-ride station.

Dover is also well-served by bus service, the NJT Bus Lines: Local MCM2, MCM5, MCM7, and MCM10



profile