



MIDDLESEX COUNTY

**F.Y. 2010 ANNUAL REPORT
ON
TRANSPORTATION**

**MIDDLESEX COUNTY DEPARTMENT OF PLANNING
TRANSPORTATION DIVISION
SEPTEMBER, 2010**

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F.Y. 2010
ANNUAL REPORT

THE
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I. MIDDLESEX COUNTY SUBREGIONAL TRANSPORTATION PLANNING ACCOMPLISHMENTS, ACTIVITIES AND PRODUCTS

- **Major Studies in F.Y. 2009-2010**

Study To Expand Transit Linkages On The Route 9 Corridor In Middlesex County

The purpose of this study is to improve local and regional transit connections to the Route 9 Corridor in Middlesex County. Improving these connections or linkages via fixed and/or demand responsive services to the Route 9 mainline service will reduce automobile reliance and the number of automobile trips made by hundreds of commuters to existing Route 9 Park and Ride facilities from the surrounding areas in Middlesex County. The Route 9 buses through Middlesex County serve commuters bound for New York, Newark, Jersey City, and Weehawken.

Goal and Objectives of Study

The goal of this study is to provide new and improved transit alternatives for people to access the mainline Route 9 commuter bus operations going through Middlesex County.

The objectives of this study are:

- To reduce automobile trips
- To improve accessibility by non-motorized means walking and biking.
- To support community shuttles which can play an important role in providing transit system access, and expanded mobility for seniors, people who do not drive, and people who cannot afford a second or third vehicle to get to a park and ride location.

Easton Avenue Corridor Plan, Somerset and Middlesex Counties, New Jersey

Somerset and Middlesex Counties are studying the 6.6 mile Easton Avenue Corridor to improve mobility and safety in New Brunswick and Franklin Twp., South Bound Brook and Bound Brook.

An analysis of existing conditions and needs will be followed by seven different “plan elements”:

- Roadway Improvements – includes feasible intersection upgrades and signal modifications
- Travel Demand Management – reduce single occupancy vehicle trips
- Transit Service enhancements – evaluate schedule changes, additional or modified routes
- Pedestrian and Bicycle – complete missing sidewalk links, accommodate Bicyclists
- Smart Growth Land Use – potential master plan and zoning changes
- Transit Friendly Design – encourage transit through building placement
- Intelligent Transportation Systems – signal coordination and dynamic And urban form message signs

The study began in October 2009, and is scheduled to conclude in December 2010. The project is structured around regular meetings with a project steering committee and meetings with the public. As another means to gather public opinion, the project team placed a survey on the Ridewise website in December and January, and over 1,000 persons have responded.

Goal and Objectives of Plan

Goal: Manage traffic congestion through alternative transportation modes and low-cost roadway improvements, and improve safety for all modes.

Objectives:

- Identify low-cost roadway improvements at signalized intersections
- Identify strategies to improve safety, especially at crash 'hot spots'
- Identify travel demand management strategies to reduce single-occupancy vehicle trips
- Enhance transit services to increase transit ridership
- Identify pedestrian and bicycle improvements to enhance viability of walking and bicycling
- Identify potential changes in master plans and ordinances that control growth in peak hour vehicular trips and that encourage transit, biking and walking
- Identify Intelligent Transportation System improvements that can improve vehicular mobility and the efficiency of transit services

The Middlesex County Planning Department Transportation Division staff has participated in six Public and Steering Committee meetings, field visits, survey analysis, and exploratory conversations with St. Peter's Hospital and Delaware and Raritan Canal Commission.

New Brunswick Bikeway Study Scope of Work Level of Action Assessment

Work continued on the New Brunswick Bikeway project. The first phase, prerequisite to the Scope of Work, was a feasibility study conducted in 2002 by the RBA Group. The purpose of the project is to design safe bicycle routes that connect the New Brunswick Rutgers University campuses; improve access to transportation, employment, commercial, residential and cultural facilities in downtown New Brunswick; and provide network continuity to other existing and proposed bikeways within the study area.

The study area includes downtown New Brunswick and its surrounding area, bounded by the Raritan River to the east; Landing Lane, Easton Avenue, and Courtland Street to the north; Suydam and Louis Streets to the west; on the south by Nichol Avenue (connecting to the existing Cook-Douglass campus bikeway), George, Bishop and Neilson Streets, Commercial Avenue and crossing Route 18 to the proposed Route 18 bikeway.

The Design Report was completed and distributed to key stakeholders for review and comments. The consultant also completed the Section 106 Compliance Report and the draft Categorical Exclusion Document (CED).

Southern Middlesex County Transit Needs and Service Enhancement Study

The Southern Middlesex County Transit Needs and Service Enhancement Study, was completed. It recommends improvements and enhancements in transit service in South Brunswick, Plainsboro, Cranbury and Monroe and the Borough of Jamesburg. Existing bus services were assessed and analyzed for possible coordinated action where feasible opportunities can be created. These recommended improvements and enhancements were designed as additional service. Public transit expansions to serve new markets and underserved areas were proposed and initiated. A shuttle (M-6) was designed and began service May 15, 2010 from Jamesburg to Princeton Jct. Station operated by MCAT. (Photos page 8-a and 8-b)

North Jersey Transportation Planning Authority Bus Stop Safety Study

The North Jersey Transportation Planning Authority initiated a Bus Stop Safety Study. The Middlesex County Planning Department Transportation Division staff participated in the consultant selection process. Follow up activities will include a field assessment of a high risk intersection at the bus stop location at US Route 9 and Fairway Drive in Old Bridge. Middlesex County will continue to participate on the Bus Stop Safety sub Committee.

The East Coast Greenway

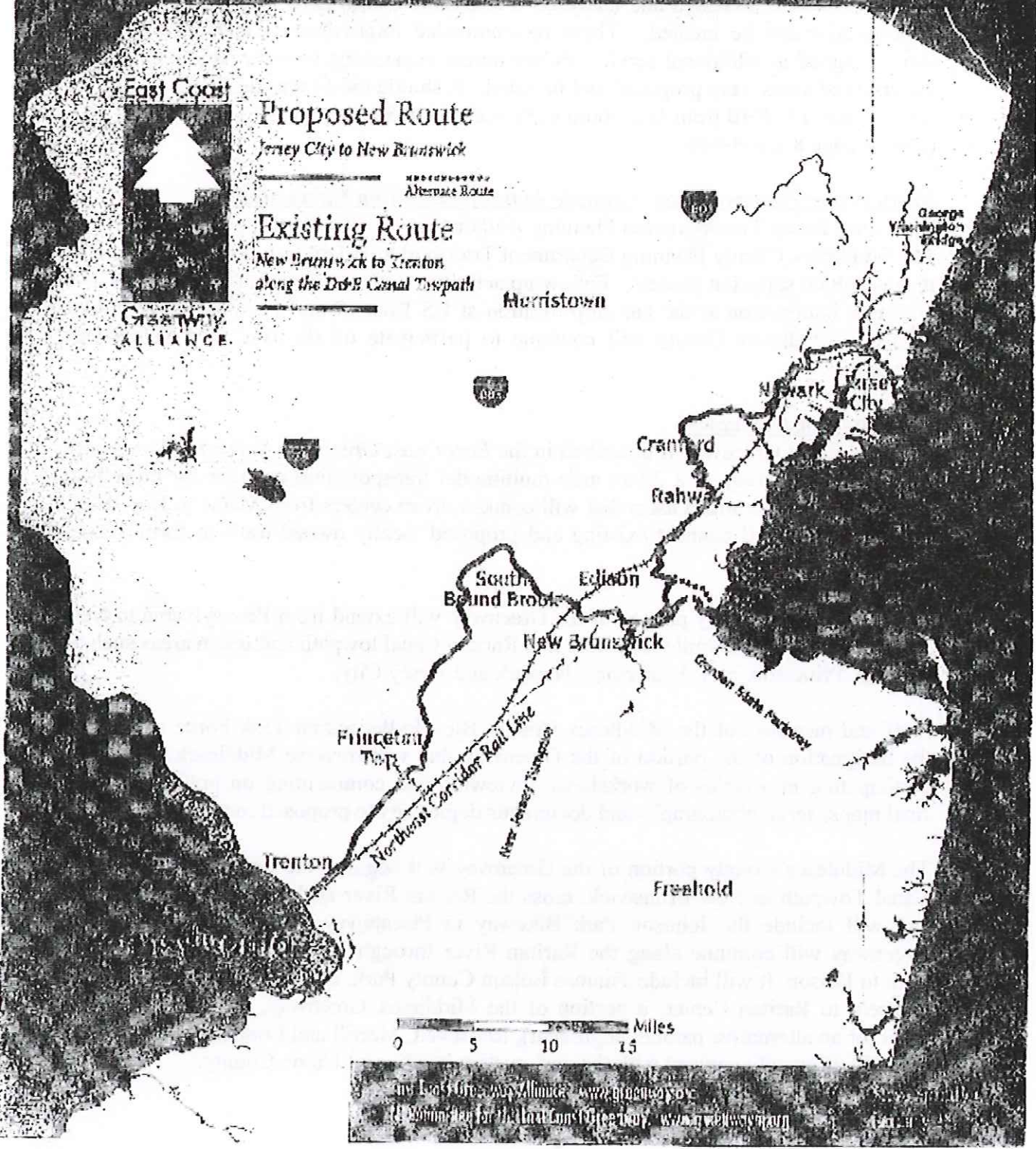
The East Coast Greenway is described in the *East Coast Greenway Northern New Jersey Route Location Study* as a 2,600 mile multimodal transportation corridor for bicyclists, hikers and non-motorized users that will connect urban centers from Maine to Key West. The Greenway will connect existing and proposed locally owned trails to form a safe, continuous green route.

The 92 mile New Jersey portion of the Greenway will extend from Pennsylvania to New York, including the 28 mile Delaware and Raritan Canal towpath and urban areas such as Trenton, Princeton, New Brunswick, Newark and Jersey City.

Staff and members of the Middlesex County Bicycle-Pedestrian Task Force assisted in the designation of the portion of the Greenway that will traverse Middlesex County by participating in a series of workshops, reviewing and commenting on preliminary and final maps, aerial photographs and documents depicting the proposed route.

The Middlesex County portion of the Greenway will begin at the Delaware and Raritan Canal Towpath in New Brunswick, cross the Raritan River at the Landing Lane Bridge and will include the Johnson Park Bikeway in Piscataway and Highland Park. The Greenway will continue along the Raritan River through Donaldson Park in Highland Park to Edison. It will include Thomas Edison County Park, a seaport trail along the river adjacent to Raritan Center, a portion of the Middlesex Greenway, the Route 1 Power Trail (or an alternative parallel alignment), Roosevelt, Merrill and Longhill County Parks, and will ultimately connect with the park system in adjacent Union County.

East Coast Greenway in New Jersey



The portion of the Greenway in Middlesex County is 19.3 miles long, including 0.4 miles in New Brunswick, 1.0 miles in Piscataway, 2.8 miles in Highland Park, 12.5 miles in Edison and 2.6 miles in Woodbridge.

There is also a section of the Greenway in Plainsboro and Kingston, South Brunswick on the D & R Canal Towpath as well. The County has participated in discussions with the D & R Canal Commissioner and staff to extend the existing Towpath from Landing Lane to the vicinity of Buccleuch Park and the proposed New Brunswick Bikeway

Route 1 Corridor Bus Rapid Transit Study

Middlesex County continues to participate in the Central Jersey Transportation Forum, (CJTF) and how the role of the CJTF can be strengthened. One of the goals of the Forum is to alleviate traffic congestion along the Route 1 corridor. The corridor has experienced rapid growth in population and employment, with corresponding increases in traffic volumes.

The Route 1 Corridor Bus Rapid Transit (BRT) Study that was completed examined how the Route 1 corridor can grow in a way that would benefit residents, employers and workers. The study explored the feasibility of a BRT that would increase mobility in the region and alleviate traffic congestion along the corridor. The study area extended from Mercer to the southern portion of Middlesex County and included South Brunswick and Plainsboro Townships. Middlesex County has recommended extending the study area further north into the New Brunswick Area in order to connect with the proposed Greater New Brunswick Area Bus Rapid Transit Study.

Middlesex County Sustainability Plan

Middlesex County has created a County Sustainability Plan. Funded by a \$75,000 NJ Smart Growth Grant, the plan was developed in partnership with the NJ Sustainable State Institute. The plan sets goals, tracks progress with measurable indicators, creates actions for county departments, and municipal governments, as well as businesses, schools, citizens, and civic organizations.

Middlesex County areas of involvement include:

1. Open Space Conservation,
2. Recycling
3. Solid waste-Landfill/gas to energy project
4. Transportation – alternative fuel
5. Cooperative purchasing
6. Renewable Energy/Efficiency/Solar
7. Public Health
8. Economic Development – Green Technology

The plan established a go green save green challenge: see www.middlesexgogreen.com and www.mcset.com Middlesex County showroom of Environmental Technology.

Raritan River Strategy Plan-Improvements

Middlesex County has long recognized the Raritan River as a major transportation, recreational and economic asset. The Middlesex County Improvement Authority completed a study that explores the potential of the river. The goal of the study is to “recognize the Raritan as an ‘up river’ destination and to market it to regional boaters by offering a variety of attractions and venues based on its maritime, recreation, entertainment, historic, environmental and cultural assets.” The study area runs from the Raritan Bay up river from Perth Amboy to New Brunswick.

The study proposes ferry and water taxi service as well as facilities for recreational boaters. The study also includes plans for park, recreation, pedestrian walkways and bikeways. Many of the proposed improvements to Route 18 at New Brunswick Landing include a new pedestrian overpass connecting to Boyd Park, and the plan recommends construction of a floating dock. Boaters will have a five-minute walk from the dock to restaurants and cultural facilities in downtown New Brunswick.

The proposed pedestrian walkways and bikeways tie into the existing and proposed bicycle and pedestrian facilities in the Middlesex County Bicycle Pedestrian Master Plan, including the New Brunswick Bikeway, Route 18 bicycle facilities, the Raritan River Multipurpose Trail (formerly the “Trench”), the Johnson Park bikeway, the Rutgers University bikeway system, and Highland Park bicycle and pedestrian facilities.

The TCC has reviewed and supports the Raritan River Strategy Plan.

Middlesex County Planning Department staff has evaluated and mapped potential sites for water taxi service in the New Brunswick Area along the Raritan.

Dredging of the Raritan to facilitate a channel to the New Brunswick Raritan Landing was completed. The Landing is under construction along with the NJ-18 project.
(Photos page 8-c and 8-d)

II. F.Y. 2009 – 2010 TRANSPORTATION HIGHLIGHTS

Funding for Transportation

Funding from the 2008 – 2011 authorization of the Safe Accountable Flexible Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) Bill continued to flow to New Jersey allowing for the annual appropriation of significant benefits for New Jersey highways, roads, bridges and mass transit systems, and providing for such projects as the new Hudson River Rail Tunnel, \$1.78 billion to boost Amtrak service, and federal approval of the New Jersey Statewide Transportation Improvement Program.

The six year federal highway bill passed back in 2005 provides New Jersey with **\$5.56 billion** in highway funding through FY2009, a 28 percent increase over the prior transportation bill. This legislation entering its final year also increases our rate of return on the federal highway tax dollar from 90.5 cents to 92 cents. New Jersey’s share of mass transit funding increased to **\$2.43 billion** over the five years, a 50 percent hike over the 1998 bill; placing New Jersey fourth in the nation for mass transit funding.

Federal support to build a new commuter rail tunnel under the Hudson River was assured. The tunnel is the centerpiece of the estimated \$8.7 billion New Jersey Trans-Hudson Midtown Corridor project that includes construction of a 5-mile commuter rail extension from Secaucus to a new station in Midtown Manhattan. The entire project will create an estimated 44,000 new jobs and increase gross regional product by \$10 billion.

Ensuring that Amtrak remains a viable option for New Jersey commuters Congress increased funding to \$1.34 billion in FY2009. AMTRAK operations, capital needs, and debt service has always been a top priority in New Jersey because New Jersey Transit shares the Northeast Corridor rail lines with AMTRAK. This affects 82,000 daily commuters, or more than three-fourths of New Jersey Transit's rail passengers.

The 2009-2010 Annual Transportation Report lists various highlights in transportation in Middlesex County. Transportation moved forward on many fronts in 2009-2010.

The NJTPA Transportation (TIP) Improvement Program and the County Capital Improvement Program were advanced, highway and bridge construction continued, and needed projects from the TIP reached construction. The Route 18 widening in New Brunswick moved to completion. The \$218 million project and was opened and Bike/Ped facilities are still being completed. (Photo page 8-e) The NJ Turnpike widening project from Exit 8A to 6 has begun. The New Jersey Department of Transportation completed the Route 1 widening in Edison and Woodbridge. The Route 1 & 9/35 interchange was completed. Interim traffic improvements at intersections in the Metropark area continued. The NJ-27 Wood Ave. grade separation is being scaled back to an at grade improvement to save money.

HIGHLIGHTS LISTING

1. NJ Turnpike

- The NJ Turnpike Interchange 12 project is complete. The \$78 million project was designed to alleviate congestion in the Carteret area. A future phase will include a connector road from the Trembley Point area in Linden, Union County, to Interchange 12 in Carteret. A final stage current project opened a new flyover and finished the new toll plaza.
- NJ Turnpike has redesigned and reconstructed the Exit 8A Toll Plaza. (Project completed).
- The Exit 8A Park and Ride lot was doubled in size to over 900 spaces and is approaching capacity again.
- NJ Turnpike Widening Exit 6 to 9, 35 mile long, 11 municipalities, three counties, 170 lane miles, costing \$2 billion started in 2009 and is well underway in 2010

2. Middlesex County Department of Transportation (MCDOT)

- The Middlesex County Department of Transportation Community Shuttle Program the Represented the State of New Jersey was one of five programs in the nation selected to receive a United We Ride (UWR) National Leadership Award. The recipients of the national award were recognized for providing leadership and action toward developing and/or implementing excellent high-quality coordinated human service transportation programs or systems.

3. Middlesex County (NJ) Community Shuttle Program

Description from United We Ride Award Population 200,000 and above Major Urbanized)

- The Middlesex County Community Shuttle program was developed in 2004 as a new service component of the Middlesex County Area Transit (MCAT), a 75-vehicle County operated transportation system that is customer-centered and focused primarily on the needs of senior citizens, people with disabilities and the transportation dependent general public. In FY 2004, the system transported 305,445 one-way passenger trips on it's in-house operated and contract taxi services with approximately 17,000 annual passenger trips produced by it's first JARC-funded Community Shuttle route. The Program looks at the gaps, and uses collaboration with multiple modes to fill these transportation gaps. Through quantitative measures, they have increased ridership by 95% in the past 4 years.

The four goals of the MCAT program, which are the cornerstone of the County's adopted United We Ride plan, are also the impetus for the creation of the Community Shuttle program:

1. Expand community transit mobility for all transportation dependent Residents;
2. Integrate the use of community transit vehicles with the traditional fixed routes us and rail system (NJ TRANSIT);
3. Identify opportunities to expand transportation coordination with public, Private and non-for-profit community transit providers; and
4. Work with regional planning agencies to implement transportation services that address unmet mobility needs.

Overall, the Community Shuttle program has enabled the MCAT program to create a model for more efficient community transit by promoting united riding and further integrating community transit services into the traditional transit network.

4. Bicycle Pedestrian Activities

- NJ Bicycle Advisory Council met on an ad hoc basis and our staff participates
- Middlesex County TCC Bicycle Pedestrian Task Force held several meetings to review and update a Middlesex County Bicycling Guide.
- The New Brunswick Bikeway Scoping Study The study underwent review by NJDOT Bureau of Environmental Assessment and by the State Historic Preservation Office of NJDEP. The City of New Brunswick and Rutgers University have endorsed the initial preferred alignment. The next step is the final design phase.
- East Coast Greenway
Bike/Ped Task Force members and Planning Department Staff participated in the June 7th, 2008 National Trails Day events from Roosevelt Park to Merrill Park in Edison and Woodbridge, New Jersey. The workshop traversed the proposed alignment of the gap or missing link in the Middlesex County portion of the East Coast Greenway. The participants recreated the proposed trail and studied the details of the proposed route. The RBA consulting firm is working on designs for creating the Greenway trail.
- Piscataway Metlars Lane bike lane and Suttons Lane bikeway was completed at the intersection of Suttons and Metlars Lanes. (Photo page 8-f)

5. Middlesex County Greenway

- CSX/NS Railroad sold 3.5 miles of right-of-way for the Middlesex County Greenway.
The Railroad negotiated the right-of-way transfer, with the County taking charge of the future of the abandoned rail line segment. Designs for the Greenway are complete. Construction is expected to start in late 2010. The bicycle/pedestrian trail over US-1 has been completed and is a centerpiece of the Middlesex County Greenway. (Photo page 8-g).

6. Bus Rapid Transit (BRT)

- Phase II of the Greater New Brunswick Area Corridor Bus Rapid Transit Study, an exclusive right of way for transit in New Brunswick/Piscataway, was started under the lead of NJ TRANSIT. Consultants and NJ TRANSIT held two Focus groups to discuss transportation options in New Brunswick downtown and the area. Creating an ideal bus service design was the purpose of the 2-hour sessions.

1. The first part of the document discusses the importance of maintaining accurate records of all transactions. It emphasizes that proper record-keeping is essential for the integrity of the financial system and for the ability to detect and prevent fraud. The text also mentions the need for regular audits and the role of independent auditors in ensuring the accuracy of the financial statements.

2. The second part of the document focuses on the role of the board of directors in overseeing the company's financial reporting process. It states that the board is responsible for ensuring that the financial statements are prepared in accordance with the applicable accounting standards and that they provide a true and fair view of the company's financial position. The text also discusses the importance of the board's independence and the need for it to have access to all relevant information.

3. The third part of the document discusses the role of management in preparing the financial statements. It states that management is responsible for the accuracy and completeness of the financial information provided to the board and the auditors. The text also mentions the need for management to maintain a strong internal control system to prevent errors and fraud.

4. The fourth part of the document discusses the role of the auditors in providing an independent opinion on the financial statements. It states that auditors are responsible for conducting a thorough examination of the financial records and for reporting on the results of their work. The text also mentions the importance of the auditors' independence and the need for them to follow the applicable auditing standards.

5. The fifth part of the document discusses the role of the regulatory authorities in overseeing the financial reporting process. It states that these authorities are responsible for ensuring that the financial reporting system is fair, transparent, and reliable. The text also mentions the need for these authorities to have the power to enforce the applicable rules and standards.

Photograph 1



**M-6 Shuttle Jamesburg to Princeton Jct.
Inauguration May 15, 2010
Monroe Administrator, Wayne Hamilton;
West Windsor Mayor, Shing-Fu Hsueh;
Plainsboro Mayor, Peter Cantu;
Plainsboro Committeeman, Michael Weaver;
South Brunswick Mayor, Frank Gambatese;
Middlesex County Freeholder, H. James Polos**

Photograph 1a



**M-6 Bus Route serves Plainsboro Village Center and Library
Scudders Mill Road**

Photograph 2



**New Brunswick Landing
Raritan River**

Photograph 3



Foot Bridge to New Brunswick Landing

8-d

Photograph 4



**Route 18 Ramp Bike/Ped facilities
Albany Street Bridge**

Photograph 5



**Suttons Lane Bikeway at Metlars Lane
Intersection, Piscataway**

Photograph 6



**Middlesex County Greenway
Over US-1 Edison**

Photograph 7



US-1 Section 7-L Reconstruction Complete

8-h

Photograph 8



Sayreville Park and Ride at Parkway Ramp

Photograph 9



**New Brunswick Station Gateway Project
Transit Village**

Photograph 10



Reconstruction South Amboy Station

Photograph 11



US-1 Plainsboro Millstone River Bridge

Photograph 12



**US-1 North Brunswick Bridge replacement
Near Technology Center**

Photograph 13



**US-1 North Brunswick
Near DeVry University**

Photograph 14



**NJ-27 Metuchen Bridge replacement
Over Reading RR (CSX)**

Photograph 15



**Smith Street Ramp over
Rt. 440 Perth Amboy**

INSURANCE COMPANY
POLICY NUMBER
(202) 333-1234

Photograph 16



Edison Park and Ride Facility

Photograph 17



Ryders Lane Bridge over Saw Mill Brook

7. Construction/Complete

- Piscataway Suttons Lane – Metlars Lane signalization and intersection improvement and bike lane project by Middlesex County was completed. (Photo page 8-f).
- Construction of the U.S. Route 1 Section 7L Widening Project from the vicinity of I-287 in Edison to the Garden State Parkway in Woodbridge was completed. (Photo page 8-h).
- Old Bridge, Route 9 Corridor bus service improvements including bus shoulder use and pedestrian improvements were completed; bus shoulder lanes are now in service on Route 9 from the Garden State Parkway to Spring Valley Road near Route 18 and pedestrian crossings are being studied for safety at Inverness Drive.
- The Metropark Train Station \$ 47 million platform reconstruction project is complete.
- Sayreville Park and Ride 290 space facility at Raritan Street near the Garden State Parkway was completed. (Spaces are 40% utilized). (Photo page 8-i).
- New Brunswick Station Gateway Project construction underway on a Transit Village (Photo page 8-j).
- The South Amboy Ferry service, which was discontinued in May 2008, is expected to resume from South Amboy's waterfront by the end of 2010.
- Reconstruction of South Amboy Train Station, \$34 million, included code compliant center island platform, ADA restrooms, bike racks, shelters, waiting rooms, ticket office and is complete. The 800 car parking lot construction has been deferred. (Photo page 8-k).
- Route 1 Plainsboro Millstone River bridge replacement \$18.9 million is 50% complete. (Photo page 8-l).
- Route 1 North Brunswick, North of Ryders Lane to South of Milltown Road bridge redesign and reconstruction, \$20 million, is 40% complete. (Photos page 8-m and (page 8-n).
- NJ-27 Metuchen bridge replacement over the Reading RR line is under construction 40% complete. (Photo page 8-o).
- State DOT Stimulus projects include I-287 resurfacing \$40 million; and CR 514/440 ramp, Edison \$3.8 million; Smith Street (CR656) over 440 ramp, Perth Amboy \$3.1 million (Photo page 8-p); State Street 440 ramp \$800,000, Perth Amboy; Route 1/18 interchange ramp capacity and safety New Brunswick \$1million.

- NJ TRANSIT project Edison, Park and Ride facility \$11 million was completed. (Photo page 8-q)
- The bicycle/pedestrian trail over US-1 has been completed and is a centerpiece of the Middlesex County Greenway.
- Staff participated in the County development and NJTPA endorsement process of the Federal Stimulus Bill projects which included \$14.2 million of eligible projects consisting of countywide guiderail installation and replacement for \$6,731,000 and pavement, resurfacing and milling for \$7,531,800.
- I-287 Edison, So. Plainfield, Metuchen \$38 million reconstruction and re-decking project was completed.
- Milltown/East Brunswick Ryders Lane Bridge over Sawmill Brook construction completed. (Photo page 8-r).

8. NJ TRANSIT

Community Shuttle Program Maintained

The community shuttle initiative projects, designed to improve passenger access to public transportation in New Jersey, are in nearly 20 communities. Participants received 20 passenger minibuses - free of charge to operate commuter shuttles during weekday peak-hours. During off-peak hours and on weekends, the minibuses were used for other trip /purposes.

Ridership for Middlesex County recipients through December 2009 was as follows:

- **Township of Edison** – Shuttle service between residential neighborhoods and Edison Station. (Ridership: November 2003, 1,485; November 2004, 1,408; December 2005, 2,862; December 2006, 2,965; December 2007, 4,072, 2008, 3,426; 2009, **3000**).
- **Borough of Metuchen** – Shuttle service between residential neighborhoods and Metuchen Station. (Ridership November 2003, 1,150; November 2004, 1,582; December 2005, 1,508; December 2006, 1,658; December 2007, 1,640; 2008, 1,958, 2009, **1864**).
- **City of New Brunswick** – Shuttle service between residential neighborhoods and New Brunswick Station. (Ridership November 2003, 6,623; and November 2004, 9,406; December, 2005, 6,415; 2006, 1,820; 2007, 1,079; 2008, 10,027, 2009, **10,783**).
- **Route 9 Bus Service Middlesex County** – Shuttle service between residential neighborhoods and Route 9, Bus service at the intersection of Routes and 516. Ridership increased from 13,840 in 2005 to 14,785 in 2006. (month of December 2007, 923, December, 2008,1,279, 2009, **1,031**).

Source: NJ TRANSIT

9. **Traffic Reduction**

Keep Middlesex Moving, Inc (KMM) in 2009 has been a lead agency for promoting implementation of strategies to reduce traffic congestion. One of its purposes is to create effective new transportation and land use policies and practices to:

- Reduce auto trips
- expand use of mass transit
- Promote center oriented land use
- Encourage ridesharing
- Involve business and retailing

10. **Capital Improvement Programs**

Capital improvement programs for Middlesex County transportation projects include only the 2010 from FY 2010-2013 Transportation Improvement Program (TIP) developed by the North Jersey Transportation Planning Authority and Middlesex County; the State funded Capital Transportation Program (CTP); the Middlesex County funded 2010 Capital Budget, Federal Stimulus Program.

2010 Transportation Budget (various sources)

<u>Programs</u>	<u>Millions</u>
NJDOT County Capital Transportation Program (CTP)	7.750
NJTPA Transportation Improvement Program (TIP)	75.520
Middlesex County Capital Budget (2010)	41.375
Federal Stimulus Program	14.200
Total	\$138.845

11. **Middlesex County Department of Transportation**

Now in its sixth year as a department of County government, MCDOT, through its Middlesex County Area Transit (MCAT) has expanded mobility opportunities for persons without access to automobiles, providing 518,090 annual passenger trips in 2009 while improving trip per hour productivity by over 90% since 2005. The Middlesex County Community Shuttle program has resulted in six new public bus routes that has expanded the local bus network in Middlesex County.

In May 2007 MCAT was named the 2007 National Urban Community Transit System of the Year by the Community Transportation Association of America.

In keeping with its new mission, the program has taken a new name: Middlesex County Area Transit (MCAT). The MCAT program, formerly Area Wide Transportation System, (AWTS), will continue to focus on the needs of senior and disabled residents and will provide improved links to the bus and rail network, increasing the mobility choices for our customers. A very recent MCAT start up shuttle service was initiated from Jamesburg to Princeton Junction

2005 vs. 2008 MCAT Direct Operations Performance

<u>Measure</u>	<u>2005</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>2009</u>
Total Costs	\$2,918,814	\$3,605,806	\$ 3,906,643	\$4,012,695	\$4,089,687
Registrants	7,800	9,267	10,770	12,145	13,492
Psgr. Trips	251,392	281,006	306,507	383,083	484,511
Rev. Hours	88,209	91,734	75,888	69,303	
Miles	1,502,108	1,644,596	1,917,312	1,917,633	1,677,487
Trips/Hr	2.85	3.06	4.04	5.50	4.50
Cost/Trip	\$11.61	\$12.83	\$ 12.75	\$10.47	\$8.62

Fleet Improvements

<u>Measure</u>	<u>2005</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>2009</u>
Total Fleet	70	74	77	81	84
New Vehicles	15	10	10	10	3
% Accessible	85%	86%	87%	86%	89%

System Ridership

<u>Measure</u>	<u>2005</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>2009</u>
Total	355,849	361,628	420,548	452,550	518,090

Source: Middlesex County Area Transit Annual Report provided by the Middlesex County Department of Transportation

12. Middlesex County Transportation Coordinating Committee (TCC)

The Middlesex County Transportation Coordinating Committee (M.C.T.C.C.) held nine (9) monthly meetings between July, 2008 and June, 2009. No meeting was held in July, August or December.

Chairman	Mr. John J. Hogan, Edison
Vice-Chairman:	Mr. Richard Zipp, Old Bridge
Freeholder Liaison	Freeholder H. James Polos

Special Presentations to the M.C.T.C.C. at monthly meetings 2008-2009 were as follows:

September 22, 2009

- Safe Passage, Moving Toward Zero Fatalities
Pam Fisher, Division Director, New Jersey Division of Highway Traffic Safety

October 27, 2009

- Middlesex County Area Transit (MCAT) Community Shuttle Program:
Growing Public Transportation for Middlesex County
Steve Fittante, Director, Middlesex County Department of Transportation

November 24, 2009

- Route 1 Corridor Bus Rapid Transit (BRT) Early Implementation Program
Tom Clark, Regional Mgr., NJ TRANSIT Government & Community Relations
Tom Marchwinski, Project Manager

January 26, 2010

- FY 2009 Middlesex County Annual Report
Bruce McCracken, MCPD Staff

February 23, 2010

- Cancelled (Snow)

March 23, 2010

- FY 1996-2010 Middlesex County Capital Transportation State Aid Program
Richard Wallner, Assistant County Engineer
- NJ TRANSIT Proposed Fare Increase and Service Cuts – MCPD Staff
- NJDOT Complete Street Policy – MCPD Staff

May 25, 2010

- Status of North Brunswick Transit Village Proposal and Proposed Redevelopment
Tom Vigna, North Brunswick Township Planner

June 22, 2010

- Middlesex County Resurfacing and Guardrail Improvements
Jim Markovich, Middlesex County Engineering Office

13. Bicycle/Pedestrian Task Force

Chairman Mr. Guy Gaspari
Freeholder Liaison Freeholder H. James Polos

September, October, November (several sessions)

- 3 Reviews of Middlesex County Bicycling Guide
Morteza Ansari, KMM and
Mike Kruimer, East Coast Greenway Alliance
- New Brunswick Bikeway Project – Overview and Next Steps in Scoping
Anthony Gambilonghi, Middlesex County Dept. of Planning

14. Middlesex County Transit Sub-Committee

The Executive Group of the Transit Sub-Committee met several times to prepare a statement and make a request to NJ TRANSIT to retain local and regional bus service on the 68-138 lines to Jersey City and Manhattan and the 811 local line serving East Brunswick. The statement was submitted March 25th in East Brunswick and in the end NJ TRANSIT saved the 68,138, and 811 lines. The 134 line to lower Manhattan was picked up by Suburban-Coach USA and 3 shuttle routes were eliminated the 980 New Brunswick to Piscataway and the 978 Newark to Raritan Center and 979 Irvington to Raritan Center. The proposed 25 percent fare hike, went into effect with modifications and along with 5% pay cuts for top executives. There were also 200 layoffs (2%) of the 10,500 NJ TRANSIT employees.

15. Middlesex County Traffic Safety Task Force

A Task Force for Middlesex County Traffic Safety was convened by Freeholder H. James Polos which met on February 18, 2010 and July 20, 2010. The purpose of the Task Force is to evaluate and address a broad range of traffic safety problems. The Chairman of the Middlesex County Traffic Safety Task Force is retired State Policeman Mike Malden. Carolyn Byrnes, Confidential Aide to Freeholder H. James Polos is the acting coordinator for the Task Force during the formulation stage of creating a Traffic Safety program for Middlesex County. There are eight subcommittees which make up the Task Force and will become the future structure of the Traffic Safety program. The Director of County Planning, George Ververides assumed leadership of the sub committee on Older Adults Traffic Safety (OATS). Also within the Planning Department, Anthony Gambilonghi the Transportation Division Supervisor will lead the sub committee on pedestrian and bicycle safety.

16. Middlesex County Infrastructure Advisory Committee

The Middlesex County Infrastructure Advisory Committee has met various times to review and prioritize projects, and identify potential funding sources and means of moving these projects forward. Type of projects include road and transit improvements, park and ride improvements, water supply and sewage / wastewater treatment capacity and energy resources.

III. TRANSIT SYSTEM PERFORMANCE

A. BUS SYSTEM

New York Commuter Bus Routes

The commuter bus system is focused on New York, and most routes terminate at the midtown Manhattan Port Authority Bus Terminal. NJ TRANSIT operates the Route 9 Corridor Service through the East Region of Middlesex County. Academy Transit runs the Route 9 Corridor to Lower Manhattan, and also runs with NJ TRANSIT a combined schedule to Midtown. Route 9 ridership on The NJ TRANSIT Bus Route 139 was 3,748,854 in 2009 up 5.9% over 2008. Ridership on Academy lines was 3,410,876 in 2005 up 3.2 percent from 2004. Suburban Transit operates bus service through the central and south region of Middlesex County along the Route 27 Corridor, and routes serving the NJ Turnpike Exits 8, 8A and 9. Suburban Transit ridership was up 2.2 percent in 2009 to 2,899,569 from 2,552,796 in 2008.

NJ TRANSIT Routes

Academy Express operates most of the local bus service in Central Jersey under contract with NJ TRANSIT. Ridership statistics and revenue accounting on these lines are managed directly by NJ TRANSIT. The management of operations and maintenance are the responsibility of Academy Express from a garage in Perth Amboy on Florida Grove Road.

Table 1 (pages 14a and 14b) shows that annual ridership on the local NJ routes decreased in 2009 from 2008 levels on most local contract lines. The total reported ridership of all contract lines decreased by 94,818 riders to 1,488,108 in 2009 from 1,582,922 in 2008.

Total ridership on NJ TRANSIT local and regional routes serving Middlesex County, also decreased by 689,633 or 4.2 percent between 2008 and 2009. (14c)

NJ TRANSIT local ridership 2,887,711 on the #62 line in 2009 was down from 3,312,939 in 2008, a decrease of 425,228 riders or 12.8 percent. This reflected the changes in the regional economic activity. NJ TRANSIT on the 978 Newark to Raritan Center went down 855 riders in 2009, a decrease of 3.2 percent and the 979 Irvington to Raritan Center was up 70.5 percent in 2009 from 15,269 in 2008 to 26,542 in 2009.

TABLE 1 BUS RIDERSHIP ANNUAL STATISTICS – LOCAL / COMMUTER ROUTES

<u>NJT LOCAL*</u>	<u>2000</u>	<u>2001</u>	<u>2004</u>	<u>2005</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2008-2009</u> <u>Change</u>	<u>2008-2009</u> <u>% Change</u>
810	302,047	307,785	311,609	310,986	268,179	263,458	259,048	241,044	(18,004)	- 6.9
811	79,003	79,241	79,105	78,946	60,562	59,376	68,383	54,324	(14,059)	-20.5
813	191,376	193,290	191,881	191,305	176,791	173,328	170,428	158,583	(11,845)	- 6.9
814	277,850	284,518	282,119	280,991	260,367	255,269	250,996	233,548	(17,448)	- 6.9
815	262,159	368,895	357,863	321,981	321,981	315,675	310,393	288,819	(21,574)	- 6.9
817	143,156	144,312	140,716	140,648	130,325	127,634	125,396	116,813	(8,583)	- 6.8
818	124,146	127,890	124,931	125,006	115,571	113,443	111,649	103,668	(7,981)	- 7.1
819	181,148	185,857	184,717	184,347	143,345	140,529	138,177	128,575	(9,602)	- 6.9
822										
978	29,864	23,163	25,933	29,020	27,840	27,744	25,955	25,100	(855)	- 3.2
979	18,126	16,217	19,003	15,493	15,551	15,975	15,269	27,542	+12,273	+80.3
980	26,616	22,731	19,608	15,911	17,979	17,517	15,925	16,738	+ 813	+ 5.1
801-805	131,177	130,340	124,816	124,042	105,085	103,026	101,303	94,264	(7,039)	- 6.9
TOTAL	<u>1,766,668</u>	<u>1,884,239</u>	<u>1,862,660</u>	<u>1,854,558</u>	<u>1,644,116</u>	<u>1,612,974</u>	<u>1,582,926</u>	<u>1,488,108</u>	<u>108,196</u>	<u>- 6.8</u>

ROUTE DESCRIPTION*

- 810 New Brunswick/ Woodbridge Center
- 811 New Brunswick/South River
- 813 Perth Amboy/Middlesex County College
- 814 North Brunswick/Middlesex County College
- 815 Woodbridge Center/New Brunswick
- 817 Perth Amboy/Old Bridge
- 818 New Brunswick/Old Bridge
- 819 Piscataway/Middlesex Mall
- 978 Newark/Raritan Center
- 979 Irvington/Raritan Center
- 980 New Brunswick/Piscataway
- 801-805 Metro Loop

TABLE 1 (cont'd.) BUS RIDERSHIP ANNUAL STATISTICS – LOCAL / COMMUTER ROUTES

	<u>2001</u>	<u>2004</u>	<u>2005</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2008-2009</u> <u>Change</u>	<u>2008-2009</u> <u>% Change</u>
<u>NJT LOCAL</u>									
SUBURBAN/COACH USA INTERSTATE (LOCAL)	605,389	603,472	609,878	692,704	487,963	438,850	449,025	10,175	2.3%
SUBURBAN INTERSTATE	2,534,772	2,525,417	2,552,223	2,549,325	2,523,277	2,552,796	2,899,559	346,763	13.5%
ACADEMY (Interstate) RUTGERS CAMPUS	3,045,219 6,000,000	3,301,914 6,487,309	3,410,876 6,688,416	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	
SAYREVILLE		76,861	78,936	N/A	N/A	N/A	N/A		
DASH (Somerset Ridewise)	28,843	25,148	26,698	33,084	43,395	45,034	44,786	(248)	0.00
MCAAT Shuttles		17,945	39,084	73,821	114,041	202,125	299,716	97,591	48.2

BUS RIDERSHIP COMPARISON

NJ ROUTES IN MIDDLESEX COUNTY *	2009		2008		2009 vs 2008		2009 vs 2008		2007		2008 v 2007	
	Absolute	% Difference	Absolute	% Difference	Absolute	% Difference	Absolute	% Difference	Absolute	% Difference	Absolute	% Difference
115	332,520		326,124		6,496	2.0%	287,433		38,691	13.5%		
131	268,057		288,721		-20,664	-7.2%	266,604		22,117	8.3%		
134	53,698		60,035		-9,337	-14.8%	62,366		669	1.1		
138	208,036		240,298		-32,262	-13.4%	235,213		5,085	2.2		
133	263,235		266,545		-3,310	-1.2%	263,974		2,571	1.0		
135	134,815		141,384		-6,569	-4.6%	140,660		724	0.5		
137	464,498		522,383		-57,885	-11.1%	502,758		19,625	3.9		
139	3,748,854		3,539,401		209,453	5.9%	3,324,760		214,641	6.5		
114	1,726,653		1,784,227		-57,574	-3.2%	1,710,293		73,934	4.3		
117	61,715		63,387		-1,672	-2.6%	64,549		-1,162	-1.8%		
113	1,067,872		1,050,198		17,679	1.7%	945,680		104,513	11.1%		
116	720,260		744,574		-24,314	-3.3%	704,102		40,472	5.7%		
59	1,704,592		1,812,655		-108,068	-6.0%	1,823,754		- 11,099	- 0.6%		
62	2,877,711		3,312,939		-425,228	-12.8%	3,174,771		138,169	4.4%		
64	406,977		434,927		-27,950	-6.4%	414,617		20,310	4.9%		
67	368,708		383,047		-14,339	-3.7%	346,662		36,385	10.5%		
68	198,487		211,169		-12,682	-6.0%	201,528		9,641	4.8%		
65	122,288		153,094		-30,806	-20.1%	172,745		-19,648	-11.4%		
66	680,155		699,276		-19,121	-2.7%	683,129		16,147	2.4%		
308	142,524		170,607		-28,083	-16.5%	141,229		29,378	20.8%		
600	299,135		342,537		-43,402	-12.7%	316,018		26,519	8.4%		
	15,862,899		16,522,531		-689,633	- 4.2%	15,784,849		767,681	4.9%		

* See Schedules Middlesex County Transit Guide for Route Descriptions

The 819 bus route decreased by 9,602 riders in 2009 a loss of 6.9 percent. The Metro Park Loop was down 6.9 percent to 94,818 in 2009.

The 139 bus route on the Route 9 corridor was up 209,453 riders a 5.9 percent increase which bucked the trend of decreases on most NJ TRANSIT routes between 2008-2009.

Back in April 2004, the Middlesex County DOT Community Shuttle program began operating a peak period route between New Brunswick and Exit 8A. In 2009 the Community Shuttle program consisted of six routes and carried 299,716 passenger trips.

The Davidson Avenue Shuttle (DASH) continues service between Somerset County points and the New Brunswick Rail Station, Ridership for 2009 was 44,786 a decrease of 248 riders of 0 percent from 2008.

The Rutgers Campus bus operated 12 route variations to serve the New Brunswick campuses. Annual ridership was estimated to be 6,688,416 in 2009. During class days the system carries 70,000 riders.

B. THE RAIL SYSTEM

Passenger Rail Stations

There are three passenger rail lines that run through Middlesex County. The North Jersey Coast Line extends from New York/ Newark south through Union, Middlesex and Monmouth Counties to the northern border of Ocean County at Bay Head. As depicted on Rail stations in Middlesex County along this line include Avenel, Woodbridge, Perth Amboy and South Amboy. The Northeast Corridor Line, connecting New York and Trenton, runs northeast/southwest through Middlesex County with stops at Metropark (Iselin, Woodbridge Township), Metuchen, Edison, downtown New Brunswick and at Jersey Avenue in New Brunswick. The Raritan Valley Line traverses through the extreme northwestern corner of Middlesex County and has one station Stop in Dunellen. (Map 2, page 17a)

Rail Ridership Levels and Trends

A comparison of daily commuter rail ridership for Middlesex County is presented in Table 2 page 17b. Average weekday boardings on east and westbound trains in 2009 were 27,677 in Middlesex County. Of the three lines, the Northeast Corridor Line carries the largest volume of daily Middlesex County rail commuters, 22,279. Between 2000 and 2009, ridership on this line increased by 7,182 riders. The most active railroad station on the Northeast Corridor Line is the Metropark Station in Iselin, where boardings increased by 92 percent from 2000 to 2009. NJ TRANSIT has made Metropark expansion a priority along the Northeast Corridor in New Jersey.

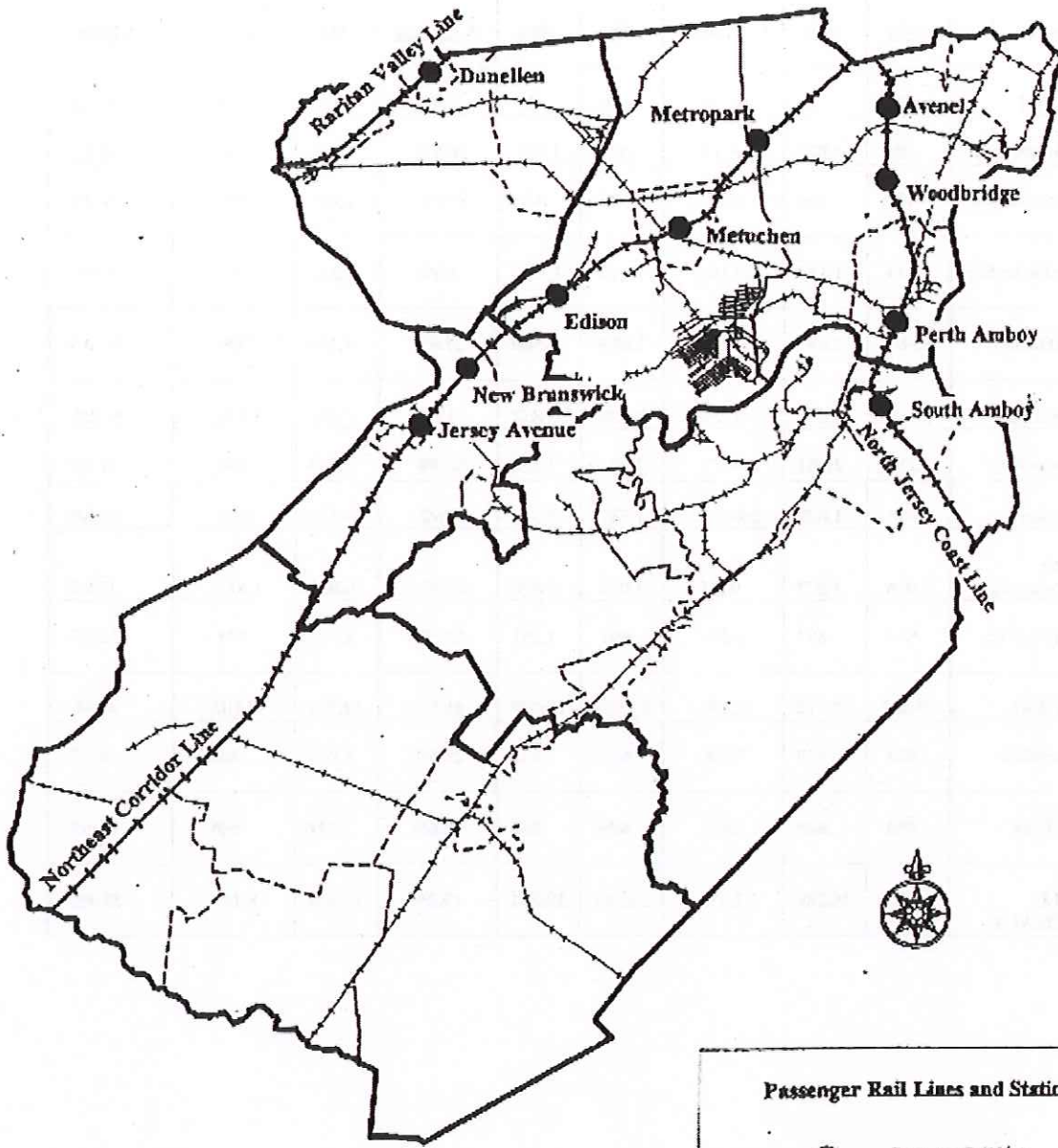
Construction at Metropark for the new platforms and station was completed. 2009 boardings at the Metuchen Station and Edison Station continued to increase from 2000 to 2009 ridership. In 2009 ridership at Metuchen was 3,859, and 3,255 at the Edison Station. Ridership on the North Jersey Coast Line increased by 24.6 percent from 2000 to 2009. The Woodbridge Station is the most active station on the North Jersey Coast Line with 1,822 passengers in 2009, while South Amboy was second with 1,229 passengers.

Boardings at Dunellen on the Raritan Valley Line have increased from 835 in 2000 to 1,041 in 2009 an increase of 24.6 percent.






NJ TRANSIT reported a one-year decrease in ridership from 2008 to 2009 on the three lines of 1,153 or 4 percent decline. The Northeast Corridor Line had the largest 9-year increase of 47.5 percent from 15,097 in 2000 to 22,279 in 2009.

Map 2

Middlesex County Rail Infrastructure



Passenger Rail Lines and Stations

-  Passenger Rail Line
-  Passenger Rail Station
-  Freight Rail Line
(Active & inactive)
-  Study Area Boundary
-  Municipal Boundary

Source: North Jersey Transportation Planning Authority, Inc.
Prepared by the Middlesex County Department of Planning, Transportation Division

**TABLE 2
COMMUTER RAIL RIDERSHIP COUNTS/COMPARISONS 1980/1990/2000 AND 2007
(Average Weekday Total Passenger Boardings at Station)**

Rail Line	Station	1980	1990	% Change	1990	2000	% Change	2009	2000-09 Ridership Change	% Change
North Jersey Coast Line	Avenel	126	90	-28.6%	90	133	47%	167	34	25.5%
	Woodbridge	400	1,077	169.3%	1,077	1,482	38.6%	1,822	340	18.6
	Perth Amboy	496	526	6.3%	527	842	59.7%	1,139	297	35.2%
	South Amboy	943	1,114	18.1%	1,114	1,132	1.6%	1,229	97	8.5%
	TOTAL	1,965	2,808	42.9%	2,808	3,589	27.8%	4,357	768	21.3%
Northeast Corridor Line	Metropark	3,169	4,490	41.7%	4,490	3,832	-14.6%	7,372	3,540	92.3%
	Metuchen	2,280	2,681	17.6%	2,681	3,273	22.0%	3,859	586	17.9%
	Edison	498	1,837	268.9%	1,837	2,327	26.6%	3,255	928	39.8%
	New Brunswick	3,016	3,007	0.3%	3,007	4,420	46.9%	6,091	1,611	37.8%
	Jersey Ave.	844	897	6.3%	897	1,281	42.9%	1,702	421	32.8%
	TOTAL	9,807	12,912	31.7%	12,912	15,097	16.9%	22,279	7,182	47.5%
Raritan Valley Line	Dunellen	603	649	7.6%	649	835	28.6%	1,041	206	24.6%
	TOTAL	603	649	7.6%	649	835	28.6%	1,041	206	24.6%
	ALL TOTALS	12,375	16,269	32.3%	16,369	19,521	19.2%	27,677	8,156	29.4%

Source: NJ TRANSIT Rail Planning Dept.

C. TRANSIT SERVICE LEVELS

The local bus levels of service in Middlesex County are for the most part 30 minute or 60 minute headways with 20 minute headways for commuter shuttles. Service during the day not just peak hours and evenings is also a key factor in assessing a level of service for local bus routes. The regional bus levels of service standard are as follows:

Comparing routes based upon one-way versus bi-directional service, their peak headways, and their off-peak headways together determine the levels of service afforded by a transit system. The following are guidelines for analysis of the regional bus system:

- Lines with mid-day service every hour or less, peak headways of less than 30 minutes, and bi-directional service receive a level-of-service rating of 1 (LOS 1).
- Lines with mid-day service every 1 or 2 hours, 30 to 45 minute headways during the peak and bi-directional service receive a rating of LOS II.
- Lines with no mid-day service, peak headways of 60 minutes or more, and/or one-way service to Manhattan receive a rating of LOS III.

Overall, levels of service are derived from the schedules. Points not served or locations poorly served are frequently places considered for new service and service development by staff of NJ TRANSIT, Coach USA, and Academy Transit. Each year transit service changes and the success of transit services are measured by annual ridership statistics.

D. PARK-AND-RIDE FACILITIES

This section lists the bus and rail, park and ride locations in Middlesex County. The bus park and ride list includes capacity and usage. The source of the data is the New Jersey Department of Transportation and Keep Middlesex Moving, Inc.

There are over 7,823 bus spaces offered for use, while usage is over 7,267. Park and ride locations are being expanded in many Middlesex County communities and still continue to be included in new developments and key access points in the County in years to come.

The locations of the rail and bus park and ride in the County are listed on Tables 3, 4 and 4a.

Parking Fares and Fees at Railroad Stations in Middlesex County

The number of available parking spaces and parking fees varies from station to station (see Table 3 page 18a). Meropark has the largest supply of parking spaces, 3,724, while Avenel has the least, 40. Parking fees range from no charge to as high as \$125 per month at New Brunswick. At some stations, a choice of permit parking or daily meters is available. Table 4 and 4a (page 18b and 18c) shows a listing of bus park and ride facilities, their capacity usage and user type.

TABLE 3
EXISTING RAILROAD STATION PARK-AND- RIDE FACILITIES

<u>Rail Station</u>	<u>No. of Spaces</u>	<u>Parking Fee</u>
Avenel	40	Free
Woodbridge	520	\$5 Daily, \$120 Quarterly (Quarterly waiting list) Parking@Twp.Woodbridge.nj.us 732-634--4500
Perth Amboy	241	Free – Train Station lot 732-826-9223
South Amboy	580	\$3.00 Daily, (12 hrs.), \$120.00 Quarterly Quarterly (waiting list) 732-525-5928
Metropark (1)	3,724	Daily, \$ 65.00 Monthly (waiting list 1-3months) 732-906-1661
Metuchen	1,423	Daily \$7.00 Resident Permit \$115. Quarter Three months Non-Resident Permit \$200 Penn Ave. lot \$250 Quarter 732-548-5553
Edison	700	Daily \$3.00 \$120.00 Quarter (Waiting list 10 years) Park America 1-800-523-1026
New Brunswick	585 643	Monthly Charge Ferren Deck \$125 Daily Charge Ferren Deck \$12 Wait List (4years) 732-545-3118
Jersey Avenue	1,183 206	\$180.00 Quarterly, \$6 Daily Waiting List (2 years) 732-545-3118
Princeton Junction	3,800	Tokens, \$5.00/day, Residents \$120 Quarterly Non Residents \$195 Quarterly Waiting List (4 years) 609-799-3130
Dunellen	264	\$4.00 Daily Meters Resident \$40.00 Monthly Non Resident \$50.00 Monthly Permits sold 1 st & last Mon. & Wed of mo. 732-968-3663
Total	13,869	

TABLE 4
BUS PARK-AND-RIDE FACILITIES
IN MIDDLESEX COUNTY

<u>Name</u>	<u>Capacity</u>	<u>Usage</u>	<u>Parking Fee</u>
Carteret Pershing Avenue and Noe/Harrison, Carteret	79	30	Free
Carteret Chrome Roosevelt Terminal, Carteret	17	8	Free
Monroe Clearbrook, Applegarth Road South of Cranbury – Half Acre Road,	98	98	Free
New Brunswick Suburban Garage, Route 27, at Van Dyke Avenue	380	380	Free
South Brunswick Kendall Park Shopping Center, Route 27 New Road, South Brunswick	150	100	Free
South Brunswick Shopping Center, Route 27 Henderson	20	20	Free
East Brunswick Transportation Center Route 18 Near Tices Lane	1,500	1,400	\$4.00 Daily Resident \$25.00 Monthly Non-Resident \$55 Monthly
New Jersey Turnpike Exit 9 By Tower Center and Route 18 Neilson Facility, East Brunswick	1,195	1,195	\$4.00 Daily \$25.00 Monthly \$55 Non-Resident (732)-390-6836 A.M. (732)-390-6844 P.M.
Old Bridge Route 9 – Home Depot, Old Bridge Route 9 Northbound and Southbound	145 921	145 921	\$1.00 Daily resident sticker \$25/yr. (732) 721-5600 Ext. 2200
Sayreville Garden State Parkway entrance Main Street / Washington Rd.	290	114	

TABLE 4a
BUS PARK-AND-RIDE FACILITIES
IN MIDDLESEX COUNTY

<u>Name</u>	<u>Capacity</u>	<u>Usage</u>	<u>Parking Fee</u>
Garden State Parkway Cheesequake Service Area, Sayreville	415	415	Free (get permit with ticket) NY \$290/mo. \$13.00 one-way, 10 trip (Ticket Office 732-525-0672)
\$95			
Garden State Parkway Interchange 120, Old Bridge	111	111	Free
Jake Brown Road & Rt. 9, Old Bridge	118	118	\$25/yr. Resident sticker
Sandburg School, Old Bridge	59	54	\$1 daily, \$25 Resident sticker yr.
Ticetown Rd./Trockmorton Lane, Old Bridge	40	40	\$25/yr. Resident sticker
Oakwood Rd. Rt. 9, Old Bridge			\$25/yr. Resident sticker
Frederick Place K of C			
Route 9, Old Bridge	30	30	\$25/yr. Resident sticker
A& P Ferry Rd., Rt. 9 Old Bridge	40	40	\$25/yr. Resident sticker
Ferren Mall, Albany Street and Church Street, New Brunswick	1,250	1,250	Bus/Rail Daily \$12 Monthly \$125
*Governor's Point, Route 1 South of Cozzens Lane, North Brunswick	100	0	Bus
Exit 8-A N.J. Turnpike- So. Brunswick	934	800	Bus-\$2.00 Daily \$35.00 Monthly
TOTAL	7,822	7,267	

* Not in use

Source: Information obtained from New Jersey Department of Transportation, and the respective facilities.

E. NJ TRANSIT ACCESS LINK

Curb-to-curb transportation service for passengers who are unable to use NJ TRANSIT's local accessible services due to a disability, as required by with the Americans with Disabilities Act (ADA), is provided through the Access Link Program. This "complementary" paratransit service is in operation in all areas served by NJ TRANSIT local bus routes delivering service with a corridor that reaches $\frac{3}{4}$ of a mile around each NJ TRANSIT bus route, and is comparable to the fixed route bus system in a number of service characteristics, including days and hours of service and fare levels.

NJ TRANSIT contracts with two private transportation companies to operate Access Link service in six regions throughout New Jersey. Access Link service to Middlesex County is operated by First Transit Services in a region, which also includes Monmouth and northern Ocean Counties. In general, Access Link service is available from 5:30 a.m. until 12:30 a.m. on weekdays, and from 6:00 a.m. until 12:00 a.m. on weekends; however, Access Link service operates in each particular location only when fixed route bus service is in operation in that area. In Middlesex County, Access Link service is available along NJ TRANSIT local bus routes when those routes are in service, which in some cases is during shorter hours than those noted above, or on fewer than seven days a week.

Trips may be reserved in advance with notice of 1-7 days by calling the NJ TRANSIT Office of Special Services. All types of trip purposes are served. Fares for Access Link service, just as for local bus service, range from \$1.35 to \$10.00 or more for a one-way trip, depending on the distance traveled.

In the region, which includes Middlesex County, First Transit Services operates forty one (41) vehicles both lift equipped vans which each accommodate between eight and ten passengers, and sedans. In May 2009 the total trips provided in Middlesex County was 3,232 or 4.7% of all Access Link trips. Middlesex County comprised approximately 52% of Region 4 East's total trips. Most of these trips remain within Middlesex County, with a small number of passengers also traveling to Monmouth and Ocean Counties.

Users must first apply and meet certain eligibility requirements. Access Link service in Middlesex County began service in 1997. The following updates show Middlesex County certified passengers have increased from 117 in 1999 to 269 in 2002, 304 in 2003, 428 in 2004, 548 in 2005, 619 in 2007, 838 in 2008 and in 2009, 960.

For more information, call 1-800-955 ADA1.

F. **KEEP MIDDLESEX MOVING, INC. 2009 ANNUAL REPORT**

Transit Initiatives, '09

Car Free Day Sets a New Record in 2009

Over 500 commuters registered for KMM's Fourth Annual Car Free Week from September 20 to 26. During the week, participants pledged to ride mass transit, carpool, walk to work or lunch, or ride their bikes. The idea behind Car Free Week is to reduce reliance on automobiles and improve traffic congestion and air quality. The Middlesex County pledges shaved off 36,448 motor vehicle miles traveled in just six days! In addition to the individual pledges, Johnson & Johnson, IEEE, Robert Wood Johnson University Hospital and Rutgers University actively encouraged their employees to participate. And, thanks to the Heldrich, the New Brunswick Hyatt and the State Theater, all participants were entered into a drawing to win a host of prizes.

<u>Options for Car Free Day</u>	<u>Number of Participants</u>
Brown Bag.....	157
Carpool/Vanpool.....	94
Ride Bike.....	26
Take Train or Bus.....	50
Walk to Lunch.....	39
Work from Home	76
Walk to Work.....	20
Other.....	19
<u>Total.....</u>	<u>304</u>

Of the 536 people who participated in the program, 304 responded to this Survey (56.6% response rate).

Bus Stop Inventory Completed

KMM completed a comprehensive report that can assist communities in upgrading bus stops by installing bus shelters, informational signs, benches, trash cans or even sidewalks. Copies of the report were provided to communities, NJT and the NJ Department of Transportation.

Route 9 Corridor Transit Connection

The Route 9 Transit connection study is underway in 2010. KMM will be involved with the promotion and set up of new shuttle initiatives in Sayreville, Old Bridge and South Amboy.

Community Impact '09

2009 Middlesex County Bicycling Guide Published

The updated 2009 Bicycling Guide, which was developed by KMM in partnership with the Middlesex County Planning Department, maps roads and bike paths throughout Middlesex County using color coding to indicate speed, striping and shoulders. With this information, a bicyclist can make a reasonable determination about roadway conditions. Additionally, the Guide marks area hospitals, libraries and cultural sites, and it indicates the location of bike lockers. The Guide states NJ TRANSIT's bicycle policies and, most importantly, provides bicycle safety rules in English and Spanish.

Pedestrian Safety for All Ages

"Look left-right-left." "Cross at the green, not in between." "Stop for pedestrian in the crosswalk." Sadly, adult pedestrians and drivers seem to have forgotten these simple "rules." In 2009, KMM launched a multi-media campaign to remind pedestrians and drivers to share the road. Radio spots on WMGQ/WCTC and cinema slides at Regal Cinemas in Edison, New Brunswick and North Brunswick promoted basic safety tips. To supplement the mass media campaign, KMM developed four postcards each depicting a different pedestrian safety lesson. The series was mailed to 20,000 households in Middlesex County.

KMM Awarded Funding for a Pedestrian Safety Video

KMM has been awarded a grant from the NJ Division of Highway Traffic Safety to produce an educational video for senior citizen pedestrians. The funding is part of a larger TMA grant that also addresses bicycle safety for non-English speaking adults and bicycle safety for children.

As older adults are often the victims of motor vehicle-pedestrian crashes, Executive Director Bill Neary meets regularly with senior groups to discuss how to be a responsible pedestrian. Part of his presentation includes a 20 year old video, which needed to be updated. The video will be completed by September 30, 2010.

A tote bag design by Anne Hummel (TCC) Secretary promoting the New NJ law "Stop for pedestrians" was adopted by KMM for distribution at the Middlesex County Fair.

Bike Locker Rentals Increase

Demand for bike locker rentals was up in 2009. Currently, KMM manages rentals at six bike locker locations throughout Middlesex County for NJ Transit. Lockers are located at major transit hubs, and many popular spots have waiting lists. Lockers are for rent for \$7.50 per month, a small cost for peace of mind.

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<u>Station</u>	<u>Availability</u>
Dunellen	Waiting List
Edison	Waiting List
Metro Park	Waiting List
New Brunswick	Waiting List
Old Bridge	Available
South Amboy	Available

Emergency Traffic Network Changes the Way We Commute

KMM's Emergency Traffic Network (ETN) is assisting commuters not only in Middlesex County but across much of Central New Jersey. In a recent survey, 89% of ETN participants said they take an alternate route home after receiving KMM's alert. In addition 79% of these commuters forward the alerts to co-workers, friends and families

Commuter Services

Enhanced Shuttle Service for Colgate Palmolive Employees

For years, Colgate-Palmolive employees who rode the 980 shuttle bus had to board or disembark the vehicle on River Road in Piscataway. It was an unsafe situation. KMM coordinated conversations between Colgate and NJ TRANSIT that re-routed the services so that the shuttle could enter the corporate campus to drop off and pick passengers. Middlesex County Area Transit MCAT has taken over the service in 2010.

G. MIDDLESEX COUNTY IMPROVEMENT AUTHORITY

The Middlesex County Improvement Authority in 2009 is entering its twentieth year of operations. In 2009, the many programs created and implemented to help local governments and improve the quality of life of Middlesex County residents continued.

In 2009, the eighteenth series of a pooled financing for Middlesex County municipalities and the County provided police vehicles, solid waste and public works trucks, an ambulance, security equipment, computer equipment, senior buses and many other items or the benefit of residents. A fifth grant from the U.S. Environmental Protection Agency for \$1 million was awarded to the MCIA this year, and environmental investigations of properties in Perth Amboy and Woodbridge are being planned. The depressed real estate market experienced in the United States during the year resented a number of acquisition opportunities in Middlesex County that might not have been available otherwise. A significant purchase was the 200-acre Pulda Farm property in South Brunswick. The recycling program was serving more than 98,000 homes and small businesses in 16 municipalities, and a high level of service has been a consistent component of the program.

Bid specifications were developed for a new five-year contract for services, as the current contract will be expiring in 2010. MICA oversight of the M.C.F.O.O.D.S. program resulted in a record of amount of food being distributed in 2009 to more than 70 non-profit agencies in the county. The Roosevelt Care Center campus in Edison operated at full census providing daily care to 400 residents in the historic and Parsonage Road building as the Barbara E. Cheung Memorial Hospice.

In 2009, the MCIA's strong relationship with Keep Middlesex Moving carried on the tradition of promoting programs for pedestrian and traffic safety as well as a clean environment. The Authority also manages four County golf courses at three locations and last year entered into a partnership with First Tee, an organization that teaches children life skills through the game of golf.

H. MIDDLESEX COUNTY BOARD OF SOCIAL SERVICES

The Middlesex County Board of Social Services is a government funded social services agency providing a range of financial assistance to eligible residents of the community. Under specific legislative and regulatory guidelines, the Board provides financial, social and medical assistance for families with young children as well as elderly and disabled adults.

In addition to the income security programs administered, a wide range of social services are provided to eligible recipients of Middlesex County. These include such services as emergency assistance, day care, transportation and homemaker assistance, as well as case management, adult protective services, information and community resource referrals.

The Transportation Unit transports Middlesex County residents in these programs (Medicaid, general assistance, and temporary assistance for needy families). The Unit processes requests and contracts services for transportation to medical appointments, housing assistance, and administrative fair hearings for those recipients challenging adverse action to their benefits. Service includes demand-response trips and subscription trips to non-emergency medical appointments within Middlesex County and out of state. Trips out of the service area are provided with prior approval from the Medicaid District Office.

As an option, transportation reimbursement is available to individuals using their own vehicles and/or public transportation. During 2009, the Agency provided 202,773 taxi trips. The Unit also provides customer service to assist all Middlesex County residents with various informational transit sources available locally. It is a continued effort to promote concepts of efficiency and economy, without Jeopardizing quality of care when scheduling and providing necessary transportation services. Greater efficiencies result from the increased use of public transit and participation the County's transportation coordinated planning process.

I. NJ COUNCIL ON SPECIAL TRANSPORTATION (COST)

NJ COST was founded in 1980. The purpose of the Council is to provide a forum for exchange of knowledge and experience pertaining to the provision of community transportation services for senior citizens, disabled, economically disadvantaged and various other special populations. The Council promotes activities that enhance coordination of all community and specialized transportation service provided by Local, Regional County and State entities. The Council actively coordinates and serves as a resource to government agencies and others on matters pertaining to transportation.

Today, COST represents the majority of community transit operations in the State. COST members are recipients of multiple funding sources including but not limited to Casino Revenue, WFNJ Funds, Title XX, Title XIX, Medicaid, FTA Section 16 and 18, as well as, state, county, and municipal funds. The types of services provided by COST members include subscription, demand response, fixed route, and modified fixed route.

For information contact: Michael Viera COST President (973) 251- 2242,
FAX (732) 745-4564.

MEMORANDUM FOR THE RECORD

On 10/10/54, the following information was received from the [redacted] regarding the [redacted] of the [redacted] in the [redacted] area. The [redacted] was [redacted] by the [redacted] and [redacted] on [redacted] at [redacted]. The [redacted] was [redacted] and [redacted] on [redacted] at [redacted]. The [redacted] was [redacted] and [redacted] on [redacted] at [redacted]. The [redacted] was [redacted] and [redacted] on [redacted] at [redacted].

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Very truly yours,
[redacted]

VI. CONCLUSION

Large scale improvements in Transportation were either completed or started in Middlesex County in 2009-2010. The widening of Route 1 Section 7L Project in Woodbridge and Edison reached completion. The I-287 rehabilitation of 5.9 miles reached completion in Piscataway, So. Plainfield. The NJ TURNPIKE Exit 12 improvements reached completion. The I-287 rehabilitation from Exit 5 to Exit 10 was started. The Bridge replacement over the Millstone River in Plainsboro was also started.. And the ARC/Trans Hudson Tunnel project was started.

The Governor and Legislature did not address long term Transportation Funding in 2009 or 2010. The current trust fund was continued for 2010 with a special bond authorization for one year only.

In Washington, D.C., the Federal Transportation authorization which passed in 2005 moved into its 6th and final year at \$286.4 Billion for six years. The New Jersey share of the bill is \$5.6Billion for road and bridge construction and maintenance and \$2.45 Billion in transit assistance. Each billion in construction creates 47,500 jobs. The next replenishment was deferred until 2011. The funding will continue under a continuing resolution.

The Stimulus Bill, the American Recovery and Reinvestment Act of 2009 funded Middlesex County with \$14,244,084 for pavement resurfacing and guiderail installation and replacement on County Routes. Economic stimulus projects for Middlesex County were also included in NJDOT and NJ TRANSIT immediate construction schedules. Many stimulus projects are underway in 2010.

NJ TRANSIT raised fares and cut service in response to lower ridership and revenues. Commuter travel decreased as the recession continued to create a double digit unemployment rate. Middlesex County DOT/MCAT Shuttle service continues a 6th year of expanding of routes and service with innovative routes and schedules and funding initiatives.

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