

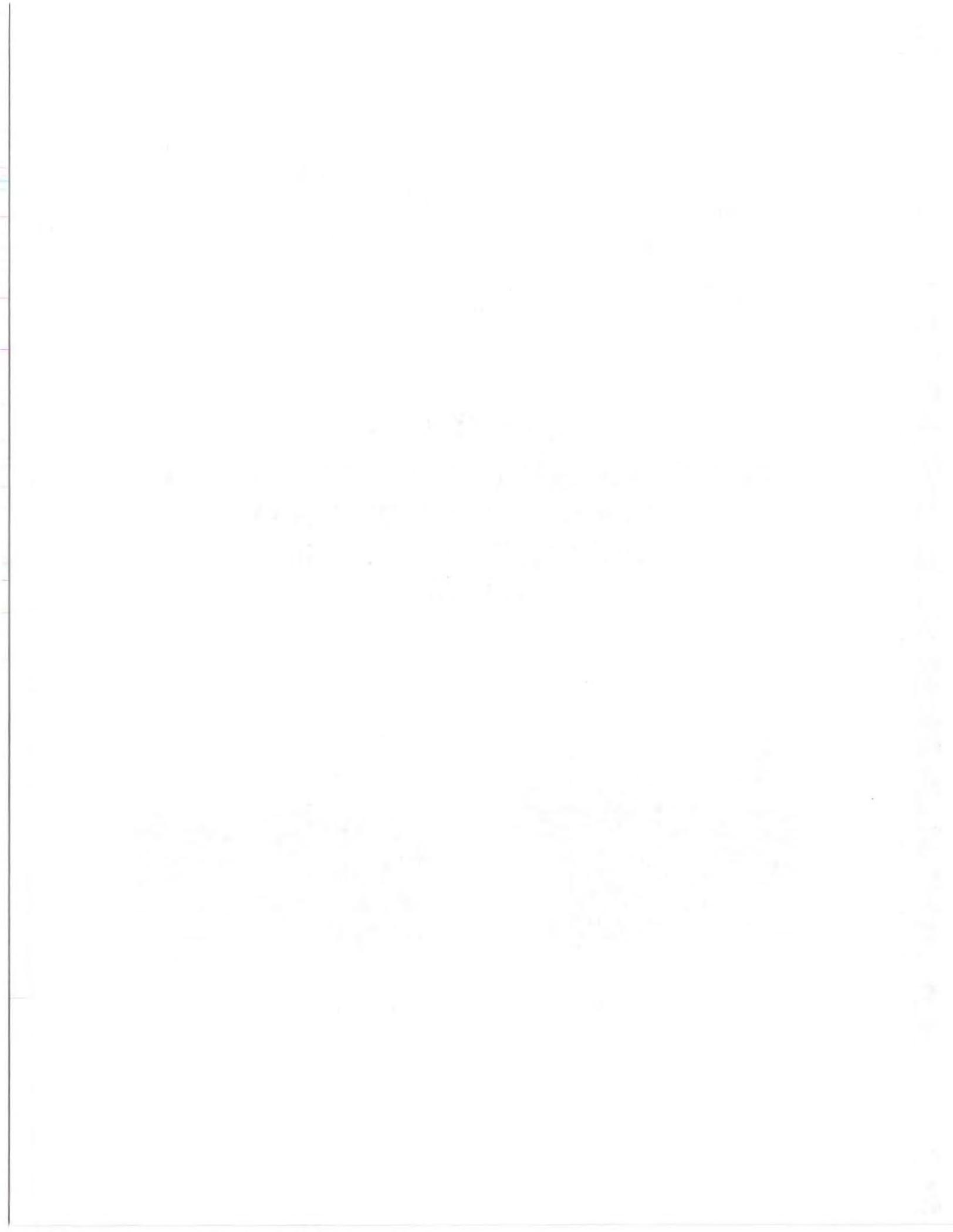


**ROUTE 18
PEDESTRIAN CROSSING STUDY
TO ENHANCE SAFETY AND
PUBLIC TRANSIT USE
Volume 2**



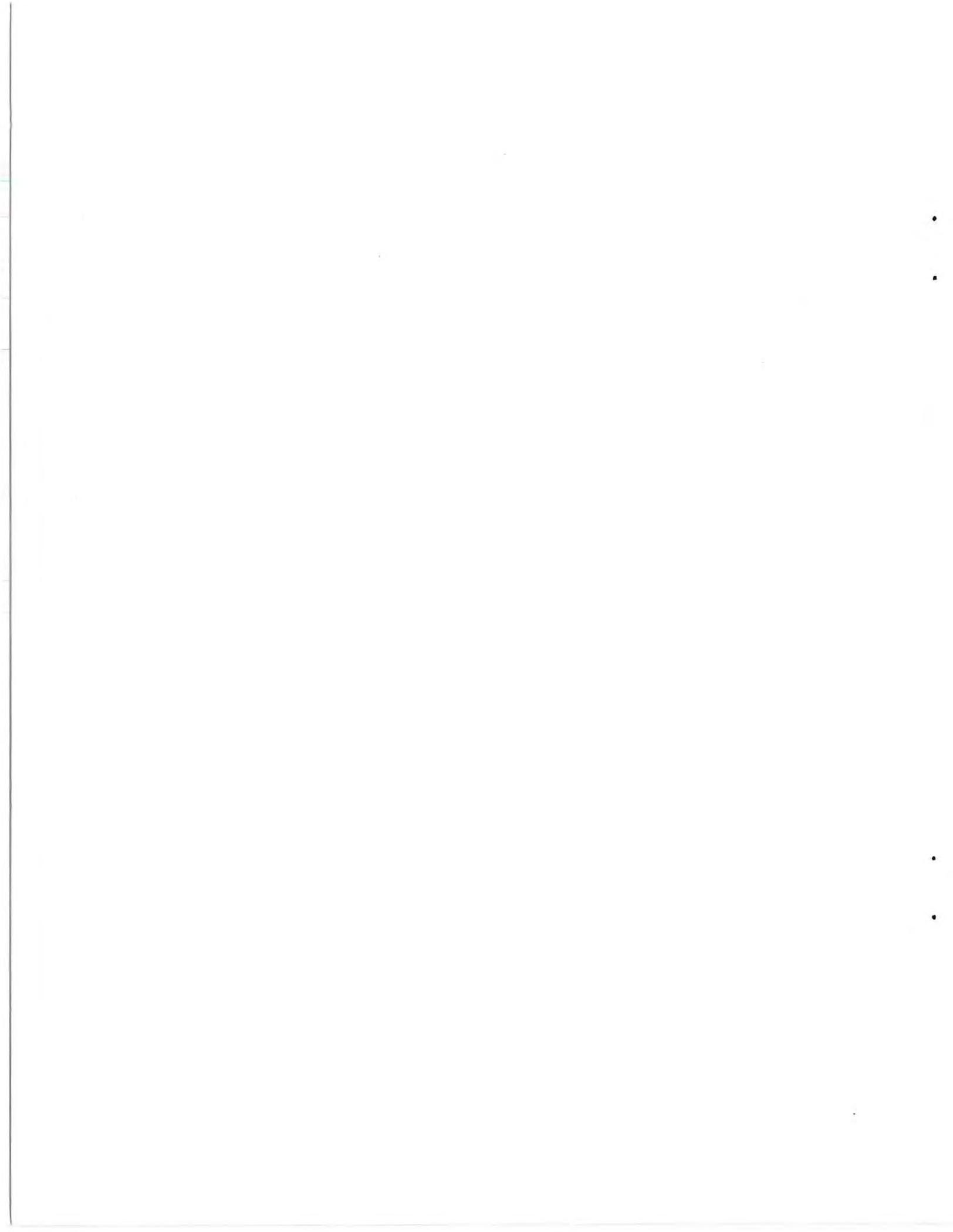
Middlesex County Department of Planning
September, 2005





VOLUME 2

APPENDICES



APPENDIX A

CENSUS DATA ANALYSIS

The following is an analysis of 1990 and 2000 U.S. Census data for 17 census tracts in East Brunswick and Old Bridge Townships that abut Route 18, the Borough of South River and the Old Bridge Turnpike (Middlesex County Route 527). These tracts were selected as potential pedestrian traffic generators because of their immediate proximity to the corridor. Figure A-1, page A-4, "Census Tracts – 2000 Middlesex County," identifies these census tracts. The following is an analysis of 1990 and 2000 population, age, households, income, and employment data within these census tracts. The analysis also compares selected data within the tracts with similar data for the County and for the three municipalities within the corridor.

Tables A-1 and A-2, pages A-5 and A-6, show 1990 and 2000 population and age data for the census tracts. Table A-4, page A-8, shows 1990 and 2000 population and age data for the County and each municipality in the study area. The total population in tracts along the corridor increased by 7.1 percent between 1990 and 2000, from 59,787 to 64,052, compared to a 7.8 percent increase for the three municipalities and an 11.7 percent increase for Middlesex County. Census tract 77.02 in Old Bridge, at 40 percent, had the greatest increase. Census tract 65 in East Brunswick increased by 19.5 percent.

The median age increased from 32.7 in 1990 to 37.7 years of age in 2000 within the tracts; from 34.4 to 37.3 years of age within the three municipalities; and from 33.5 to 35.7 years of age for the County.

Persons under age 18 constituted 22.9 percent of the population in 1990 and 24.8 percent in 2000 while persons over 65 increased from 10.5 percent in 1990 to 12.5 in 2000 within the tracts. Census tracts in Old Bridge had the greatest number of persons under age 18, while tracts in South River had the greatest number of persons over age 65, according to 2000 census data.

Table A-3, page A-7, shows 1990 and 2000 data on households and household income for the census tracts. Table A-4, page A-8, shows 1990 and 2000 data on households and income for the County and for each municipality in the study area. The total number of households in the corridor increased by 8.3 percent, from 20,999 in 1990 to 22,737 in 2000; by 8.3 percent within the three municipalities; and by 8.3 percent for the County. Census tract 77.02 in Old Bridge, at 50 percent, had the highest increase, followed by tract 65.01 in East Brunswick at 26 percent.

Median household income in the corridor grew by 31.8 percent, from \$48,157 in 1990 to \$63,455 in 2000; by 33.8 percent within the three municipalities; and by 34.7 percent for the County. Two census tracts in East Brunswick had the highest median income in 2000, tract 66.07 at \$108,281 and tract 64.03 at \$90,538. Census tract 69 in South River, at \$40,000, had the lowest median income.

Table A-5, page A-9, shows 1990 and 2000 workforce data for the census tracts. The percentage of persons 16 years of age and over in the work force decreased, from 76.1 percent in 1990 to 67.9 percent in 2000 within the corridor. The decrease could be attributed to a change in some census tract configurations in 2000, an aging population, and a downturn in the economy. All census tracts experienced a decrease. Persons 16 years of age and over in the work force who worked out of County increased by 8.7 percent, from 31.9 in 1990 to 40.8 in 2000.

Seventy percent of the workers in the three municipalities in the corridor worked outside and 13 percent worked inside their place of residence (municipality), according to the 2000 Census. Seventy-nine percent of the workers in East Brunswick worked outside, and 21 percent worked inside their place of residence.

The majority of workers living in the corridor, 38.5 percent, held management and professional jobs, according to 2000 census data, while 30.5 percent were sales and office workers, and 21.3 percent worked in production and transportation.

Table A-6, pages A-10 and A-11, shows 1990 and 2000 data on occupations for the census tracts. Workers living in census tracts 66.08 in East Brunswick, at 51.7 percent, had the greatest number of management and professional workers in 2000. As stated above, this tract also had the highest median income. Census tracts 66.07, 64.04, 64.03 and 67.03 in East Brunswick also had high percentages in these occupations, 50.8, 50.7, 48.2 and 48.0 respectively. These tracts also had high median income.

Census tracts 77.03 and 78.01 in Old Bridge had the greatest number of sales and office workers in 2000, 40.0 percent and 36.9 percent respectively. Census tract 69 in South River, at 40.7 percent, had the greatest number of production and transportation workers.

The number of management and professional workers living in the corridor increased by 10.5 percent between 1990 and 2000. The number of production and maintenance workers decreased by 10.7 percent, and sales and office employees decreased by 1.8 percent during the same period. The number of service workers increased from 8.4 percent in 1990 to 10.7 percent in 2000. The number of construction and maintenance workers increased from 6.2 percent in 1990 to 9.7 percent in 2000. The number of agricultural workers decreased from 0.5 percent to 0.4 percent during the same period.

Covered Employment

Table A-7, page A-12, shows a breakdown by category of all 1999 covered jobs in East Brunswick Township. Covered jobs is defined as jobs covered by unemployment compensation. There were 19,926 covered private sector jobs in 1999, and 22,107 in 1990, a loss of 2,091 jobs, according to the State of New Jersey Department of Labor covered employment data. Six percent of all covered jobs in the County were located in the Township.

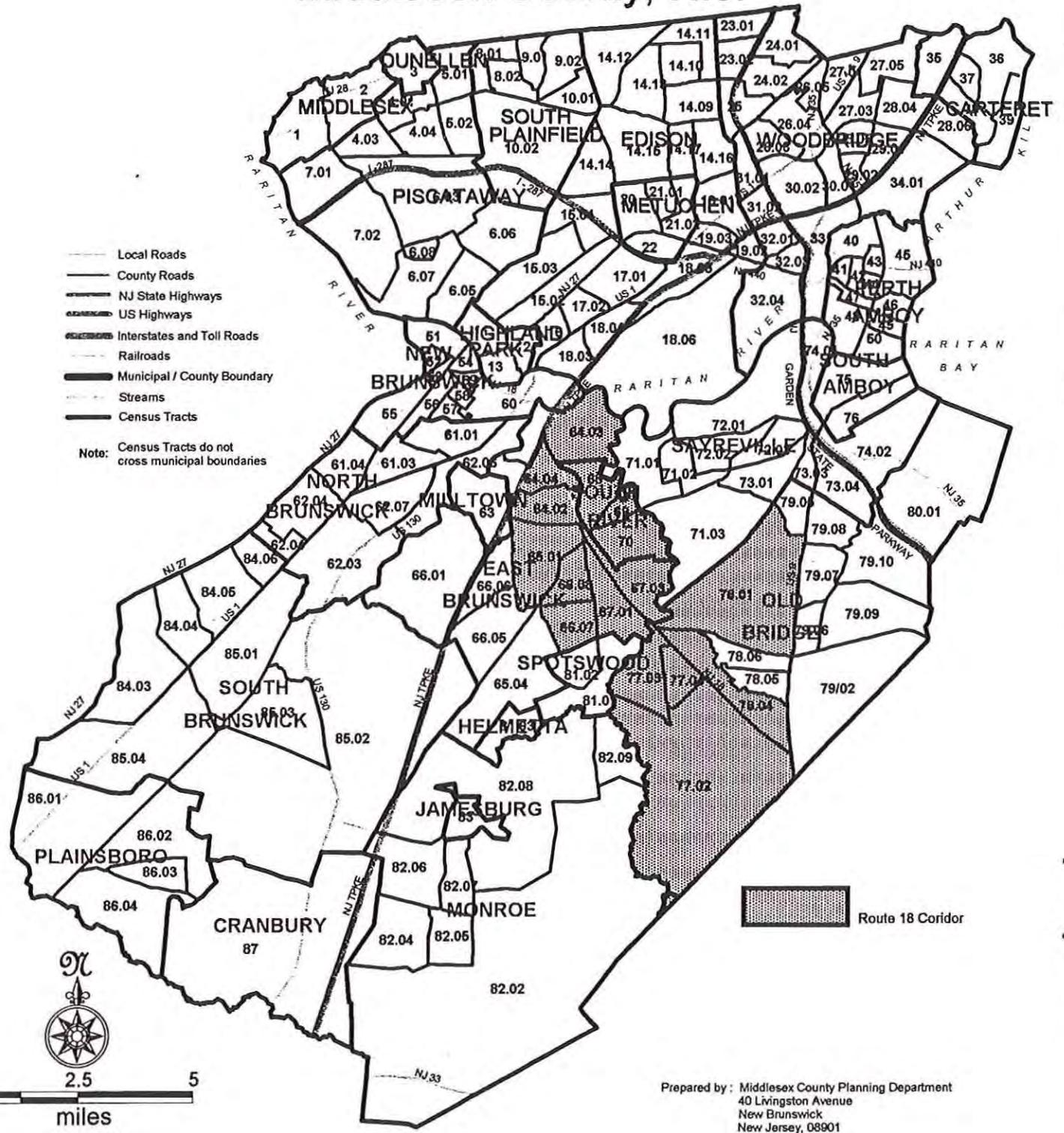
Sixty-one percent of 1999 private sector covered jobs in East Brunswick were in the retail and service sectors, 5,828 retail jobs and 6,689 service jobs. Thirteen percent of all retail jobs in the County were located in the Township. Many retail jobs are located along the Route 18 corridor. These are generally low paying jobs, many of them part time, seasonal, and held by women. Persons working in retail are more likely to use public transit or walk to work than those in other types of occupations.

A total of 5,059 covered jobs were in transportation, communications and utilities, wholesale trade, finance, insurance and real estate. There were 2,418 agricultural, construction and manufacturing jobs.

The census and covered employment data do not provide an accurate picture of the corridor, particularly in East Brunswick. Many full and part time jobs are not covered. Others are held by unskilled persons, many of them new immigrants, working as maids, janitors, and kitchen help in hotels, eating establishments and other facilities along the corridor. These are the workers who are often seen waiting for buses, walking, or even riding bicycles along Route 18 in East Brunswick.

Table A-8, page A-13, shows the number of housing units, types of housing and the percent change between 1990 and 2000 in the census tracts. The total number of housing units increased by only 5.9 percent during this period, an indication that the area is nearly built out. Most of the dwellings, 78.1 percent in 1990 and 77.7 percent in 2000, were single family detached units. The number of dwellings in buildings with ten or more units, decreased from 9.2 percent in 1990 to 8.6 percent in 2000. Table A-9, page A-14, shows the age of the housing units in the census tracts.

Figure A-1
N.J. Route 18 Corridor
CENSUS TRACTS - 2000
Middlesex County, N.J.



**Table A-1
Route 18 Corridor
Census Tracts
Population and Age
1990-2000**

Census Tract	Total		Population		Change Number	%	Median Age		Change
	1990	2000	2000				1990	2000	
64.02	2,455	816		-1,639	-66.8%	35.5	37.9	2.4	
64.03	2,390	2,460		70	2.9%	40.0	41.8	1.8	
64.04	4,149	4,341		192	4.6%	33.8	35.7	1.9	
65	5,400	6,451		1,051	19.5%	36.6	41.1	4.5	
66.07	3,160	2,943		-217	-6.9%	36.9	41.5	4.6	
66.08	3,838	3,904		66	1.7%	33.6	40.2	6.6	
67.01	4,189	4,161		-28	-0.7%	35.7	39.0	3.3	
67.02*	4,524					35.0			
67.03*		5,938					36.6		
68	4,137	4,541		404	9.8%	37.6	37.2	-0.4	
69	3,149	3,511		362	11.5%	33.2	33.7	0.5	
70	6,406	7,270		864	13.5%	34.9	37.0	2.1	
77.02	2,280	3,193		913	40.0%	32.4	32.8	0.4	
77.03	2,754	3,169		415	15.1%	32.7	34.6	1.9	
77.04	2,785	2,864		79	2.8%	33.4	37.0	3.6	
78.01	3,137	3,032		-105	-3.3%	34.5	38.6	4.1	
78.04	5,034	5,458		424	8.4%	32.3	38.4	6.1	
TOTALS	59,787	64,052		4,265	7.1%	32.7	37.7	5	

Source: 1990 and 2000 U.S. Census

Table A-2
Route 18 Corridor
Census Tracts
Persons Under 18 and Over 65
1990-2000

Census Tract	Under Age 18			Over 65		
	1990	2000	Change	1990	2000	Change
64.02	19.8%	25.2%	5.4%	11.7%	13.6%	1.9%
64.03	25.5%	24.0%	-1.5%	14.9%	16.6%	1.7%
64.04	17.3%	21.6%	4.3%	8.3%	10.7%	2.4%
65	24.5%	25.0%	0.5%	10.4%	14.4%	4.0%
66.07	24.7%	26.7%	2.0%	6.1%	11.2%	5.1%
66.08	23.8%	24.5%	0.7%	7.7%	12.6%	4.9%
67.01	23.0%	27.9%	4.9%	8.0%	12.7%	4.7%
67.02*	26.4%			10.2%		
67.03*		28.7%			9.4%	
68	18.6%	23.6%	5.0%	20.5%	16.1%	-4.4%
69	22.4%	24.8%	2.4%	17.0%	11.6%	-5.4%
70	21.0%	21.8%	0.8%	13.2%	15.0%	1.8%
77.02	24.3%	21.7%	-2.6%	9.0%	9.3%	0.3%
77.03	24.7%	29.1%	4.4%	8.6%	9.1%	0.5%
77.04	25.0%	27.2%	2.2%	7.3%	12.9%	5.6%
78.01	18.2%	18.5%	0.3%	13.6%	12.9%	-0.7%
78.04	27.0%	26.3%	-0.7%	7.3%	11.2%	3.9%
TOTALS	22.9%	24.8%	1.9%	10.9%	12.5%	1.6%

Source: 1990 and 2000 U.S. Census

**Table A-3
Route 18 Corridor
Census Tracts
Households and Income
1990-2000**

Census Tract	Total		Change		Median 1990	Income		Change	% Change
	1990	2000	Number	Percent		2000			
64.02	847	301	-546	-64.5%	\$48,224	\$56,042	\$7,818	16.2%	
64.03	822	840	18	2.2%	\$69,026	\$90,538	\$21,512	31.2%	
64.04	1,754	1,766	12	0.7%	\$47,784	\$60,404	\$12,620	26.4%	
65	1,757	2,213	456	26.0%	\$60,445	\$74,762	\$14,317	23.7%	
66.07	948	943	-5	-0.5%	\$69,299	\$108,281	\$38,982	56.3%	
66.08	1,430	1,528	98	6.9%	\$53,321	\$63,201	\$9,880	18.5%	
67.01	1,297	1,281	-16	-1.2%	\$63,910	\$79,322	\$15,412	24.1%	
67.02	1,463				\$53,170				
67.03		1,899				\$77,006			
68	1,651	1,692	41	2.5%	\$37,612	\$50,625	\$13,013	34.6%	
69	1,157	1,245	88	7.6%	\$31,275	\$40,000	\$8,725	27.9%	
70	2,283	2,669	386	16.9%	\$42,240	\$61,108	\$18,868	44.7%	
77.02	856	1,284	428	50.0%	\$37,256	\$52,052	\$14,796	39.7%	
77.03	866	1,001	135	15.6%	\$49,808	\$74,861	\$25,053	50.3%	
77.04	839	942	103	12.3%	\$57,013	\$61,771	\$4,758	8.3%	
78.01	1,537	1,487	-50	-3.3%	\$38,925	\$52,284	\$13,359	34.3%	
78.04	1,492	1,646	154	10.3%	\$59,366	\$76,476	\$17,110	28.8%	
TOTALS	20,999	22,737	1738	8.3%	\$48,157.29	\$63,455	\$15,298	31.8%	

Source: 1990 and 2000 U.S. Census

**Table A-4
Route 18 Corridor
1990 and 2000 Municipal Data
East Brunswick, Old Bridge and South River**

Municipality	Total			Median			Total			Median	Household	Income
	Population			Age			Households					
	1990	2000	Change	1990	2000	Change	1990	2000	Change	1990	2000	Change
East Brunswick	43,548	46,756	7.4%	35.1	39.1	4.0	15,026	16,378	9.0%	\$58,769	\$75,956	\$17,187
Old Bridge	56,479	60,456	7.0%	33.0	36.5	3.5	20,048	21,507	7.3%	\$47,482	\$65,707	\$18,225
South River	13,692	15,322	11.9%	35.2	36.4	1.2	5,091	5,628	10.5%	\$37,998	\$52,324	\$14,326
Totals	113,719	122,534	7.8%	34.4	37.3	2.9	40,165	43,513	8.3%	\$48,083	\$64,329	\$16,246
Middlesex County	671,780	750,162	11.7%	33.5	35.7	2.2	238,974	265,815	11.2%	\$45,623	\$61,446	\$15,823

**Table A-5
Route 18 Corridor
Census Tracts
Workforce
1990-2000**

Census Tract	%Persons 1990	16& Over in 2000	Workforce Change	% Working 1990	Out of 2000	County Change
64.02	78.5%	60.5%	-18.0%	22.5%	35.5%	13.0%
64.03	73.4%	68.2%	-5.2%	34.8%	41.2%	6.4%
64.04	81.0%	71.4%	-9.6%	33.6%	42.5%	8.9%
65	76.3%	65.8%	-10.5%	29.7%	35.9%	6.2%
66.07	78.8%	72.3%	-6.5%	32.6%	43.8%	11.2%
66.08	77.8%	71.9%	-5.9%	48.4%	40.1%	-8.3%
67.01	80.0%	63.5%	-16.5%	32.1%	37.1%	5.0%
67.02	74.1%			34.3%		
67.03		70.4%			46.7%	
68	65.7%	64.5%	-1.2%	19.1%	36.5%	17.4%
69	64.6%	66.5%	1.9%	21.4%	29.1%	7.7%
70	71.4%	64.5%	-6.9%	21.9%	31.1%	9.2%
77.02	73.3%	70.9%	-2.4%	25.3%	50.6%	25.3%
77.03	74.2%	72.2%	-2.0%	34.0%	45.7%	11.7%
77.04	81.0%	62.6%	-18.4%	35.9%	38.7%	2.8%
78.01	77.5%	71.2%	-6.3%	41.5%	51.2%	9.7%
78.04	89.6%	70.1%	-19.5%	42.6%	47.0%	4.4%
TOTALS	76.1%	67.9%	-8.5%	31.9%	40.8%	8.7%

Source: 1990 and 2000 U.S. Census

**Table A-6
Route 18 Corridor
Census Tracts
Occupations
1990-2000**

Census Tract	%Management and Professional			% Service Workers			% Sales and Office		
	1990	2000	Change	1990	2000	Change	1990	2000	Change
64.02	22.5%	34.9%	12.4%	8.6%	12.5%	3.9%	33.3%	24.7%	-8.6%
64.03	42.4%	48.0%	5.6%	3.3%	5.5%	2.2%	36.8%	35.9%	-0.9%
64.04	35.7%	50.7%	15.0%	7.3%	8.2%	0.9%	32.3%	28.8%	-3.5%
65	35.5%	44.4%	8.9%	6.0%	8.8%	2.8%	31.0%	32.0%	1.0%
66.07	36.8%	50.8%	14.0%	7.3%	7.6%	0.3%	34.2%	31.0%	-3.2%
66.08	41.6%	51.7%	10.1%	5.1%	5.7%	0.6%	34.3%	32.6%	-1.7%
67.01	33.9%	42.4%	8.5%	8.8%	6.7%	-2.1%	31.3%	31.5%	0.2%
67.02	31.2%			7.2%			30.3%		
67.03		48.2%			12.2%			25.2%	
68	20.7%	25.1%	4.4%	14.4%	13.3%	-1.1%	26.4%	29.2%	2.8%
69	11.2%	20.8%	9.6%	10.7%	14.0%	3.3%	25.8%	28.7%	2.9%
70	16.8%	31.8%	15.0%	8.3%	10.2%	1.9%	32.0%	28.6%	-3.4%
77.02	19.4%	34.9%	15.5%	9.9%	16.1%	6.2%	25.3%	27.9%	2.6%
77.03	14.7%	31.3%	16.6%	14.2%	13.4%	-0.8%	33.2%	28.2%	-5.0%
77.04	23.0%	26.5%	3.5%	7.6%	17.4%	9.8%	40.0%	32.7%	-7.3%
78.01	28.2%	41.2%	13.0%	7.8%	9.7%	1.9%	36.9%	35.6%	-1.3%
78.04	28.2%	33.8%	5.6%	7.1%	10.0%	2.9%	34.3%	35.5%	1.2%
TOTALS	27.6%	38.5%	10.5%	8.4%	10.7%	2.2%	32.3%	30.5%	0.01

Source: 1990 and 2000 U.S. Census

**Table A-6
Route 18 Corridor
Census Tracts
Occupations
1990-2000**

Census Tract	%Constru-	and	Mainte-	%Pro-	and	Transpor-	%	Agriculture	Workers
	ction		nance	duction		Tation			
	1990	2000	Change	1990	2000	Change	1990	2000	Change
64.02	4.4%	9.7%	5.3%	24.9%	18.3%	-6.6%	0.3%	0.0%	-0.3%
64.03	3.0%	4.1%	1.1%	7.6%	6.6%	-1.0%	0.9%	0.0%	-0.9%
64.04	4.8%	2.4%	-2.4%	13.2%	9.9%	-3.3%	0.1%	0.4%	0.3%
65	2.6%	7.1%	4.5%	13.1%	7.7%	-5.4%	0.2%	0.2%	0.0%
66.07	3.9%	1.9%	-2.0%	10.0%	4.2%	-5.8%	0.7%	0.0%	-0.7%
66.08	2.6%	6.0%	3.4%	10.4%	7.2%	-3.2%	0.2%	0.0%	-0.2%
67.01	3.7%	10.6%	6.9%	16.0%	8.8%	-7.2%	0.2%	0.0%	-0.2%
67.02	4.7%			19.4%			1.3%		
67.03		7.1%			7.4%			0.0%	
68	11.6%	19.0%	7.4%	28.8%	13.5%	-15.3%	0.2%	0.0%	-0.2%
69	14.2%	20.9%	6.7%	40.7%	15.7%	-25.0%	0.7%	0.0%	-0.7%
70	9.3%	12.9%	3.6%	33.7%	16.5%	-17.2%	0.4%	0.0%	-0.4%
77.02	7.7%	10.9%	3.2%	35.5%	10.3%	-25.2%	1.0%	0.0%	-1.0%
77.03	9.1%	14.0%	4.9%	28.8%	13.1%	-15.7%	0.4%	0.0%	-0.4%
77.04	4.7%	13.4%	8.7%	20.4%	10.0%	-10.4%	0.0%	0.0%	0.0%
78.01	6.2%	6.4%	0.2%	16.4%	7.1%	-9.3%	0.4%	0.0%	-0.4%
78.04	6.0%	9.2%	3.2%	21.8%	11.3%	-10.5%	0.2%	0.0%	-0.2%
TOTALS	6.2%	9.7%	3.6%	21.3%	10.5%	-10.7%	0.5%	0.0%	-0.4%

Source: 1990 and 2000 U.S. Census

**Table A-7
Covered Employment
East Brunswick Township**

Industry	Number of Covered Jobs
Agriculture, Forestry, Fishing, Mining	138
Construction	659
Manufacturing	1621
Transportation, Communications, Utilities	1,811
Wholesale Trade	1,409
Retail Trade	6,377
Finance, Insurance and Real Estate	1,839
Services	6812

Covered employment = jobs covered by
unemployment compensation

**Table A-8
Route 18 Corridor
Census Tracts
Housing
1990-2000**

Census Tract	Total		Housing		Units		% Single		Family		% in Bldgs		with 10		Units	
	1990	2000	Change	% Change	1990	2000	%Change	1990	2000	%Change	1990	2000	%Change	1990	2000	%Change
64.02	839	325	-514	-61.3%	88.2%	79.4%	0.0%	0.0%	3.4%	3.4%						
64.03	846	853	7	0.8%	96.1%	98.5%	2.4%	0.0%	0.0%	0.0%						
64.04	1,833	1,814	-19	-1.0%	37.4%	34.0%	-3.4%	37.2%	33.0%	-4.2%						
65	1,781	2,234	453	25.4%	93.1%	96.0%	2.9%	3.7%	2.3%	-1.4%						
66.07	938	946	8	0.9%	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%						
66.08	1,518	1,551	33	2.2%	82.9%	79.6%	-3.3%	11.0%	14.7%	3.7%						
67.01	1,322	1,290	-32	-2.4%	99.1%	100.0%	0.9%	0.0%	0.0%	0.0%						
67.02	1,458				94.9%			0.5%								
67.03		1,923				95.2%			1.3%							
68	1,702	1,734	32	1.9%	74.5%	77.5%	3.0%	2.5%	2.0%	-0.5%						
69	1,209	1,301	92	7.6%	58.7%	60.6%	1.9%	6.3%	5.5%	-0.8%						
70	2,358	2,734	376	15.9%	69.8%	71.7%	1.9%	10.1%	12.8%	2.7%						
77.02	1,233	1,347	114	9.2%	36.0%	40.6%	4.6%	36.3%	26.5%	-9.8%						
77.03	876	1,017	141	16.1%	97.4%	98.6%	1.2%	0.0%	0.0%	0.0%						
77.04	846	953	107	12.6%	99.5%	90.2%	-9.3%	0.0%	8.5%	8.5%						
78.01	1,575	1,517	-58	-3.7%	23.7%	23.6%	-0.1%	40.0%	27.3%	-12.7%						
78.04	1,576	1,667	91	5.8%	99.0%	97.4%	-1.6%	0.3%	0.7%	0.4%						
TOTALS	21,910	23,206	1,296	5.9%	78.1%	77.7%	-0.5%	9.2%	8.6%	-0.6%						

Source: 1990 and 2000 U.S. Census

**Table A-9
Route 18 Corridor
Census Tracts
Age of Housing**

Census Tract	%Built 1990-2000	%Built 1939 or before	Median Year Built
64.02	11.7%	25.2%	1956
64.03	2.9%	3.8%	1958
64.04	6.5%	0.7%	1968
65	2.9%	1.5%	1960
66.07	3.0%	0.7%	1966
66.08	12.7%	0.4%	1986
67.01	0.9%	4.3%	1960
67.02			1959
67.03	22.6%	9.0%	
68	2.0%	29.5%	1948
69	1.4%	38.9%	1939
70	12.7%	22.2%	1955
77.02	19.0%	2.9%	1967
77.03	10.6%	7.1%	1956
77.04	7.9%	6.5%	1960
78.01	1.3%	2.6%	1968
78.04	12.5%	1.9%	1969
TOTALS	8.2%	9.8%	1960

Source: 1990 and 2000 U.S. Census

**Appendix B
NJ 18 Corridor
Windshield Survey Inventory
7-1-03**

EATING ESTABLISHMENTS

**Southbound
Name**

Ramada Inn
Pizza Place
Broadway Deli
Sushi Bar
Burger King
KFC
Dunkin' Donuts
Chi Chis
Pizza Place
McDonald's
Chili's
Deli
Pizza Place
American Harvest
Miami Grill
Ruby Tuesday
Olive Garden
Sunny Palace
Seville Diner

**Northbound
Name**

Hilton Hotel
Sho Gun
Burger King
Stuff 'Yer Face
Bagel Shop
Bagel Shop
Bagel Shop
Blue Water
Seafood
IHOP
Denny's
Red Lobster
McDonald's
Luncheonette
Colonial Diner
Korean Restaurant
Magnifico's
Wendy's
Boston Market
Pizza Place
Dunkin' Donuts
Perkins
Pine Ridge
Luncheonette

**HOTELS AND
MOTELS**

Southbound

Ramada Inn
Ramada Inn

Northbound

Hilton Hotel
Red Roof Inn
Motel 6
MacIntosh Inn

**NJ 18 Corridor
Windshield Survey Inventory
7-1-03**

MALLS

Southbound

Name	Type
Loemann's Plaza	big strip
Kids 'R Us, etc.	big strip
Pier 1, etc.	big strip
Circuit City, etc.	big strip
Dead Mall	big strip
Pathmark, etc.	big strip
Brunswick Square	Regional

Name	Type
Brunswick Hills	big strip
Mid State Mall	big strip
Tices La.-no name	small strip
W.Ferris-no name	small strip
E.Bruns. Supply	small strip
no name	small strip

Northbound

Name	Type
Chip Chop, etc.	small strip
Windsor	small strip
Seaman's	small strip
Liberty Travel, etc.	small strip
Gabowitz	small strip
Ethan Allen, etc.	small strip
Edgeboro Rd- no name	small strip
Pine Ridge	small strip

**NJ 18 Corridor
Windshield Survey Inventory
7-1-03**

BUSINESSES

Southbound

Name or Type	Comments	Name	Comments
Turnpike Plaza	office building	East Brunswick Plaza:	
attorney's office	house	Dick's Sporting Goods	clothing
psychic readings	house	Circuit City	electronics
emergency medical	house	TJ Maxx	discount clothing
speciality shoes	house	discount store	
rent-a-car	house	Kohl's	department store
David's Bridals	building		
E.Bruns. Prof. Park	office building	Hess station	
Gulf station		Furs by Guarino	
In Loehmann's Plaza:		Goodyear Tire	
Loehmann's	clothing store	Enterprise Rent-a-Car	
Shopper's World	discount store	Exxon station	
Avenue for Women	clothing store	car dealership	
Eckerd Drugs		Columbia Bank	
Rag Shop	fabric/crafts store		
bank		Strip Mall:	
shoe store		Leather Plus	
Dollar Store	discount store	Dinettes	
Hallmark	card store	Abby Carpet	
Karate school		U-Haul	
Strip Mall:		East Brunswick Supply	
Kids 'R Us	kid's clothing	Welchert Realty	
Office Max	office supplies	Viking Pest Control	
The Gap	clothing store	lawn care business	
Wells Fargo Bank		Auto Image	automotive supply
		Barglow Real Estate	
Strip Mall:		Allsburg	attorney's office
Pier 1 Imports	furniture	Patio Furniture	
Gateway	computer store	electronics store	
Cingular	phone store	Blockbuster Video	
Seaman's Kids	furniture store	Pep Boys	automotive supply
Jennifer Convertibles	furniture	Fleet Bank	
flower shop		Huffman Koos	furniture store
Sunoco station		Large strip mall:	
		K Mart	department store
		Patmark	supermarket
		Home Depot	
		men's clothing store	
		Brunswick Square Mall	large stores only
		Macy's	
		J.C. Penney	
		Barnes & Noble Books	

**NJ 18 Corridor
Windshield Survey Inventory
7-1-03**

Southbound, cont'd

Name or Type Comments

electronics store house
Circle printing house
East Coast Fireplace house
Divorce Center house
Gucci Poochie house
law office house
H & R Block house

Commerce Bank Bruns.Sq.outparcel
Exxon Station

Accura Dealership
Verizon Office Building

Northbound

Old Bridge

Chip Chop Shop Old Bridge
motorcycle store Old Bridge

East Brunswick

tile store
Avis Rent-a-Car
Grease Monkey
Century 21
Lynch's law office
Shell Station
Monroe Muffler/Brake
Sunoco Station
Pontiac/BuickDealership
GMC Dealership
Workout World
E.Brunswick Corporate Ctr. office building
realtor
used CDs store
Epic Travel house
His & Hers Haircare house
Amoco Station

Windsor Strip Mall:
Windsor Pharmacy
dry cleaners
Exclusive Mirrors/Glass

Northbound

Name or Type Comments

mortgage company Windsor strip mall
Futon Corner Windsor strip mall

Siperstein Paint Store
Seaman's Furniture
Guitar Center
18 Lumber
Plaza Hall Office Park

Enterprise Rentals car rental
Liberty Travel

Ethan Allen furniture
Hess Station
Sheldon Motors used cars

Bridal Center
tuxedo rentals
dry cleaners
Motor Exchange car motors

flower shop
Christy's
Quality Auto Appliances
attorney's office
Hair Place
Treasure Island patio furniture

Lens Crafters
union office
Greenfield Jewelers
Chrysler-Jeep Dealers
Giant Little Pumps
Sir Speedy printing
Egal Photos photo studio

skateboard store
Gibraltar Transmissions
Midas Muffler
Century 21
Lincoln-Mercury Dealer

Village Square stripmall:
tune ups
Golden Tan
Top Nails
Pitt Stop

fish market
Big & Tall men's clothing

**NJ 18 Corridor
Windshield Survey Inventory
7-1-03**

BUSINESSES

Southbound

Name or Type	Comments	Name	Comments
Turnpike Plaza	office building	East Brunswick Plaza:	
attorney's office	house	Dick's Sporting Goods	clothing
psychic readings	house	Circuit City	electronics
emergency medical	house	TJ Maxx	discount clothing
speciality shoes	house	discount store	
rent-a-car	house	Kohl's	department store
David's Bridals	building		
E.Bruns. Prof. Park	office building	Hess station	
Gulf station		Furs by Guarino	
In Loehmann's Plaza:		Goodyear Tire	
Loehmann's	clothing store	Enterprise Rent-a-Car	
Shopper's World	discount store	Exxon station	
Avenue for Women	clothing store	car dealership	
Eckerd Drugs		Columbia Bank	
Rag Shop	fabric/crafts store		
bank		Strip Mall:	
shoe store		Leather Plus	
Dollar Store	discount store	Dinettes	
Hallmark	card store	Abby Carpet	
Karate school		U-Haul	
Strip Mall:		East Brunswick Supply	
Kids 'R Us	kid's clothing	Weichert Realty	
Office Max	office supplies	Viking Pest Control	
The Gap	clothing store	lawn care business	
Wells Fargo Bank		Auto Image	automotive supply
		Barglow Real Estate	
Strip Mall:		Allsburg	attorney's office
Pier 1 Imports	furniture	Patio Furniture	
Gateway	computer store	electronics store	
Cingular	phone store	Blockbuster Video	
Seaman's Kids	furniture store	Pep Boys	automotive supply
Jennifer Convertibles	furniture	Fleet Bank	
flower shop		Huffman Koos	furniture store
Sunoco station		Large strip mall:	
		K Mart	department store
		Patmark	supermarket
		Home Depot	
		men's clothing store	
		Brunswick Square Mall	large stores only
		Macy's	
		J.C. Penney	
		Barnes & Noble Books	

**NJ 18 Corridor
Windshield Survey Inventory
7-1-03**

Southbound, cont'd

Name or Type Comments

electronics store house
Circle printing house
East Coast Fireplace house
Divorce Center house
Gucci Poochie house
law office house
H & R Block house

Commerce Bank Bruns.Sq.outparcel
Exxon Station

Accura Dealership
Verizon Office Building

Northbound

Old Bridge

Chip Chop Shop Old Bridge
motorcycle store Old Bridge

East Brunswick

tile store
Avis Rent-a-Car
Grease Monkey
Century 21
Lynch's law office
Shell Station
Monroe Muffler/Brake
Sunoco Station
Pontiac/BuickDealership
GMC Dealership
Workout World
E.Bruns.Corporate Ctr. office building
realtor
used CDs store
Epic Travel house
His & Hers Haircare house
Amoco Station

Windsor Strip Mall:
Windsor Pharmacy
dry cleaners
Exclusive Mirrors/Glass

Northbound

Name or Type Comments

mortgage company Windsor strip mall
Futon Corner Windsor strip mall

Siperstein Paint Store
Seaman's Furniture
Guitar Center
18 Lumber
Plaza Hall Office Park

Enterprise Rentals car rental
Liberty Travel
Gabowitz appliances
Ethan Allen furniture

Hess Station
Sheldon Motors used cars
Bridal Center

tuxedo rentals
dry cleaners
Motor Exchange car motors
flower shop

Christy's
Quality Auto Appliances
attorney's office
Hair Place
Treasure Island patio furniture

Lens Crafters
union office
Greenfield Jewelers
Chrysler-Jeep Dealers
Giant Little Pumps
Sir Speedy printing
Egal Photos photo studio

skateboard store
Gibraltar Transmissions
Midas Muffler
Century 21
Lincoln-Mercury Dealer

Village Square stripmall:
tune ups
Golden Tan
Top Nails
Pitt Stop

fish market
Big & Tall men's clothing

**NJ 18 Corridor
Windshield Survey Inventory
7-1-03**

Northbound, cont'd

dentist
insurance office

Mid State Mall:
Shop Rite supermarket
Sports Authority sporting goods
A.C. Moore crafts store
Best Buy electronics store
Lazer Mania
Borders Books
Party City party goods
Odd Job Lot discount store
Zany Brainy children's games
Meineke Muffler
Verizon Wireless phone store
First Union Bank
Bowling Alley

Sam's Club warehouse store
Route 18 Market flea market

Strip Mall:
Berman's Decorating
Porcelana Tile
PNC Bank

Car Tec used cars
Hess station
income tax office
Modular Homes dealers
attorney's office

Kinko's printers
Leslies pool supplies
Gabowitz appliances
East Coast Title

law offices
Turnpike Metroplex office building
travel agency
western attire store house
STS auto center

**NJ 18 Corridor
Windshield Survey Inventory
7-1-03**

SCHOOLS

Name	Location	Comments
East Brunswick		
East Brunswick High School	Cranbury Road	high school
Middlesex County Vocational- Technical School	Rues Lane	high school
Irwin School	Race Track Road	K-5
Churchill School	Norton Road	8-9
Old Bridge		
St. Thomas the Apostle Church and School	Route 18	

RECREATION FACILITIES

Lawrence Brook	East Brunswick
Pine Ridge Park	East Brunswick
Tices Lane Park	East Brunswick
Welsh Park	East Brunswick
Keystone Park	Old Bridge
Movie Theater Complex	Brunswick Square Mall-NJ 18
Bally's Fitness Center	Edgeboro Rd., East Brunswick
Mid State Bowling	Mid State Mall, NJ 18, E. Bruns.
Middlesex Gymnastics Academy	
Flip Over Gymnastics Academy	

APPENDIX C

FUNDING SOURCES

The following is a summary of project funding sources compiled by the New Jersey Department of Transportation in a report entitled, *Funding Pedestrian and Bicycle Planning, Programs and Projects, a Compilation of Funding Sources*, by Bill Feldman, dated September 2, 1997 and revised October 8, 1999:

Federal Funding

- Federal Funding Under the successor to TEA-21

All major funding programs under the successor to TEA-21 include pedestrian and bicycle facilities as eligible programs.

- National Highway System (NHS)

NHS funding for projects on NHS roadways can be used for incidental and independent pedestrian and bicycle improvements, including construction of sidewalks, installation of pedestrian signals, crosswalks or overpasses and bicycle facilities.

- Surface Transportation Program (STP) Funds

States may invest in a variety of transportation activities under this funding program. Incidental and independent pedestrian and bicycle improvements are eligible activities under STP. These include sidewalks, signals, crosswalks, overpasses.

- Local Scoping and Local Lead Projects

A set aside of federal STP funding is available to subregional MPOs for advancing project proposals through the NEPA process, ultimately making a project eligible for inclusion in the TIP. Pedestrian and bicycle projects are eligible for local scoping funds.

- Transportation Enhancements

Ten percent of STP funds must be allocated to a set of 12 types of projects known as Transportation Enhancements. Pedestrian and bicycle projects are eligible for Enhancements funding.

- Hazard Elimination Program

Ten percent of STP funds constitutes a set aside to be used to fund safety projects. Improvements that enhance pedestrian safety are eligible for funding under this set aside.

- Congestion Mitigation and Air Quality (CMAQ)

Pedestrian and bicycle improvements are eligible for CMAQ funding.
Section 402 Safety Funds

- National Highway Traffic Safety Administration (NHTSA) funds may be used on non-construction activities to enhance safety. Pedestrian and bicycle projects are on the NHTSA priority list.

- Federal Transit Administration Funds

Title 49 U.S.C., as amended by TEA-21, allows Urbanized Area Formula Grants, Capital Investment Grants and Loans and Formula Programs for Other Than Urbanized Area transit funds to be used for improving pedestrian and bicycle access to transit facilities and vehicles. TEA-21 also has a Transit Enhancement Activity program with a one percent set aside for pedestrian access, walkways and bicycle access.

- Federal Community Development Block Grant (CDBG) Program

Federal block grant funding is available from the Department of Housing and Urban Development (HUD) for projects in low or moderate income areas. Sidewalk construction is eligible for block grant funding.

State Funding

- Local Aid for Centers of Place

This funding program provides assistance to municipalities that participate in the New Jersey State Development and Redevelopment Plan. Pedestrian and bicycle improvements are eligible for funding. Engineering, design and construction costs are allowable.

- County Aid Program

This program funds county transportation projects. Funds are allocated by a formula based on population and road mileage. Independent pedestrian and bicycle programs are eligible for these funds.

- **Municipal Aid Program**
This program funds municipal transportation projects. Funds are allocated by a formula based on population and road mileage. Independent pedestrian and bicycle projects are eligible for these funds.
- **Discretionary Aid Program**

This program funds emergency or regional needs throughout New Jersey. A county or municipality may apply at any time. Independent pedestrian and bicycle projects are eligible for these funds. Funding for pedestrian and bicycle projects have been earmarked since FY 1998.
- **Locally Initiated Bicycle Projects**

This program, begun in 2000, provides funding to counties and municipalities for construction of bicycle projects.
- **Locally Initiated Pedestrian Projects**

This program, begun in 2000, provides funding to counties and municipalities for construction of pedestrian access and safety improvements.

County or Municipal Capital Funding

County and municipal funding can be used for pedestrian improvements such as sidewalks, crosswalks, signals and traffic calming on county or municipal rights of way.

Special Assessment Districts

Another form of municipal funding is through creation of a Special Assessment District. Funds within the district can be used for pedestrian improvements.

Transportation Development District(TDD)

This is a joint state and county program that funds transportation improvements within a designated growth area via a combination of public funding and private developer contributions.

Green Acres

State Green Acres grants and loans can be used to fund pedestrian projects such as trail head facilities and multi-use trails.

Developer Provided Facilities

Land developers can be required to construct sidewalks, in accordance with the Residential Site Improvement Standards as well as state, county and municipal land use regulations.

APPENDIX D

SUMMARY OF MEETINGS WITH EAST BRUNSWICK AND OLD BRIDGE

I. EAST BRUNSWICK TRAFFIC ADVISORY BOARD

The following are comments by the East Brunswick Traffic Advisory Board regarding the Middlesex County Planning Department staff presentation on the *Draft Route 18 Pedestrian Crossing Study to Enhance Safety and Public Transit Use* on June 17, 2004:

The Committee generally supported the staff recommendations for intersection improvements.

Chairman Robert Mahler, who is also a member of the Middlesex County Transportation Coordinating Committee, discussed the use of moveable barriers between NJ 18 and Rues Lane to ease the flow of traffic during peak travel time. Members of the board said structural and operational, and cost issues need to be addressed.

Tom Clark, NJTRANSIT, said the park and ride spaces (about 100) in the vicinity of Race Track Road may be lost.

Other comments by the board included:

- A possible bus lane or HOV lane on NJ 18
- Bus pullouts along NJ 18
- Jitney service, with good connections, from Ferry Road/Route 9 in Old Bridge to New Brunswick
- Research the implications of designating NJ 18 as a "Safe Corridor."
- The need to balance the function of NJ 18 as an arterial highway, to maintain traffic flow, and the need to accommodate pedestrian activities via crosswalks, sidewalks and other improvements.
- Explore the possibility for a new NJ Turnpike access between Exit 8A and Exit 9 to reduce traffic going and coming from Exit 9 at NJ 18.

II. OLD BRIDGE TOWNSHIP

Middlesex County Planning Department staff met with Sam Rizzo, Old Bridge Township Planner, and Richard Zipp, Old Bridge representative on the Middlesex County Transportation Coordinating Committee, in Old Bridge on September 15, 2004 to review the *Draft Route 18 Pedestrian Crossing Study to Enhance Safety and Public Transit Use*, with a focus on the Route 18 crossings in Old Bridge.

Generic pedestrian and bicycle safety problems along the entire Route 18 corridor in Old Bridge were discussed. These issues will be addressed in the next phase of the study, which will also include a feasibility study for a park and ride facility and jitney service for commuters working in the New Brunswick area.

The following are comments regarding the three Route 18 intersections located in Old Bridge:

1. New Bridge Over the South River, Conrail (CSX) and Main Street

The sidewalk on the southbound side of the overpass ends at the off ramp to Main Street (County Route 615). New sidewalk should be installed from the end of the ramp to the existing sidewalk on Main Street. Also, bicycle striping should be provided on Main Street to connect to the Old Bridge Turnpike.

2. Matawan Road/Englishtown Road (County Routes 516/527)

The New Jersey Department of Transportation (NJDOT) proposes to reconstruct this interchange. Middlesex County staff and representatives from Old Bridge Township have participated in special meetings with NJDOT regarding this project, entitled "Route 18 and CR 516 Interchange Improvement, Milepost 34.00 – 34.50," which the County has identified as a Critical Project. Recommendations to enhance pedestrian safety at this intersection include:

- Ramp treatment at Ramp D.
- New sidewalk on the eastbound side of Route 516 from Marlboro Road to the cutoff into Marsad Drive.
- Crosswalk across County Route 516, connecting to the proposed sidewalk on the westbound side of the overpass and to Ramp E and Marlboro Road roadway.
- Install sidewalks on both sides of Route 18, south of the interchange to the southern project limits.

Safe access to bus stops on Route 18 should be reviewed. Buses lines running along Route 18 include the 138, 818, 68, 134 and 139 bus routes.

3. Pedestrian Overpass at St. Thomas the Apostle Church and School

There is no pedestrian access to this overpass from Route 18. It is used primarily by children who attend St. Thomas School. Barriers and fencing were installed for the safety of the children, to keep them off of Route 18. Parents would oppose removal of the barriers for the purpose of providing pedestrian access on Route 18. It was noted that the overpass which has stairs, does not conform to ADA requirements

APPENDIX E

**A Report on the Results of a Survey
Conducted Among
Passengers Boarding Buses Along Route 18
In East Brunswick, NJ**

**Prepared by
KEEP MIDDLESEX Moving, Inc.
100 Bayard Street, 2nd Floor
New Brunswick, NJ 08901
732-745-4490
kmm@kmm.org**

The preparation of this document has been funded in part by NJDOT and the FHWA. It is disseminated under the sponsorship of NJDOT in the interest of information exchange. The State of NJ assumes no liability for its contents or use thereof.

Preface

This study coincided with a presentation made by Commissioner Jack Lettiere of the New Jersey Department of Transportation at the Safety Conscious Planning Process Forum at the Hyatt Hotel in New Brunswick on May 20, 2004. Commissioner Lettiere named highway safety as the number one priority in the transportation planning process as a means to reduce the number of fatalities caused by traffic accidents.

With over 70,000 vehicles per day, Route 18 in East Brunswick is one of the major north-south corridors in Middlesex County. Crossing Rt. 18 to access existing transit, employment, and shopping facilities presents a risk to pedestrians. In the last several years, people crossing Route 18 have been killed including a person who was crossing Route 18 to get to a local bus.

Through this report, members of the public, particularly bus passengers, have voiced their desire for improved pedestrian facilities in the study area. An array of walking deficiencies has been identified as a result of this survey.

EXECUTIVE SUMMARY

1. This report contains the results of a survey conducted among people boarding buses along Route 18 in East Brunswick during May 2004. Keep Middlesex Moving Inc. developed the survey in conjunction with the Middlesex County Planning Department. The purpose of the survey was to identify the problems that bus users encounter crossing Route 18 to board buses.
2. NJ Transit, Academy, and Suburban provide 4 local and 4 commuter bus lines in the study area.
3. 1800 questionnaires were distributed at 8 bus stops for 3 week days and one Saturday. 440 (24%) respondents returned completed forms.
4. Fifty one percent (51%) of the respondents live in East Brunswick. The remainder live in 20 other towns. Indeed, among those who walk to the bus stops, 60% have a ten minute walk or less.
5. Eighty three percent (83%) commute to New York City bus lines while 17% have other destinations. Ninety six percent (96%) of the trips taken are for work.
6. Seventy seven percent (77%) of the respondents drive alone and park their cars then board on the buses. Seventeen percent (17%) are dropped off and six percent (6%) walk.
7. Fifty four percent (54%) of respondents ride bus line 400 to New York. The most popular boarding points are Neilson Parking Plaza (32%) and East Brunswick Transportation Center (28%).
8. Thirty seven percent (37%) of the respondents say they cross Route 18 to board buses. The crossing at Racetrack and Rte 18 is the used by 47% of the respondents.
9. The lack of sidewalks was the most frequently reported impediment at 59%. Inadequate crossing time was rated second (51%), and broken or uneven sidewalks rated the third highest deficiency (36%).
10. In the final section of the survey, respondents were asked to evaluate current bus service in 4 areas. Overall, a majority of respondents said they could find seats on the buses. They said driver courtesy and vehicle cleanliness were average or above.

INTRODUCTION

In conjunction with the Middlesex County Route 18 Pedestrian Crossing Study, Keep Middlesex Moving Inc. (KMM) partnered with the Middlesex County Planning Department to conduct a survey of passengers who board buses at various points on Route 18 between Tower Center in East Brunswick and Brunswick Hills Shopping Center.

The purpose of the survey was to identify existing walking and crossing deficiencies that passengers encounter everyday in order to access local and commuter buses. It is hoped that improvement of the existing problem areas will provide safe crossing and will encourage people who are working or shopping in the area to commute via public transit, walking, or biking.

The survey was conducted at 8 bus stop locations along Route 18 North including bus stops at Neilson Parking Plaza, East Brunswick Transportation Center, Mid State Mall, and Brunswick Square Mall.

Four local and 4 commuter bus routes serve the study area. The routes are:

- 811 New Brunswick- South Rivers
- 815 New Brunswick-Woodbridge
- 818 New Brunswick-Old Bridges
- 600 Princeton-NYC
- 400 East Brunswick-NYC
- 138 Old Bridge-NYC
- 134 Old Bridge-NYC
- 68 Old Bridge-Weehawken

The survey questionnaire form was produced in English as well as in Spanish. It contained 18 questions relating to origin-destination, trip characteristics, quality of existing transit service, access to bus stops, problems relating to crossing Route 18, pedestrian amenities, and park & ride facilities. A copy of the questionnaire is in the Appendix.

1,800 forms were handed out to bus users at the bus stop locations during the morning hours between 6:00AM to 12 Noon for 3 weekdays and one Saturday between 10:00AM and 4:00PM in May 2004. Four hundred forty (24%) people returned completed questionnaires.

For the purposes of future planning and safety improvements, the Survey and Report are considered to be public input. Comments made by respondents have been compiled in the Appendix.

REPORT

Three transit companies provide service on 4 local and 4 commuter bus lines operating in the study area:

Bus Line	Origin - Destination	Transit Provider
68	Old Bridge -Weehawken	NJ Transit
134	Old Bridge-NYC	NJ Transit
138	Old Bridge -NYC	NJ Transit
811	New Brunswick- South River	Academy
815	New Brunswick- Woodbridge	Academy
818	New Brunswick- Old Bridge	Academy
400	East Brunswick-NYC	Suburban
600	Princeton-NYC	Suburban

WHERE DO BUS PASSENGERS LIVE?

Respondents were asked to provide the name of towns in which they live. They named 21 different towns located in proximity to East Brunswick. Among these towns, 51% people live in East Brunswick. The remaining 49% live in 20 other towns including Edison, Franklin Park, Highland Park, Jamesburg, Kendall Park, Milltown, Monroe, New Brunswick, North Brunswick, Old Bridge, Perth Amboy, Plainsboro, Princeton, Sayreville, Somerset, South Brunswick, South River, and Spotswood.

BUS LINES USED BY PASSENGERS

By far, the greatest number of respondents is traveling to New York. Bus routes 134, 138, and 400 bus routes captured 77% of the respondents.

The survey team reported that a number of people riding local buses refused to accept

Bus Line	Percentage
68 Old Bridge-Weehawken	10%
134 Old Bridge-NYC	9%
138 Old Bridge-NYC	14%
400 East Brunswick-NYC	54%
600 Princeton-NYC	3%
811 New Brunswick- S. River	>1%
815 New Brunswick- Woodbridge	4%
818 New Brunswick-Old Bridge	5%

the survey. This could account for the lower number of respondents riding local buses.

Where did you board the bus?

Sixty percent (60%) of the respondents board the bus at the Neilson Parking Plaza

Bus Stop Location	Percentage
Eggers/Woodland	3%
Tices Lane	2%
Mid State Mall	1%
Neilson Parking Plaza	32%
East Brunswick Trans Center	28%
Home Depot Park & Ride	13%
Arthur Street	1%
Bruns. Hill Shopping Center/Hillsdale	1%
Others (8 different locations)	19%

or the East Brunswick Transportation Center. Parking is available at each location, though some respondents reported crossing Rte18 at Naricon, Hilton, or Tower Drive.

Thirteen percent (13%) park at the Home Depot located at Racetrack Road and Rte 18. Those who park at Home Depot must cross Rte 18 to catch their buses.

What is the main purpose of your trip?

Respondents asked to check the main purpose of their trip. "Work" was the answer for 96% of the respondents." The remaining four percent (4%) named "Shopping" or "School". The "shoppers" or "students" could be riding local buses. As pointed out earlier, the survey distributors reported that many riders of local buses refused to accept the survey.

Trip Purpose	Percentage
Work	96%
School	1%
Shopping	3%

Many of those who refused said they didn't believe the survey would do any good. They indicated that they believed no improvements would result.

How often do you take this bus?

Eighty five percent (85%) of the respondents use the bus 5 days per week.

Number of trips per week	Percentage
5 Days per week	85%
1-4 Days per week	14%
7 Days per week	1%

Fourteen percent (14%) make the trip 1-4 days per week. One percent (1%) are riding 7 days per week.

How do you usually get to the bus stop?

Driving alone is the preferred mode of 77% of the respondents who leave their vehicles at a park and ride. Thirty four percent (34%) park at the East Brunswick Transportation Center. Nielson Parking Plaza receives 32% of the drivers and 18% park at the Home Depot at Raceway and Rte 18. The remainder park in various other locations.

Eighty four percent (84%) of the respondents who park say it takes 1-5 minutes to walk to the bus from their spaces. The walk is about 6-10 minutes for 12% of those who park.

Mode	Percentage
Drive and Park	77%
Walk	17%
Dropped off	6%

Seventeen percent (17%) are dropped off and 6% walk to their bus stops.

If you walk to the bus stop, how long does it take?

Among those who responded to this question, 60% have ten minute walk or less. Eighteen percent (18%) walk for up to 15 minutes and 22% say their walks exceed 16 minutes.

Do you ever cross Rte 18 to reach the bus?

Thirty seven percent (37%) of the respondents said they cross Rte 18 to get to the bus. Of those, forty seven percent (47%) cross at Racetrack near the Home Depot.

Cross at Rte 18 and	Percentage
Racetrack/Home Depot	47%
Hillsdale	13%
Eggers	13%
Naricon, Hilton, Tower Center	8%
Tices Lane	6%
Other (five other locations)	13%

Problems encountered walking to the bus stop

Respondents were presented with a list of problems they may face walking to the bus stop. They were asked to check all that apply. 184 people responded to this question. Many gave multiple responses. Therefore the percentages will not add up to 100%.

Problem	Percentage
Lack of Sidewalks	59%
Broken or uneven sidewalk	36%
Inadequate crossing or "green" time	51%
Inadequate lighting at night	22%
Pedestrian activator button does not work	15%
Inadequate striping at crosswalk	11%
Inadequate signage at crosswalk	24%

Lack of sidewalks tagged by 59% of the respondents. Inadequate "green" time earned 51% and broken or uneven sidewalks were rated 36%. Other double-digit deficiencies are inadequate lighting at night (22%) and pedestrian activator buttons (15%). Inadequate striping at the intersection weighed in at 11% and 24% checked inadequate signage at the crosswalk.

Forty seven percent (47%) of the respondents cross at Raceway and Rte 18. Their primary concerns match those of the overall respondents. Deficient sidewalks garnered 47% and 17% were worried by inadequate "green" time.

In written comments, several respondents noted problems during inclement weather.

Bad weather makes walking Tices Lane dangerous with no sidewalks, very muddy, and snow covered

Let's hope a sidewalk at Racetrack is installed, Trekking over mud and worse on rainy days is not very safe and an accident is bound to happen.

During snow days, access/offloading is difficult – no cleared path through the snow.

Rte 18 Sports never removes ice and snow- very dangerous walking to light and to cross.

Lack of snow removal at bus stops is the main problem.

This past winter, the icy conditions between the parking lot and crosswalk was horrible. I was 5 months pregnant and had to purchase kitty litter to sprinkle on the path to avoid falling. No one who I contacted (EB Township or NJ Transit) offered to help.

Satisfaction with bus service

The last series of questions examined satisfaction with service in four categories: on time, ability to get a seat, courtesy, and cleanliness.

Eighty six percent (86%) said their buses are usually on time. Likewise, 88% said they could always get a seat. Courtesy of the bus driver was rated "average" by 61% and "above average" by 35%. Ninety six percent said the cleanliness of the vehicles is average or above.

One passenger wrote, "in general, it's a very pleasant ride and I don't have any major complaints." "I'm satisfied with the service," said another. And a third advised, "keep up the good work."

Comments

Not surprisingly, many respondents offered comments. The comments appear in the Appendix.

Conclusions

The purpose of the survey was secure public input about impediments bus passengers may face if they cross Route 18 to reach their bus stops. Thirty seven percent of those responding to the survey admitted they do cross Rte 18. The greatest number cross at Racetrack (Home Depot) and Rte 18.

Whether people crossed at Racetrack, Hillsdale, Eggers, or somewhere else, their concerns were the same. No sidewalks and uneven or broken sidewalks were the biggest worries for walkers. During the winter, icy, unshoveled walkways pose particular problems. Inadequate "green" time also received a response in excess of 20%.

Sidewalk installation and enhancements and extended "green" time are primarily infrastructure improvements that may be resolvable in the short term. These are also "high" visibility fixes. People would notice the improvements immediately. It is hoped that such improvements would result in safer conditions.

Keeping in mind that among those who walk, 60% walk 10 minutes or less, safer conditions, over the long term, could result in more people walking to bus stops or to other destinations on Rte 18.

However, hand in hand with improved pedestrian facilities, implementers should not overlook the need for improved and expanded bus service. Even though bus passengers rated service average or above, there is the underlying desire, articulated in various comments, for more and better service.

The Middlesex County Planning Department is conducting a survey among bus passengers along Route 18. The purpose of the study is to identify problems that interfere with pedestrian mobility and access to transit services. Keep Middlesex Moving, Inc., Middlesex County's non-profit transportation management association, is providing assistance.

Please take a moment to fill out the survey and return it in the attached postage paid envelope. Be assured your answers will remain confidential.

Check the day you received this survey:
 Monday Tuesday Wednesday
 Thursday Friday Saturday

Please Print

1. _____
Name of Town in which you live

2. Check the bus are you riding today?

- 68 Old Bridge - Weehawken
- 134 Old Bridge - NYC
- 138 Old Bridge - NYC
- 400 East Brunswick - NYC
- 600 Princeton - NYC
- 811 New Brunswick - S. River
- 815 New Brunswick - Woodbridge
- 818 New Brunswick - Old Bridge

Other: _____

3. Check where you boarded the bus?

- Eggers/Woodland
- Tices Lane/
- Mid State Mall
- Nelson Parking Garage
- East Bruns Trans Center
- Home Depot Park&Ride
- Arthur Street
- Bruns Hill Shopping Cntr

Other: _____

4. What is the main purpose of your trip?

- Work/Business
- School
- Shopping

Other: _____

5. How often do you take this bus trip?

- 1-4 days per week
- 5 days per week
- 7 days per week

Other: _____

6. How do you usually get to the bus stop?

- Walk
- Dropped off
- Drive and park

Other: _____

7. If you DRIVE AND PARK, where do you park?

8. If you DRIVE AND PARK, how long does it take to get to the bus stop from your parking space? _____ Minutes

9. If you WALK, how long does it take you to walk to the bus stop _____ Minutes

10. If you were DROPPED OFF, do you ever walk to the bus stop?

- (1) Yes
- (2) No

11. Do you ever walk across Route 18 to reach the bus?

- (1) Yes
- (2) No

12. If you walk across Rte 18, where do you cross? Specify intersection

13. Check each problem you face walking to and from the bus stop.

- Lack of sidewalk
- Broken or uneven sidewalk
- Inadequate crossing or "green" time at traffic signal
- Pedestrian activator button does not work
- Inadequate striping at crosswalk
- Inadequate signage at crosswalk
- Inadequate lighting at night

Other: _____

14. What is your destination today?

- New York
- New Brunswick
- Other: _____

15. Is your bus usually on time?

- Yes
- No

16. Are you always able to get a seat?

- Yes
- No

17. How would you rate the courtesy of the driver?

- Above average
- Average
- Below average

18. How would you rate the cleanliness of the bus?

- Above average
- Average
- Below average

Additional comments: _____

Thank you for participating in this survey. Please return it to KMM in the postage paid envelope.

El Departamento de Planificación del Condado de Middlesex está llevando a cabo una encuesta entre los pasajeros de los autobuses a lo largo de la ruta 18. El propósito de este estudio es determinar los problemas que interfieren con la trasportación de los pasajeros y el acceso a los sistemas de tránsito. Keep Middlesex Moving, Inc. Middlesex County's non-profit transportation management association, les provee ayuda.

Favor de tomar unos minutos para llenar este formulario y lo devuelve en el sobre sellado que se les ha enviado. Le aseguramos que sus contestaciones permanecerán en forma confidencial.

Marque el día usted recibió este formulario:

lunes martes miércoles
 jueves viernes sábado

Favor de escribir en letra de molde:

1. _____
Nombre del pueblo dónde usted vive.

2. ¿Marque el número del autobús que usted está viajando hoy?

68 Old Bridge—Weehawken
 134 Old Bridge—NYC
 138 Old Bridge—NYC
 400 East Brunswick—NYC
 600 Princeton—NYC
 811 New Brunswick—South River
 815 New Brunswick—Woodbridge
 818 New Brunswick—Old Bridge

Otro: _____

3. ¿Dónde usted abordó el autobús?

Eggers/Woodland
 Tices Lane
 Mid State Mall
 Nelson Parking Garage
 East Brunswick Transportation Center
 Home Depot Park & Ride
 Arthur Street
 Brunswick Hill Shopping Center

Otro: _____

4. ¿Cuál es el propósito más importante de su viaje?

Trabajo/negocios
 Escuelas
 Compras

Otro: _____

5. ¿Cuántas veces usted hace este viaje en autobús?

1-4 días por semana
 5 días por semana
 7 días por semana

Otro: _____

6. Por lo general ¿Cómo usted llega al autobús?

anda
 alguien le lleva
 maneja y estaciona

Otro: _____

7. Si usted maneja y estaciona, ¿Dónde se estaciona?

8. Si usted maneja y estaciona ¿Cuánto tiempo le toma para llegar a la parada del autobús desde el sitio de estacionamiento?

_____ Minutos.

9. Si usted camina ¿Cuánto tiempo le toma para llegar a la parada del autobús? _____ Minutos

10. Si alguien le lleva ¿Camina alguna vez hasta la parada del autobús?

(1) Sí (2) No

11. ¿Camina alguna vez hasta el otro lado de la ruta 18 para alcanzar el autobús?

(1) Sí (2) No

12. Si usted camina al otro lado de la ruta 18 ¿Dónde usted cruza? Especifique o diga la intersección?

13. Marque cada problema que usted enfrenta andando y regresando de la parada del autobús.

Falta de las aceras
 Aceras rotas o desiguales
 Tiempo no es suficiente para cruzar con la señal de tráfico
 Botón para apresurar el tráfico no funciona.
 Franjas en el cruce de la calle son inadecuadas.
 Las señales para cruzar la calle son inadecuadas.
 Alumbrado es inadecuado durante la noche.

Otro: _____

14. ¿Cuál es el final de su viaje hoy?

New York
 New Brunswick

Otro: _____

15. ¿Por lo general su autobús llega a tiempo?

(1) Sí (2) No

16. ¿Puede usted conseguir asiento?

(1) Sí (2) No

17. ¿Cómo considera usted la cortesía del conductor?

Muy bien
 Bien
 No muy bien

18. ¿Cómo considera usted la limpieza en los autobuses?

Muy bien
 Bien
 No muy bien

Comentarios adicionales: _____

Gracias por su participación en esta encuesta. Favor de devolver esta información a KMM en el sobre sellado.

Comments from people who took the survey

Survey Number

3. A. #64 Bus does not drop off @ Tices/18, riders must exit at Transportation Ctr and walk back to original stop.
B. Sidewalk on 18 N (between SAMs Club and Trans. Ctr.) is useless so pedestrians walk through SAMs Club parking lot dodging cars—extremely dangerous.
C. Very dangerous crossing from Flea Market up to Tices Lane rAmp—no sidewalk or space to walk.
D. Bad weather makes walking Tices Lane dangerous with no sidewalk, very muddy and snow covered.
E. Crossing corner of Tices/18 very treacherous. Turning cars don't allow pedestrians to cross safely, cars make illegal left turns from Tices west onto 18 N.
4. Add another #68 bus in the morning around 7 AM to Egger St.
5. Evening bus service on #138 horrible from Port Authority to E. Bruns.
9. **Illegible**
11. Difficult to travel when bus is not on schedule because it only comes hourly.
12. I wish the bus could run more often instead of every hour or at least be on time.
14. Do not take early bus away. If anything, make it a little earlier.
15. Lack of communication between bus drivers and passengers. They do not alert passengers to route changes due to accident/traffic.
19. A. There are times I have to wait 15 minutes or more for a bus with seats. I would like to see a bus that leaves later from NY after 7 PM.
B. John Penland is the best (#1) Bus Driver. Other drivers are rude.
24. To alleviate traffic on 18, the Tices Lane light must be corrected.
26. Sidewalk provided not appropriate for those walking from/to Hillsdale. Must go "out of way" to use it.
27. The morning bus (134-Old Bridge to New York) arrives in NY very late because driver is very slow.
28. A. Need an additional/early bus in the PM around 2 or 3 PM
B. Inadequate bus shelter.
29. The bus driver insulted me once because I asked him to stop at a "non-designated" bus stop. But, he frequently makes stops at "non-designated" bus stops to pick-up other passengers.
33. Could use additional buses during late morning: 8:00, 8:30 AM
38. Route 18 Sports will not clear their walkway-Many people hurt, I was hurt. Called Township. Help us.
39. A. 6 PM and 7 PM bus from NYC is always late.
B. Summertime: change Friday schedule starting 3:30 PM from NYC.
40. The return trip from Wall Street is not on time very often (suburban boarding at Duane & Church Streets).
42. Not enough seats when it rains or snows. Usually this happens on the first bus on the return trip home.
43. A. Would appreciate more buses in the evening. To catch a bus at 5 PM you must be in line by 4:45.
B. A 3:00 bus would be appreciated as well.
44. Have buses leaving and returning NYC earlier in the afternoon (ex: 12 noon)
46. Steve—815 Bus driver—has a very bad attitude and discrimination.
47. There is a bus driver, Steve; he is just an awful very nasty person. Bus 814 I think he has a problem, 815 no one likes him. You need to get rid of Steve before someone gets hurt. Steve is a big liar.
48. Let's hope a sidewalk at Racetrack Road & Rt. 18 S. is installed. Trekking over mud and worse on rainy days is not very safe and in accident is bound to happen at some point.
50. More morning buses. 6:30 AM from Racetrack Rd. would be great.
51. There is a 1 hr gap between the 3 PM and 4:35 PM bus from Jersey City. It would be nice to add 1 more bus at 4 PM

52. Some bus drivers are nice but others act like they're in a rush.
53. Drivers need to be informative and a lot more polite; most of them are very rude.
54. I need a bus at 7 AM on Saturdays to get to my job by 8 AM
58. Bus should run every ½ hour during the weekdays.
60. Tell drivers to stop talking on their cell phones while driving the bus.
61. Need later bus in the morning about 15 min. Need early bus in evening about 15 to 20 min.
69. Bus drivers should automatically lower step. I am a senior citizen, short; this courtesy is never used. 815 from S. River to Woodbridge people are paying \$1.00 and children occupy seats that are not paid for. Certain drivers let people ride for free.
70. I've waited for 12:40 bus a couple of times and it didn't come (811); last summer 12:20 bus didn't show a few times. Drivers are usually courteous and friendly.
72. During "snow" days' access/offloading difficult –no cleared path through snow. "Dangerous."
74. The 818 should run earlier on Saturdays than the 9:30 start time.
75. Rt. 18 is disaster to cross. I ride bicycle all over NJ. No buses in S. Brunswick, Want 130 Service.
76. Great ride.
82. More cross-town buses after 7 PM
83. The bus driver is a good man; also he gets here on time.
84. The bus driver should come later on Sundays because the bus is more convenient than the train sometimes.
85. No bus from Old Bridge to South Amboy Train Station.
88. Although the heat was on instead of the air.
90. Problem is getting home. Eggers Street Circle needs to be policed. The light is too short & it adds 15-20 minutes to the trip home.
91. Parking is a nightmare. Not enough buses. People coming from 8A coming to E. Brunswick because of NO NJ Transit leaves from 8A.
92. We need additional buses in the morning as well as in the evening.
93. The U-Turn off Rt. 18 at Edgeboro/Old Bridge Tpk. Takes forever in the evening. What can be done to improve this?
94. No other NJ Transit closer to my town so I have to drive & park to get a bus to NYC.
98. The route should go to Jersey City—to transfer to the path trains to downtown NY. Where is the Jersey City Bus?
99. Re: Q 13. Cars turn on red where "No Turn" sign is posted and don't yield to pedestrians. Also a problem with motorists speeding on Rt. 18 and going through red light.
103. The bus should pass more often during the week and earlier in the morning.
105. In some weather conditions (heavy rain or snow) buses are LATE or NEVER COME from NY to E.B.
106. The Home Depot Park and Ride makes it possible for me to use mass transit.
108. The bus is too crowded when coming home on the first bus. Need to address this.
109. Service must improve. We need more buses and more on time.
112. In general, it is a pleasant ride and I don't have any major complaints.
113. Keep up the good work.
115. NJ Transit is the worst company. 90% of the passengers are hoping that Academy or Suburban Companies will serve Rt. 18 and E. Brunswick.
117. Intersection of Narcion Pl needs to be redesigned—it is now a safety hazard.
118. People will risk their life to save literally five minutes. Genius people who cross Rt. 18 through oncoming traffic because they are in a rush. Those that complain are probably those kinds of people.
120. Some drivers are very mean and rude. They drive with their hands-free phones while talking on it and causes the trip to become longer because they slow down a lot.
121. You should conduct survey for the Princeton/NY Passengers.
124. 68/138/134 NJ Transit buses do not stop at bus stop signs, requiring passengers to wait in an active driveway—blocking cars/trucks from exiting the strip Mall.
126. More buses in the afternoon trip home.
127. There needs to be more daily parking at EBTC.
129. The NYC downtown bus has come late occasionally; it needs to be improved.

133. The bus that stops at the EBTC does not go back to where parking is. You have to walk through a huge lot to Rt. 18. "Rt. 18 Sports" never removes ice & snow—very dangerous walking to light and to cross.
134. The problem with the bus is not in good weather conditions. It is lack of bus service in bad weather.
135. Bus should be checked for broken seats and reading lights.
136. Buses have gotten cleaner—people are pigs with the newspapers. Maybe drivers should remind passengers to take their papers with them.
142. Make "waiting area" and "restrooms" more clean and comfortable.
143. Need Daily Parking space at tower center. The lack of it has added 30 more minutes to my long commute time.
152. Cell phones are a problem.
153. If the goal is truly to Keep Middlesex Moving, an overpass is desperately needed by Rt. 18 Edgeboro Rd. Old Bridge Turnpike.
159. East Brunswick and Route 18 need a Park & Ride. Home depot is not sufficient. I think that 138-Needs an additional Bus—6:03, 6:23, 6:38—not enough buses in the AM and 7:00 PM is not late enough for a last bus.
162. Good bus service. Route 18 in E. Brunswick has too many traffic lights.
165. Most of the buses are showing their age. Many have broken seats, lights, air, etc.
166. Lack of snow removal at bus stops is the main problem. The 818 and 815 run at the same time between E. Brunswick and New Brunswick. You use to get a bus at 8:00 & 8:30 and 9:00 & 9:30.
167. Add bus in between 6:10 and 6:35. Add more buses going home.
171. There has been a consistent problem with cross-town buses—either there not being enough or they're leaving early because they're full. Need more daily parking spaces. Have cross-town buses at 8:00 AM
172. Why is there no cross-town bus between 7:40 and 8:00? Ask about the dispatcher not drivers. NY Port authority is the worst. Talking to the girls—not telling us about the bus backups. No communications.
173. We need additional 68 Old Bridge—Weehawken buses or allow suburban transit to operate to Jersey City.
175. #68 bus needs a later PM bus after 6 PM
176. Insufficient parking is a big obstacle with using transit services. Nielson is a nightmare and the businesses no longer allow commuter parking near Eggers. EBTS is poorly designed and operated.
177. Return bus is usually a horror. Does not leave on time and often buses do not show up.
178. The seats are constantly broken.
183. There should be additional buses going from the Milltown area.
184. The dispatcher needs to be more courteous and bus schedules need to be more available. Many times in summer bus temp was too cold. It is not fair that non-resident of E. Brunswick do not get parking permits.
193. The 9:25 bus at Nielson From Princeton is always late by more than 10 min every day going to NYC.
194. Winter time especially in snowing date or raining date most time no bus wait in the street, no dispatch.
202. The parking deck is small. Persons living outside E. Brunswick are not able to obtain permits to park. Daily parking is not enough.
207. Coming home the bus many times is full of Newspapers.
208. They should do something about the bus having to cross Rt. 18 to get on the Turnpike.
217. 7:54 Wall Street bus is always dispatched 2-3 minutes late.
222. Service is great, but need faster route to NYC and to get around the jug handle on RT 18 on the way home.
223. Can park & Ride facility be provided in South Brunswick near Rt. 27?
226. Car vandalism. Police should monitor parking lot.
227. Need to improve outbound timeliness. Don't make East Brunswick residents wait so long for a parking permit.

228. Beeping sound of the bus radio is too loud. No adjustments are possible.
230. From NYC on Fridays the commute is bad. For the bus we have to wait very long. Sometimes 30 min.
231. I have asked many times for transportation ctr. to have yellow painted box so drivers can stop where curb is not dropped. I have bad knees and injured many times because of jump down from bus. You added an extra stop at daily parking which is not convenient for me. Can you please fix this problem I AM commuting for 19 years. HELP!
234. Bus drivers are fine. The dispatcher at the tower center are RUDE and ineffective.
236. More service, especially after 7 PM from NY.
241. Rt 18 needs better pedestrian crossing
242. Need more buses on Friday Nights.
243. I would gladly pay the daily \$2.00 rate for the month in advance for a sticker to be issued. Having the \$2.00/day is sometimes problematic.
247. We need more parking spaces!
251. I'm satisfied with the service
252. Going north on Rt 18 its SUICIDE to make the right turn to Neilson. Vehicles leaving the turnpike are speeding and do not yield to the drivers trying to make a right turn.
253. Need good service to Jersey City, Hoboken, Weehawken from Monroe. 138, 400, 134 must go through EBTC.
257. Should be more bus service from and to Ferry Rd. The last 2 bus stops sometimes people are not able to get on the bus to NY because the bus is full.
266. Why do we have to stop at the Tower Center after leaving E. Brunswick You're punishing people who park at the Transportation Center.
269. More parking permits should be given to commuters outside of the E Brunswick area since we are a part of those commuters who help fill up your buses.
271. During winter time some drivers would drop us off Eggers St. further down when sidewalk is packed with snow and slippery it is hard to walk on that path.
276. Need more service for E. Brunswick for people that cannot drive to the stations.
278. Crossing Rt 18 is a hazard, especially for those who cannot run from one point to the next in time for light changes and oncoming turning traffic. An overpass at certain intersections would be terrific. My best friend was almost killed crossing Rues lane and she had the light.
279. The cross-town bus comes in more than half filled. Need more cross-town buses to city in the AM 7:40-8:00. No bus in between also more buses should originate from Neilson. Therefore everyone on line can get on bus vs. waiting for next cross-town.
280. An earlier 68 bus should be put in place for PM trip. Many times when bus stops at Grove st we do not get a seat. Have to wait 20 minutes for next bus.
281. Need more 68 buses both directions.
283. Bus fair is high so I AM looking for vanpools from Kendall park to NYC. Do you know any vanpools available. Please send me the information about vanpool.
285. Often passengers are stuck in the median struggling to catch the bus, the driver sees them but refuses to wait one second.
293. Many NYC commuters live off River Road in E. Brunswick & S. River as tis is cose to Rt. 18. Some of the NJ Transit buses should have a stop somewhere along Rt 18.
298. Buses are kept way too cold in the summer.
299. Construction at Tower Center has caused over crowding at Transportation Center 6:30-7:00 AM. Not enough buses at that time.
306. My normal commute is to drive to and park a the Neilson Park and Ride and take bus from there to NYC. I formerly drove to and occasionally walked to EBTC but was discouraged by poorer schedule, no sidewalk when walking and dangerous crossing at Rt 18 and Tices Ln.
308. Need more buses.
310. You are doing a good job considering the task at hand.
312. Should add more buses on Friday, especially during the rush hour 4-6:00 PM from NYC to E. Brunswick.
314. There should be 2 turning lanes at light by Hilton Hotel to get on Rt 18.
317. No service to the civic center, E. Brunswick on the weekend. 818 should stop at the civic center at the weekend, it would be a great, great, help.

318. Not enough return trip buses. They all get "detoured" to Tower Center. Why do they get preference? Not enough daily parking at Tower Center. No monthly parking permit for non-E. Brunswick residents.
319. The bus company uses drivers from outsources. They are not as good as employee drivers. Most do not know traffic laws.
321. Not a bus that gets into Jersey City before 7 AM. We now have 6 buses coming in and only 5 coming out. 4:35 from exchange place in JC is too late for first bus out.
323. We need more buses running during the day for emergency.
329. More free parking facilities.
331. Change a driver from bus 68 at 7:07 AM—Mid State Mall, Old Man—always 25-30 minutes behind sch.
334. I think there should be more buses along this route. On the return route there should be late buses.
335. Additional lines needed on this route. Last bus is too early.
336. To walk from Home Depot in front of "Rt. 18 Sports" store, the sidewalk is hazardous due to snow removal in front of the store.
339. Buses with bathroom facilities or should be kept cleaner. They usually smell awful. However, this is on the evening buses.
340. Need park and Ride in North Brunswick—I have to pass Tower Center to park way out in congested Transportation center and then when I get on the bus to NYC it goes back to Tower Center to pick up more people before it heads to the turnpike and then on the commute back it does the reverse. Too Much time spent locally in NJ. On the express bus to NYC I want at trans. Ctr for the bus to come and the lad and when it goes to Tower center it waits again 10-12 minutes before it head for the turnpike—too long too much time spent in NJ.
343. Parking is a problem. Tower center is closer but there is no parking permit for non-residents.
344. Sometimes the bus lights do not work properly.
346. Coach USA should be embarrassed at their poor level of service. Feel free to tell them so.
347. East Brunswick uses double standards when it comes to issuing and fees for parking permits to outside EB residents. They either charge double to get a permit.
352. The last bus leaving Jersey City to Old Bridge is too early.
353. My driver in the evening on the 4:50 PM out of Hoboken is the most courteous bus driver his nAMe is Cliff.
357. At the Port Authority, they often leave a few minutes late.
363. 4:19 bus from NYC—Old Bridge leaves earlier 4:15, should leave later rather than earlier.
364. Buses cost too much.
365. Bus service needs to operate all day, not just 5-7 AM for outgoing and 4-7 PM for incoming from NYC.
376. Service has shown signs of improvement over the last several months.
377. Present dimensions of the jug handles need to be addressed along Rt. 18. Congestion is growing.
382. The TCC is fine as is. The Golden Triangle redevelopment will only add more traffic to an already congested Rt 18.
383. For the bus leaving at 6:48 from Transportation Center to NYC there is no need to stop by Neilson Center since it usually picks up only 1 or 2 passengers but it wastes 30 people 10 minutes. There are buses leaving Neilson Center every 6 minutes in the morning, why TT bus stop there again?
392. The pick-up/drop-off waiting area at Neilson needs better lighting at night. And maybe a place to sit, like a bench.
393. Need a contingency for long lines, need a plan for the frequent issues that make buses late in the evenings.
396. Please emphasize cell phone registrations—Place signs in all buses accordingly.
397. The bus service is generally good except on days like the day after thanksgiving and other holidays.
398. Please make sure the lights on the bus work.
401. Need permit parking for all of Middlesex County residents.
403. Courtesy of AM starter—dispatcher is below average. His name is Shelly.

406. The monthly parking is currently for E. Brunswick residents. It should be open for all Middlesex county residents.
408. They should open a bus lane at the Holland Tunnel. Now we go from Lincoln every day to go downtown NYC.
409. This past winter, the icy conditions between the parking lot and crosswalk was horrible. I was 5 months pregnant and had to purchase 5-20lb bags of kitty litter to sprinkle on the path to avoid falling. No one who I contacted (EB township and NJ Transit) offered no help, so I had to do it myself. The action I took greatly aggravated my sciatica, but I had no choice. I simply did not want to fall and have a miscarriage. Many riders including myself, too to walking ON Rt. 18 since it was not as slippery as the walkway and parking lot of Rt. 18 Sports. However, needless to say walking on Rt. 18 Sports is utterly dangerous, but during the darkness of winter mornings, its even more dangerous. The conditions were absolutely unacceptable.
411. It's a long walk especially if the weather is bad for the pay lot to the bus—in the morning.
412. An extra bus downtown in the morning would be a plus. Bus drop off points instead of stopping in the right hand lane to drop off passengers.
414. The bus is often full and skips my stop on Duane and Church coming back from NYC.
416. On spring and summer days the air conditioner doesn't work adequately. It is often too warm on buses for entire trip from NYC to E. Bruns.
427. Recently, return buses are frequently late due to delays in returning from charter runs. So the dispatcher tells us. This is particularly irritating.
429. This is a waste of money. Most people who use the park and ride commute into NYC—not appropriate to hand out survey here.
431. Suburban needs to add more evening rush hour buses outbound and have better communication with the riders usually longest lines at the port authority every night.
437. Would like to see service to Newark added to Tower Center Stop.





State of New Jersey

DEPARTMENT OF TRANSPORTATION
P.O.Box 600
Trenton, New Jersey 08625-0600

RICHARD J. CODEY
Acting Governor

JACK LETTIERE
Commissioner

Route NJ 18 and Various Locations East Brunswick and Old Bridge Townships Middlesex County

December 13, 2004

Tony Gambilonghi
Supervising Planner
County of Middlesex
Transportation Coordinating Committee
40 Livingston Avenue
New Brunswick, NJ 08901

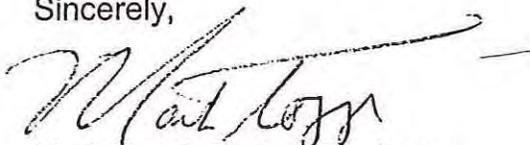
Dear Mr. Gambilonghi:

This is in reference to your letter dated November 22, 2004 requesting copies of the traffic signal timings for the above referenced intersections.

Enclosed are the copies of the traffic signal timings for the above intersections.

Should you have any questions regarding this matter, please contact Mr. Gaudner Metellus at (609) 530-6496.

Sincerely,



Mark Tozzi, Project Engineer
Traffic Engineering and Investigations

Signal Indications

<u>Phase</u>	<u>1-4,21</u>	<u>5-8,22</u>	<u>9,10</u>	<u>11,12</u>	<u>13-16</u>	<u>17-20</u>	<u>Time 1</u>	<u>Time 2</u>	<u>Time 3</u>
1 Route 18 R.O.W. Change Clearance	G Y R	G Y R	<R- <R- <R-	<R- <R- <R-	R R R	R R R	86-73 6* 2	56-44 6** 2	51 (Min.) 6 2
2 Maple Street R.O.W. Change Clearance	R R R	R R R	<R- <R- <R-	<R- <R- <R-	G Y R	G Y R	7-13 5 4	7-12 5 4	7-12 5 4
3 Route 18 Lead Left Change Clearance	R R R	R R R	<G- <Y- <R-	<G- <Y- <R-	R R R	R R R	5-12 3 2	5-12 3 2	5-12 3 2
Emergency Flashing Operation	Y	Y	<R- <R-	<R- <R-	R	R	-	-	-

Pedestrian actuation shall guarantee a minimum green time of 25 seconds to Phase 2.

The vehicular memory is to be disconnected - Phases 2 and 3.

Vehicle extension is to be set at 2 seconds - Phases 2 and 3.

Manual control is to be disconnected.

The Route 18 left-turn slots shall have the capability of operating simultaneously and independently. Upon termination of a left turn due to no vehicle demand, the opposing through movement shall commence.

Hours of Operation:

Time 1 - 120-Second Background Cycle - 6:00 A.M. - 9:30 A.M., 4:00 P.M. - 6:30 P.M.
Monday - Friday

Time 2 - 90-Second Background Cycle - All Other Times

Time 3 - 85-97 Second Variable Cycle - 11:00 P.M. - 6:00 A.M.

*An offset of 69 seconds is to be measured from the beginning of yellow to Route 18 at Ferry Road to the beginning of yellow to Route 18 at this intersection.

**An offset of 53 seconds is to be measured from the beginning of yellow to Route 18 at Ferry Road to the beginning of yellow to Route 18 at this intersection.

Route 18 and Southwood Drive
Old Bridge Twp., Middlesex Co.

<u>Phase</u>	<u>Signal Indications</u>					<u>Time (Seconds)</u>				
	<u>1-3</u>	<u>6-8</u>	<u>4,5</u>	<u>9,10</u>	<u>11-14</u>	<u>I</u>	<u>II</u>	<u>III</u>	<u>IV</u>	
	<i>(All Phases Actuated)</i>									
1) Route 18 ROW	G	G	R	R	R	88-66	58-42	40 Min.	58-32	
Change	Y	Y	R	R	R	6*	6**	6	6**	
Clearance	R	R	R	R	R	2	2	2	2	
2) Southwood Drive	R	R	R	R	G	7-24	7-18	7-24	7-18	
Change	R	R	R	R	Y	3	3	3	3	
Clearance	R	R	R	R	R	3	3	3	3	
3) Route 18 Left-Turn Slots	R	R	<G-	<G-	R	5-10	5-10	5-15	5-20	
Change	R	R	<Y-	<Y-	R	3	3	3	3	
Clearance	R	R	R	R	R	3	3	3	3	
Emergency Flash	Y	Y	R	R	R	-	-	-	-	

Actuation of pedestrian push buttons shall provide 30 seconds green time to Phase 2.

The memory circuit for Phase 2 is to be disconnected and the vehicle extension set at 3 seconds.

The memory circuit for Phase 3 is to be disconnected and the vehicle extension set at 2.0 seconds.

Hours of Operation:

Timing I: 120-Second Background Cycle / 6:00 A.M. – 9:30 A.M., Monday – Friday

Timing II: 90-Second Background Cycle / All Other Times

Timing III: 72/99-Second Variable Cycle / 11:00 P.M. – 6:00 A.M.

Timing IV: 90-Second Background Cycle / 6:00 A.M. – 2:00 P.M., Sunday

*An offset of 3 seconds is to be measured from the beginning of yellow to Route 18 at Ferry Road to the beginning of yellow to Route 18 at this intersection.

**An offset of 5 seconds is to be measured from the beginning of yellow to Route 18 at Ferry Road to the beginning of yellow to Route 18 at this intersection.

Phase	Signal Indications					Time (Seconds)		
	<u>1-3</u>	<u>4,5</u>	<u>6-8</u>	<u>9-10</u>	<u>11,12</u>	<u>I</u>	<u>II</u>	<u>III</u>
<u>VEHICLE ACTUATION</u>								
1) Route 18 ROW	G	<R-	G	R	DW	87-48	57-20	35 Min.
Change	Y	<R-	Y**	R	DW	6*	6*	6
Clearance	R	<R-	R**	R	DW	2	2	2
2) Ferry Road ROW	R	<R-	R	G	DW	7-18	7-18	7-16
Change	R	<R-	R	Y	DW	4	4	4
Clearance	R	<R-	R	R	DW	3	3	3
3) Route 18 SBD Lead	R	<G-	G	R	DW	5-33	5-31	5-15
Change	R	<Y-	G	R	DW	3	3	3
Clearance	R	<R-	G	R	DW	3	3	3
Emergency Flash	Y	<R-	Y	R	DARK	-	-	-
<u>PEDESTRIAN ACTUATION</u>								
1) Route 18 ROW	G	<R-	G	R	DW	61-33	31-5	35 Min.
Change	Y	<R-	Y	R	DW	6*	6*	6*
Clearance	R	<R-	R	R	DW	2	2	2
2) Ferry Road ROW	R	<R-	R	G	W	7	7	7
Pedestrian Clearance	R	<R-	R	G	FDW	26	26	26
Change	R	<R-	R	Y	DW	4	4	4
Clearance	R	<R-	R	R	DW	3	3	3
3) Route 18 SBD Lead	R	<G-	G	R	DW	5-33	5-31	5-15
Change	R	<Y-	G	R	DW	3	3	3
Clearance	R	<R-	G	R	DW	3	3	3

*An offset of 0 seconds is measured from the beginning of yellow to Route 18 ROW traffic at this intersection.

**To remain green if followed by Phase 3.

The vehicular memories are to be disconnected and the vehicle extension set at 2 seconds.

The manual control is to be removed.

Hours of Operation: I - 120-Second Background Cycle / 6:00 A.M. – 9:30 A.M., Monday – Friday

II - 90-Second Background Cycle / All Other Times

III - 68/104-Second Variable Cycle / 11:00 P.M. – 6:00 A.M.

A force-off operation is to be employed such that constant actuation of Detector "E" for a period of 5 seconds shall cause the Route 18 northbound or Ferry Road ROW interval to be terminated at the completion of its minimum green and/or pedestrian interval. (Phase 1 minimum green / 10 seconds; Phase 2 minimum green / 7 seconds; pedestrian time / 26 seconds)

<u>Phase</u>	<u>Signal Indications</u>				<u>Time (Seconds)</u>		
	<u>1,3</u>	<u>3-5</u>	<u>6-8</u>	<u>9-15</u>	<u>I</u>	<u>II</u>	<u>III</u>
1 Route 18 NBD Lead	<G-	G	R	R	5-10	5-10	5-10
Change	<Y-	G	R	R	3	3	3
Clearance	R	G	R	R	3	3	3
2 Route 18 ROW	R	G	G	R	88-67	58-45	45 Min.
Change	R	Y	Y	R	6*	6**	6
Clearance	R	R	R	R	2	2	2
3 Foxborough Drive - Marlboro Road ROW	R	R	R	G	7-23	7-15	7-15
Change	R	R	R	Y	3	3	3
Clearance	R	R	R	R	3	3	3
Emergency Flash	R	Y	Y	R	-	-	-

*An offset of 0 seconds is to be measured from the beginning of yellow to Route 18 at the Ferry Road intersection to the beginning of yellow to Route 18 at this intersection.

**An offset of 51 seconds is to be measured from the beginning of yellow to Route 18 at the Ferry Road intersection to the beginning of yellow to Route 18 at this intersection.

Disconnect the memory circuit and employ a 2-second vehicle extension.

The manual control is to be disconnected.

• The recall switch for Phase 2 to be left in the "ON" position. Recall switch for Phases 1 and 3 to be left in the "OFF" position.

• Pedestrian actuation shall guarantee a minimum green time of 30 seconds to Phase 3.

Hours of Operation:

<u>I</u>	120 Second Background Cycle	- 6:00 A.M.-9:30 A.M. - Monday-Friday
<u>II</u>	90 Second Background Cycle	- All Other Times
<u>III</u>	77-90 Second Variable Cycle	- 11:00 P.M.-6:00 A.M.

Phases	Signal Faces				Time in Seconds								
	<u>1-6</u>	<u>7,8</u>	<u>9-10</u>	<u>11,12</u>	<u>A</u>	<u>B</u>	<u>C</u>	<u>D</u>	<u>E</u>	<u>F</u>	<u>G</u>	<u>H</u>	
<u>Vehicle Actuation</u>													
1) Route 18	G	R	R	DW	80-72	75-59	80-62	70-55	70-55	70-55	70-55	56	
Change	Y	R	R	DW	6	6	6	6	6	6	6	6	
Clearance	R	R	R	DW	2	2	2	2	2	2	2	2	
2) Brunswick Square Mall	R	<G-	G	DW	7-15	7-23	7-25	7-22	7-22	7-22	7-22	8	
Change	R	Y	Y	DW	3	3	3	3	3	3	3	3	
Clearance	R	R	R	DW	2	2	2	2	2	2	2	2	
EMERGENCY FLASH	Y	R	R	DW	-	-	-	-	-	-	-	-	
CYCLE LENGTH	-	-	-	-	100	95	100	90	90	90	90	-	
OFFSET*	-	-	-	-	43	90	70	17	74	12	12	-	
SYSTEM OFFSET	-	-	-	-	2	79	83	32	32	32	32	-	
<u>With Pedestrian Actuation</u>													
A) Route 18	G	R	R	DW	57	52	57	47	47	47	47	54	
Change	Y	R	R	DW	6	6	6	6	6	6	6	6	
Clearance	R	R	R	DW	2	2	2	2	2	2	2	2	
B) Brunswick Square Mall	R	<G-	G	W	9	9	9	9	9	9	9	9	
Pedestrian Clearance	R	<G-	G	FDW	21	21	21	21	21	21	21	21	
Change	R	Y	Y	DW	3	3	3	3	3	3	3	3	
Clearance	R	R	R	DW	2	2	2	2	2	2	2	2	
EMERGENCY FLASH	Y	R	R	DARK	-	-	-	-	-	-	-	-	
CYCLE LENGTH	-	-	-	-	100	95	100	90	90	90	90	-	
OFFSET*	-	-	-	-	43	90	70	17	74	12	12	-	
SYSTEM OFFSET	-	-	-	-	2	79	83	32	32	32	32	-	

1-6

NOTES:

*Offsets are measured from the beginning of yellow to Route 18 traffic at West Ferris Street to the beginning of yellow to Route 18 traffic at this intersection.

The vehicular memory is to be disconnected and the extension set at 2.0 seconds.

The manual control is to be connected.

Actuation of pedestrian push button shall provide 9 seconds of steady "WALK" accompanied by vibrating arrow, followed by 21 seconds of pedestrian clearance (FDW).

Hours of Operation

- A = 6:00 A.M. – 9:00 A.M. (Monday through Friday) - 100-Second Cycle
- B = 9:00 A.M. – 3:00 P.M. (Monday through Friday) - 95-Second Cycle
- C = 3:00 P.M. – 6:30 P.M. (Monday through Friday) - 100-Second Cycle
- D = 6:30 P.M. – 11:00 P.M. (Monday through Friday) - 90-Second Cycle
- E = 11:00 P.M. – 6:00 A.M. (Sunday through Friday) - 90-Second Cycle
11:00 P.M. – 9:00 A.M. (Friday through Sunday) - 90-Second Cycle
- F = 9:00 A.M. – 11:00 P.M. (Saturday) - 90-Second Cycle
- G = 9:00 A.M. – 11:00 P.M. (Sunday) - 90-Second Cycle
- H = OPAC: Guaranteed Minimum Times

8-1

<u>Phase</u>	<u>Signal Indications</u>		<u>TOD Operations</u>							
	<u>1-8</u>	<u>9-16</u>	<u>A</u>	<u>B</u>	<u>C</u>	<u>D</u>	<u>E</u>	<u>F</u>	<u>G</u>	<u>H</u>
1) Route 18 ROW	G	R	79-70	74-65	79-70	69-60	69-60	69-60	69-60	62
Change	Y	R	6	6	6	6	6	6	6	6
Clearance	R	R	2	2	2	2	2	2	2	2
2) Hillsdale Road ROW	R	G	7-16	7-16	7-16	7-16	7-16	7-16	7-16	8
Change	R	Y	3	3	3	3	3	3	3	3
Clearance	R	R	3	3	3	3	3	3	3	3
Emergency Flash	Y	R	-	-	-	-	-	-	-	-
Cycle Length	-	-	100	95	100	90	90	90	90	-
Offset*	-	-	50	45	62	72	20	71	72	-
System Length	-	-	13	32	74	4	67	9	6	-

Notes:

- *Offsets are measured from the beginning of yellow to Route 18 traffic at West Ferris Street to the beginning of yellow to Route 18 traffic at this intersection.
- The vehicular memory is to be disconnected and the extension set at 2 seconds.
- Manual control is to remain connected.
- Pedestrian actuation shall guarantee 27 seconds of green to Phase 2.

HOURS OF OPERATION

	<u>Time Period</u>		<u>Cycle Length</u>
A	6:00 A.M. – 9:00 A.M.	Monday – Friday	100
B	9:00 A.M. – 3:00 P.M.	Monday – Friday	95
C	3:00 P.M. – 6:30 P.M.	Monday – Friday	100
D	6:30 P.M. – 11:00 P.M.	Monday – Friday	90
E	11:00 P.M. – 6:00 A.M.	Sunday – Friday	90
	11:00 P.M. – 9:00 A.M.	Saturday – Sunday	90
F	9:00 A.M. – 11:00 P.M.	Saturday	90
G	9:00 A.M. – 11:00 P.M.	Sunday	90
H	O.P.A.C. Guaranteed Minimum Times		

F-9

Phase	Signal Indications					Time (In Seconds)							
	<u>1-6, 11-14</u>	<u>7,8</u>	<u>9,10</u>	<u>15,16</u>	<u>17-20</u>	<u>A</u>	<u>B</u>	<u>C</u>	<u>D</u>	<u>E</u>	<u>F</u>	<u>G</u>	<u>H</u>
WITHOUT PEDESTRIAN ACTUATION													
1) Route 18 ROW	G	R	R	DW	W	53-34	48-34	53-30	43-29	43-29	43-28	43-28	32
Pedestrian Clear	G	R	R	DW	FDW	15	15	15	15	15	15	15	15
Change	Y	R	R	DW	DW	6	6	6	6	6	6	6	6
Clearance	R	R	R	DW	DW	2	2	2	2	2	2	2	2
2) Rues Lane WBD	R	G	R	DW**	DW	7-18	7-15	7-19	7-15	7-15	7-15	7-15	8
Change	R	Y	R	DW	DW	3	3	3	3	3	3	3	3
Clearance	R	R	R	DW	DW	2	2	2	2	2	2	2	2
3) Rues Lane EBD	R	R	G	DW	DW	7-15	7-13	7-18	7-13	7-13	7-14	7-14	8
Change	R	R	Y	DW	DW	3	3	3	3	3	3	3	3
Clearance	R	R	R	DW	DW	2	2	2	2	2	2	2	2
Emergency Flash	Y	R	R	DARK	DARK	-	-	-	-	-	-	-	-
Cycle Length	-	-	-	-	-	100	95	100	90	90	90	90	-
Offset*	-	-	-	-	-	85	90	102	0	62	6	6	-
System Offset	-	-	-	-	-	73	93	46	39	39	41	41	-

F-10

*Offsets are measured from the beginning of yellow to Route 18 traffic at West Ferris Street to the beginning of yellow to Route 18 traffic at this intersection.

The vehicular memories are to be disconnected and their extensions set at 2 seconds.

The manual control is to be connected.

**Upon actuation of the pedestrian push buttons, a solid "Walk" of 7 seconds shall be displayed at the beginning of Phase 2 green, followed by 23 seconds of flashing "Don't Walk" carried over into Phase 3 green. Phase 2 green time shall be guaranteed 12 seconds. Phase 3 green shall always follow the pedestrian movement and shall be guaranteed a minimum of 13 seconds.

Emergency Pre-Emption

1. The intersection shall have a controller with internal pre-emption features.
2. Remote control pre-emption is permitted from the eastbound and westbound approaches to the intersection.
3. The device shall only select a phase displayed in the normal operation.
4. The controller shall guarantee all vehicular and pedestrian minimums, change and clearance times.
5. If the controller is replaced with one without internal pre-emption, the pre-emption device shall be disconnected.
6. The pre-emption phase shall remain green until the detection drops out, at which time the pre-emption phase shall terminate.
7. Normal operation shall commence at the point in the sequence where pre-emption terminated, and coordination shall be re-established.
8. A minimum guaranteed green time of 25 seconds shall be provided to Route 18 before servicing a pre-emption ROW to another direction (phase).

F-11

<u>TRAFFIC SIGNAL COORDINATION</u>		<u>HOURS OF OPERATION</u>
A	6:00 A.M. – 9:00 A.M., Monday – Friday	100-Second Cycle
B	9:00 A.M. – 3:00 P.M., Monday – Friday	95-Second Cycle
C	3:00 P.M. to 6:30 P.M., Monday – Friday	100-Second Cycle
D	6:30 P.M. to 11:00 P.M., Monday – Friday	90-Second Cycle
E	11:00 P.M. to 6:00 A.M., Sunday – Friday	90-Second Cycle
	11:00 P.M. – 9:00 A.M., Saturday - Sunday	90-Second Cycle
F	9:00 A.M. to 11:00 P.M., Saturday	90-Second Cycle
G	9:00 A.M. to 11:00 P.M., Sunday	90-Second Cycle
H	OPAC / Minimum Guaranteed Times	

Signal Indications

<u>PHASE</u>	<u>1-6,11,12</u>	<u>7,8,13</u>	<u>9,10</u>	<u>TIME (SECONDS)</u>							
				<u>A</u>	<u>B</u>	<u>C</u>	<u>D</u>	<u>E</u>	<u>F</u>	<u>G</u>	<u>H</u>
1. Route 18	G	R	R	68-52	63-47	68-52	58-42	58-42	58-42	58-42	43
Change	Y	R	R	6	6	6	6	6	6	6	6
Clearance	R	R	R	2	2	2	2	2	2	2	2
2. Racetrack Rd.E/B	R	R	G	7-15	7-15	7-15	7-15	7-15	7-15	7-15	8
Change	R	R	Y	3	3	3	3	3	3	3	3
Clearance	R	R	R	2	2	2	2	2	2	2	2
3. Racetrack Rd.W/B	R	G	R	7-15	7-15	7-15	7-15	7-15	7-15	7-15	8
Change	R	Y	R	3	3	3	3	3	3	3	3
Clearance	R	R	R	2	2	2	2	2	2	2	2
Emergency Flash	Y	R	R								
Cycle Length				100	95	100	90	90	90	90	-
Offset*				50	27	54	42	19	35	43	-
System Offset				23	47	83	86	3	82	86	-

*Offsets are measured from the beginning of yellow to Route 18 traffic at West Ferris Street to the beginning of yellow to Route 18 traffic at this intersection.

The vehicular memories are to be disconnected and their extensions set at 2.0 seconds.

Actuation of the Pedestrian Pushbuttons shall guarantee a minimum of 15 seconds of green time to Phase 2 and 7 seconds of green to Phase 3.

The manual control is to be connected.

Traffic Signal Coordination HOURS OF OPERATION

- A = 6:00 a.m. to 9:00 a.m. (Monday - Friday) - 100 Second Cycle
- B = 9:00 a.m. to 3:00 p.m. (Monday - Friday) - 95 Second Cycle
- C = 3:00 p.m. to 6:30 p.m. (Monday - Friday) - 100 Second Cycle
- D = 6:30 p.m. to 11:00 p.m. (Monday - Friday) - 90 Second Cycle
- E = 11:00 p.m. to 6:00 a.m. (Sunday - Friday) - 90 Second Cycle
 11:00 p.m. to 9:00 a.m. (Saturday - Sunday) - 90 Second Cycle
- F = 9:00 a.m. to 11:00 p.m. (Saturday) - 90 Second Cycle
- G = 9:00 a.m. to 11:00 p.m. (Sunday) - 90 Second Cycle
- H. - OPAC: MINIMUM GUARANTEED TIMES.

Rt. 18 & Arthur Street
 New Brunswick City
 Middlesex County

Signal Faces

Time in Seconds

Phases	Signal Faces			Time in Seconds							
	1-6	7-8	9,10	A	B	C	D	E	F	G	H
1. Route 18	G	R	R	68-58	63-53	68-58	58-48	58-48	58-48	58-48	49
Change	Y	R	R	6	6	6	6	6	6	6	6
Clearance	R	R	R	2	2	2	2	2	2	2	2
2. Arthur Street W/B	R	G	R	7-12	7-12	7-12	7-12	7-12	7-12	7-12	8
Change	R	Y	R	3	3	3	3	3	3	3	3
Clearance	R	R	R	2	2	2	2	2	2	2	2
3. Arthur Street E/B	R	R	G	7-12	7-12	7-12	7-12	7-12	7-12	7-12	8
Change	R	R	Y	3	3	3	3	3	3	3	3
Clearance	R	R	R	2	2	2	2	2	2	2	2
Emergency Flash	Y	R	R								
Cycle Length				100	95	100	90	90	90	90	-
Offset*				85	8	95	10	55	11	19	-
System Offset			62	1	27	47	33	37	43	-	

*Offsets are measured from the beginning of yellow to Route 18 traffic at W. Ferris Street to the beginning of yellow to Route 18 traffic at this intersection.

The vehicular memories are to be disconnected and the extension set at 2.0 seconds.

Actuation of the pedestrian pushbutton on the northeast corner shall guarantee a minimum of 25 seconds green time to Phase 2. Actuation of the pedestrian pushbutton on the northwest corner shall guarantee a minimum of 25 seconds green time to Phase 3.

The manual control is to be connected.

Traffic Signal Coordination - Hours of Operation			
A.	6:00 am to 9:00 am	(Monday - Friday)	- 100 sec.cycle
B.	9:00 am to 3:00 pm	(Monday - Friday)	- 95 sec.cycle
C.	3:00 pm to 6:30 pm	(Monday - Friday)	- 100 sec.cycle
D.	6:30 pm to 11:00pm	(Monday - Friday)	- 90 sec.cycle
E.	11:00pm to 6:00 am	(Sunday - Friday)	- 90 sec.cycle
F.	11:00pm to 9:00 am	(Saturday - Sunday)	- 90 sec.cycle
G.	9:00 am to 11:00pm	(Saturday)	- 90 sec.cycle
H.	9:00 am to 11:00pm	(Sunday)	- 90 sec.cycle
	H. OPAC - guaranteed minimum times.		

Route 18 and West Ferris Street
New Brunswick City, Middlesex Co.

<u>Phases</u>	<u>Signal Faces</u>		<u>Time in Seconds</u>							
	<u>1-4, 10,11</u>	<u>5-9</u>	<u>A</u>	<u>B</u>	<u>C</u>	<u>D</u>	<u>E</u>	<u>F</u>	<u>G</u>	<u>H</u>
1) Route 18	G	R	81-73	76-65	81-70	71-60	71-63	71-60	71-60	61
Change	Y	R	5	5	5	5	5	5	5	5
Clearance	R	R	2	2	2	2	2	2	2	2
2) West Ferris Street	R	G	7-15	7-18	7-18	7-18	7-15	7-18	7-18	8
Change	R	Y	3	3	3	3	3	3	3	3
Clearance	R	R	2	2	2	2	2	2	2	2
Emergency Flash	Y	R								
Cycle Length			100	95	100	90	90	90	90	-
Offset			0	0	0	0	0	0	0	-
System Offset			68	3	25	38	45	26	26	-

*Offset is measured from the beginning of yellow to Route 18 traffic at this intersection.

The vehicular memory is to be disconnected and the extension set at 2.0 seconds.

Pedestrian push button actuation is to provide a minimum 23-second green interval to the West Ferris Street ROW.

The manual control is to be connected.

Traffic Signal Coordination – Hours of Operation

A)	6:00 A.M. to 9:00 A.M. (Monday – Friday)	100-Second Cycle
B)	9:00 A.M. to 3:00 P.M. (Monday – Friday)	95-Second Cycle
C)	3:00 P.M. to 6:30 P.M. (Monday – Friday)	100-Second Cycle
D)	6:30 P.M. to 11:00 P.M. (Monday – Friday)	90-Second Cycle
E)	11:00 P.M. to 6:00 A.M. (Sunday – Friday)	90-Second Cycle
	11:00 P.M. to 9:00 A.M. (Saturday – Sunday)	90-Second Cycle
F)	9:00 A.M. to 11:00 P.M. (Saturday)	90-Second Cycle
G)	9:00 A.M. to 11:00 P.M. (Sunday)	90-Second Cycle
H)	OPAC: Guaranteed Minimum Times	

Route 18 & Tices Lane
 East Brunswick Township
 Middlesex County

SIGNAL FACES**TIME IN SECONDS**

PHASES	SIGNAL FACES			TIME IN SECONDS							
	1-6	7,8	9,10	A	B	C	D	E	F	G	H
1. Route 18	G	R	R	81-61	76-53	81-55	71-46	71-52	71-45	71-47	30
Change	Y	R	R	5	5	5	5	5	5	5	5
Clearance	R	R	R	2	2	2	2	2	2	2	2
2. Tices Lane	R	G	-G>	7-27	7-30	7-33	7-32	7-26	7-33	7-31	7
Change	R	Y	Y	3	3	3	3	3	3	3	3
Clearance	R	R	R	2	2	2	2	2	2	2	2
EMERGENCY FLASH	Y	R	R								
CYCLE LENGTH				100	95	100	90	90	90	90	-
OFFSET *				43	45	49	54	25	55	54	-
SYSTEM OFFSET				9	45	89	1	80	1	1	-

Offsets are measured from the beginning of yellow to Route 18 Traffic at West Ferris Street to the beginning of yellow to Route 18 traffic at this intersection.

Vehicular memory is to be disconnected and the extension set at 2.0 seconds.

Actuation of pedestrian pushbuttons shall provide a minimum green interval of 26 seconds to the Tices Lane ROW.

The manual control is to be connected.

TRAFFIC SIGNAL COORDINATION - HOURS OF OPERATION

A	-	6:00 AM TO 9:00 AM	(MONDAY-FRIDAY)	- 100 SECOND CYCLE
B	-	9:00 AM TO 3:00 PM	(MONDAY-FRIDAY)	- 95 SECOND CYCLE
C	-	3:00 PM TO 6:30 PM	(MONDAY-FRIDAY)	- 100 SECOND CYCLE
D	-	6:30 PM TO 11:00 PM	(MONDAY-FRIDAY)	- 90 SECOND CYCLE
E	-	11:00 PM TO 6:00 AM	(SUNDAY-FRIDAY)	- 90 SECOND CYCLE
	-	11:00 PM TO 9:00 AM	(SATURDAY-SUNDAY)	- 90 SECOND CYCLE
F	-	9:00 AM TO 11:00 PM	(SATURDAY)	- 90 SECOND CYCLE
G	-	9:00 AM TO 11:00 PM	(SUNDAY)	- 90 SECOND CYCLE
H	-	O.P.A.C. GUARANTEED MINIMUM TIMES		

Phase	<u>H</u>	<u>Signal Indicators</u>			<u>Time in Seconds</u>							
		<u>1-4,10,11</u>	<u>5,6,9,12</u>	<u>7,8</u>	<u>A</u>	<u>B</u>	<u>C</u>	<u>D</u>	<u>E</u>	<u>F</u>	<u>G</u>	
1	Route 18	G		R	R	81-73	76-65	81-68	71-60	71-63	71-60	71-
58	59											
	Change	Y		R	R	5	5	5	5	5	5	5
	5											
	Clearance	R		R	R	2	2	2	2	2	2	2
	2											
2	So. Woodland Ave.-	R		G	G	7-15	7-18	7-20	7-18	7-15	7-18	7-20
	8											
	Eggers Street											
	Change	R		Y	Y	3	3	3	3	3	3	3
	3											
	Clearance	R		R	R	2	2	2	2	2	2	2
	2											
	Emergency Flash	Y		R	R							
	Cycle Length					100	95	100	90	90	90	90
	-											
	Offset *			45		36	82	65	48	68	65	-
	System Offset					0	33	0	0	0	0	0
	-											

*Offsets are measured from the beginning of yellow to Route 18 traffic at W. Ferris Street to the beginning of yellow to Route 18 traffic at this intersection.

The vehicular memory is to be disconnected and the extension set at 2.0 seconds.

Pedestrian pushbutton actuation is to provide a minimum 26 second green interval to the South Woodland Avenue - Eggers Street ROW.

The manual control is to be connected.

EMERGENCY SEQUENCE

Signal Indications

<u>Phase</u>	<u>Signal Indications</u>			<u>Time in Seconds</u>
	<u>1-4,10,11</u>	<u>5,6,9,12</u> Route 18 ROW	<u>7,8</u>	
1 Route 18 (Upon Actuation)		G R	R	10
1 Route 18 Change		G R Y R	R R	5
Clearance		R R	R	2
3 Eggers Street (Fire ROW)		R G	R	30
4 So. Woodland Avenue - Eggers Street	R	G	G	15
Change		R Y	Y	3
Clearance	R	R	R	2
1 Route 18		G R	R	10 (minimum)
<u>- Resume Normal Operation -</u>				

South Woodland Avenue - Eggers Street ROW

2 So. Woodland Avenue - Eggers Street (Upon Actuation)	R	G	G	7
2 So. Woodland Avenue - Eggers Street	R	G	G	
Change	R	G	Y	3
Clearance	R	G	R	2
3 Eggers Street (Fire ROW)		R G	R	30
4 So. Woodland Avenue - Eggers Street	R	G	G	15
Change		R Y	Y	3
Clearance	R	R	R	2
1 Route 18	G	R	R	10
<u>- Resume Normal Operation -</u>				

TRAFFIC SIGNAL COORDINATION - HOURS OF OPERATION

- A. 6:00am to 9:00am (Monday - Friday) - 100 sec.cycle
- B. 9:00am to 3:00pm (Monday - Friday) - 95 sec.cycle
- C. 3:00pm to 6:30pm (Monday - Friday) - 100 sec.cycle
- D. 6:30pm to 11:00pm (Monday - Friday) - 90 sec.cycle
- E. 11:00pm to 6:00am (Sunday - Friday) - 90 sec.cycle
11:00pm to 9:00am (Saturday - Sunday)- 90 sec.cycle
- F. 9:00am to 11:00pm (Saturday) - 90 sec.cycle
- G. 9:00am to 11:00pm (Sunday) - 90 sec.cycle
- H. OPAC: guaranteed minimum times.

TIMING SEQUENCE

Phase	<u>Signal Indications</u>					<u>Time in Seconds</u>							
	<u>1-4,6-9, 13,22,23</u>	<u>5</u>	<u>10-12, 14-17</u>	<u>18, 19,24</u>	<u>20,21</u>	<u>A</u>	<u>B</u>	<u>C</u>	<u>D</u>	<u>E</u>	<u>F</u>	<u>G</u>	<u>H</u>
1) Route 18	G	G	R	R	DW	68-46	63-43	68-40	58-42	58-42	58-40	58-40	41
Change	Y	Y/-G>	R	R	DW	6	6	6	6	6	6	6	6
Clearance	R	R/-G>	R	R	DW	2	2	2	2	2	2	2	2
2) Naricon Place W/B	R	R/-G>	G	R	DW	7-16	7-20	7-28	7-16	7-16	7-18	7-18	8
Change	R	R/-G>	Y	R	DW	3	3	3	3	3	3	3	3
Clearance	R	R/-G>	R	R	DW	2	2	2	2	2	2	2	2
3) Naricon Place E/B	R	R/-G>	R	G	DW ¹	7-20	7-14	7-14	7-14	7-14	7-14	7-14	8
Change	R	R/-G>	R	Y	DW	3	3	3	3	3	3	3	3
Clearance	R	R/-G>	R	R	DW	2	2	2	2	2	2	2	2
Emergency Flash:	Y	Y	R	R	DARK	-	-	-	-	-	-	-	-
Cycle Length:	-	-	-	-	-	100	95	100	90	90	90	90	-
Offset*:	-	-	-	-	-	41	8	0	3	3	3	3	-
System Offset:	-	-	-	-	-	55	0	38	41	41	41	41	-

¹ Actuation of pedestrian push buttons shall provide 5 seconds of "Walk" and 27 seconds of flashing "Don't Walk" to Phase 3.

*Offsets are measured from the beginning of yellow to Route 18 traffic at West Ferris Street to the beginning of yellow to Route 18 traffic at this intersection.

The Phase 2 vehicular memory is to be disconnected and the extension set at 2.0 seconds.

The Phase 3 vehicular memory is to be disconnected and the extension set at 2.0 seconds.

The manual control is to be connected.

Hours of Operation:

A = 6:00 A.M. to 9:00 A.M. (Monday – Friday)	- 100-Second Cycle
B = 9:00 A.M. to 3:00 P.M. (Monday – Friday)	- 95-Second Cycle
C = 3:00 P.M. to 6:30 P.M. (Monday – Friday)	- 100-Second Cycle
D = 6:30 P.M. to 11:00 P.M. (Monday – Friday)	- 90-Second Cycle
E = 11:00 P.M. to 6:00 A.M. (Sunday – Friday)	- 90-Second Cycle
11:00 P.M. to 9:00 A.M. (Friday – Sunday)	- 90-Second Cycle
F = 9:00 A.M. to 11:00 P.M. (Saturday)	- 90-Second Cycle
G = 9:00 A.M. to 11:00 P.M. (Sunday)	- 90-Second Cycle
H = O.P.A.C. Guaranteed Minimum Times	

F-19

Route 18 & Edgeboro Road-
 Old Bridge Turnpike
 East Brunswick Township
 Middlesex County

SIGNAL INDICATIONS

<u>PHASES</u>	<u>8-10</u>	<u>1-7</u>	<u>11,12</u>	<u>15</u>	<u>13,14</u>	<u>16-18</u>	<u>A</u>	<u>B</u>	<u>C</u>	<u>D</u>	<u>E</u>	<u>F</u>	<u>G</u>	<u>H</u>
1. Route 18/Old Bridge Tpke.	G	G	R	R	R	R	63-54	58-51	63-55	53-47	53-47	53-47	53-47	48
Change	Y	Y	R	R	R	R	5	5	5	5	5	5	5	5
Clearance	R	R	R	R	R	R	2	2	2	2	2	.2	2	2
2. WBD Left Turn Edgeboro Rd. R	R	G	G	G/<G-	R	5	5	5	5	5	5	5	5	
Change	R	R	G	G	G/<Y-	R	3	3	3	3	3	3	3	3
3. Edgeboro Rd. Jughandle	R	R	G	G	G	G	7-16	7-14	7-15	7-13	7-13	7-13	7-13	8
Change	R	R	Y	G	G	Y	3	3	3	3	3	3	3	3
Clearance	R	R	R	G	G	R	2	2	2	2	2	2	2	2
Change	R	R	R	Y	Y	R	3	3	3	3	3	3	3	3
Clearance	R	R	R	R	R	R	2	2	2	2	2	2	2	2
4. Route 18 Emerg. Flash	R	G	R	R	R	R	5	5	5	5	5	5	5	5
Cycle Length	Y	Y	R	R	R	R	100	95	100	90	90	90	90	-
Offset							78	90	98	96	73	13	12	-
System Offset							59	95	32	41	41	40	40	

F-20

- . Offsets are measured from the beginning of yellow to Route 18 traffic at West Ferris Street to the beginning of yellow to Route 18 traffic at this intersection.
- . Vehicular memory is to be disconnected and the extension set at 2.0 seconds.
- . Recall is to be on for Phase 1.
- . Phase 4 shall always precede Phase 1.
- . The detectors on the ramp approach are to call and extend Phase 3.
- . The detectors on the Edgeboro Road approach including those between Old Bridge Turnpike and Route 18, are to call Phase 2 and extend Phase 3.
- . Phase 3 must follow Phase 2 actuation.
- . Pedestrian actuation is to guarantee a minimum green time of 30 seconds to Phase 3.

The manual control is to be disconnected:

HOURS OF OPERATION:

- A - 6:00 AM TO 9:00 AM (MONDAY-FRIDAY)
- B - 9:00 AM TO 3:00 PM (MONDAY-FRIDAY)
- C - 3:00 PM TO 6:30 PM (MONDAY-FRIDAY)
- D - 6:30 PM TO 11:00 PM (MONDAY-FRIDAY)
- E - 11:00 PM TO 6:00 AM (SUNDAY-FRIDAY)
- 11:00 PM TO 9:00 AM (FRIDAY-SUNDAY)
- F - 9:00 AM TO 11:00 PM (SATURDAY)
- G - 9:00 AM TO 11:00 PM (SUNDAY)
- H - OPAC guaranteed minimum times

APPENDIX G

ROUTE 18 CORRIDOR PROBLEM STATEMENTS

- G-1** Tower Center Boulevard at the Neilson Park and Ride Garage
- G-2** NJ Route 18 and Naricon Place
- G-3** NJ 18, South Woodland Avenue and Eggers Street
- G-4** NJ Route 18, Edgeboro Road and Old Bridge Turnpike
(Middlesex County Route 527)
- G-5** NJ Route 18 and West Ferris Street
- G-6** NJ Route 18 Southbound and the Milltown Road Overpass Over Route 18
- G-7** NJ Route 18 and the Cranbury Road Overpass Over Route 18
- G-8** NJ Route 18 and Arthur Street
- G-9** NJ Route 18 and Race Track Road
- G-10** NJ Route 18, Cindy Way and the Brunswick Square Mall
- G-11** NJ Route 18 and Rues Lane
- G-12** NJ Route 18 Northbound at the Brunswick Hills Mall and
Southbound at Hillsdale Road
- G-13** New Route 18 Bridge Over the South River, Conrail (CRX)
and Main Street Between East Brunswick and Old Bridge Township



**NEW JERSEY DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PROBLEM STATEMENT**

***PLEASE SEND THIS COMPLETED FORM TO MARK STOUT, CAPITAL
PROGRAMMING & FUNDING MANAGEMENT***

The following information is to be completed by the Division of Capital Programming & Funds Management

DB Number:

Legislative District:

Congressional District:

CIS Text and CIS No.:

Program Category:

Information contained on this form has been verified by:

LOCATION (To be completed by initiator)

Route (if applicable): Tower Center Boulevard at the Neilson Park and Ride Garage.
Proposed Project: Install transit amenities.

Mileposts (if applicable): N/A

Structure number (if applicable): N/A

Limits: From the intersection of NJ 18 north of the off ramp to Naricon Place.

County(s): Middlesex

Municipality(s): East Brunswick

DESCRIPTION OF PROBLEM (To be completed by initiator)

NOTE: Please attach related correspondences, map of the area, and other appropriate support material.

The following maps are attached:

1. Figure 1, entitled "Pedestrian Crossings NJ 18 Corridor," which shows the project site. Figure 1 also shows all problem intersections along the NJ 18 corridor.
2. Figure 2, entitled "Neilson Parking Garage," East Brunswick Township, which is an aerial photograph showing the project site.
3. Figure 3, entitled "Traffic Volumes NJ 18 Corridor East Brunswick and Old Bridge Townships"
4. Figure 4, entitled "Proposed Improvements – Tower Center Boulevard"

Check those items that best describe the problem:

Existing Highway

- Capacity problem
- Operational problem
- Physical condition problem
- Safety problem
- Other (specify)

Existing Bridge

- Capacity problem
- Physical condition problem
- Safety problem

Corridor/area Capacity Problem

- Need for corridor study
- Possible highway on new alignment
- Possible new transit line
- Need for park and ride development

DESCRIBE THE PROBLEM:

This is the location of a major bus terminal serving New York bound commuters. Also near this site are a high rise office complex and the Hilton Hotel. There is a need for local bus shelters and local bus designations at the pick up and drop off sites on Tower Center Boulevard at the existing crosswalk just north of the entrance to the garage.

If an outside group actively supports this problem, please identify:

This problem is supported by the East Brunswick Traffic Safety Committee.

Other comments (if any) by initiator:

Initiator (Please print or type): Middlesex County

Division: Department of Planning

Date of Initiation:

Signature

Anthony Gambilonghi, Supervising Planner, Transportation

Concurrence by Division Director

(Signature) _____

George M. Ververides, Director of County Planning, Middlesex County

Date of Concurrence _____

ATTACHMENT 1

Information required on Transportation Problem Statements

- **Concise Statement of Need**

Land uses and commuter bus routes along the NJ 18 in East Brunswick generate significant pedestrian traffic, yet many of the facilities along this corridor are virtually inaccessible to transit users, pedestrians and bicyclists because the intersections are not pedestrian friendly. The lack of sidewalks along NJ 18 further exacerbates the problem. Although the corridor is served by a number of local and New York bound commuter buses, access to many of the commercial, retail and employment areas is currently very hazardous. It is difficult for people to walk between these areas and bus stops along NJ 18. The need for improved pedestrian facilities to facilitate the crossing of this divided highway is made clear by the presence of public transit through this corridor, which includes the two local bus routes serving New Brunswick, East Brunswick, South River, Sayreville, South Amboy, Perth Amboy and Woodbridge; and five New York commuter routes which pick up and discharge passengers on NJ 18. This need is evident at the crossing of NJ 18 near Naricon Place and at Tower Center Boulevard (See Figure 4).

- **Proposed concept and/or scope of work of a capital improvement project to address the identified need where appropriate**

Recommended short term improvements to address the identified need on Tower Center Boulevard, the Neilson Parking Garage, and Tower Center Boulevard include:

- Install bus stop signs, bus stop designators, and bus shelters on both sides of Tower Center Boulevard in the vicinity of the Neilson Park and Ride garage and entrance to the bus station to accommodate local bus riders.

Recommended long term improvements include:

- Connect the proposed bicycle path from Rutgers University Cook/Douglass campus to the Tower Center through the Weston Mill Pond Preserve.

ATTACHMENT 1

- Statement of the extent to which the proposed capital improvement project or removal of the identified deficiency would advance the Department's objectives as identified in the Capital Investment Strategy.

The short term recommendations of this project conforms to NJDOT Capital Investment Strategy objectives in that it would require a "reasonable financing scenario" that could be implemented within the fiscal years 2005 – 2007 funding limits.

Current traffic counts and accident rates, with respect to the following program categories: Bridge Rehabilitation and Replacement, Highway Rehabilitation and Reconstruction, Safety Intersection Improvements.

Traffic counts along the NJ 18 corridor are shown in Figure 3 (attached). Accidents at intersections along the NJ 18 corridor are shown in Table 1 (attached).

- Identification of individuals or groups who may be sponsoring or supporting the proposed project.

The project is sponsored by the Middlesex County Department of Planning and is supported by the Middlesex County Transportation Coordinating Committee (TCC) and the East Brunswick Traffic Safety Committee.

- Summary of identified environmental issues within the probable footprint of the proposed project, especially including the identification of any historic or potentially historic properties, historic or potentially historic structures, historic districts, and wetlands.

The project area contains no wetlands, no historic or potentially historic properties and no historic or potentially historic structures.

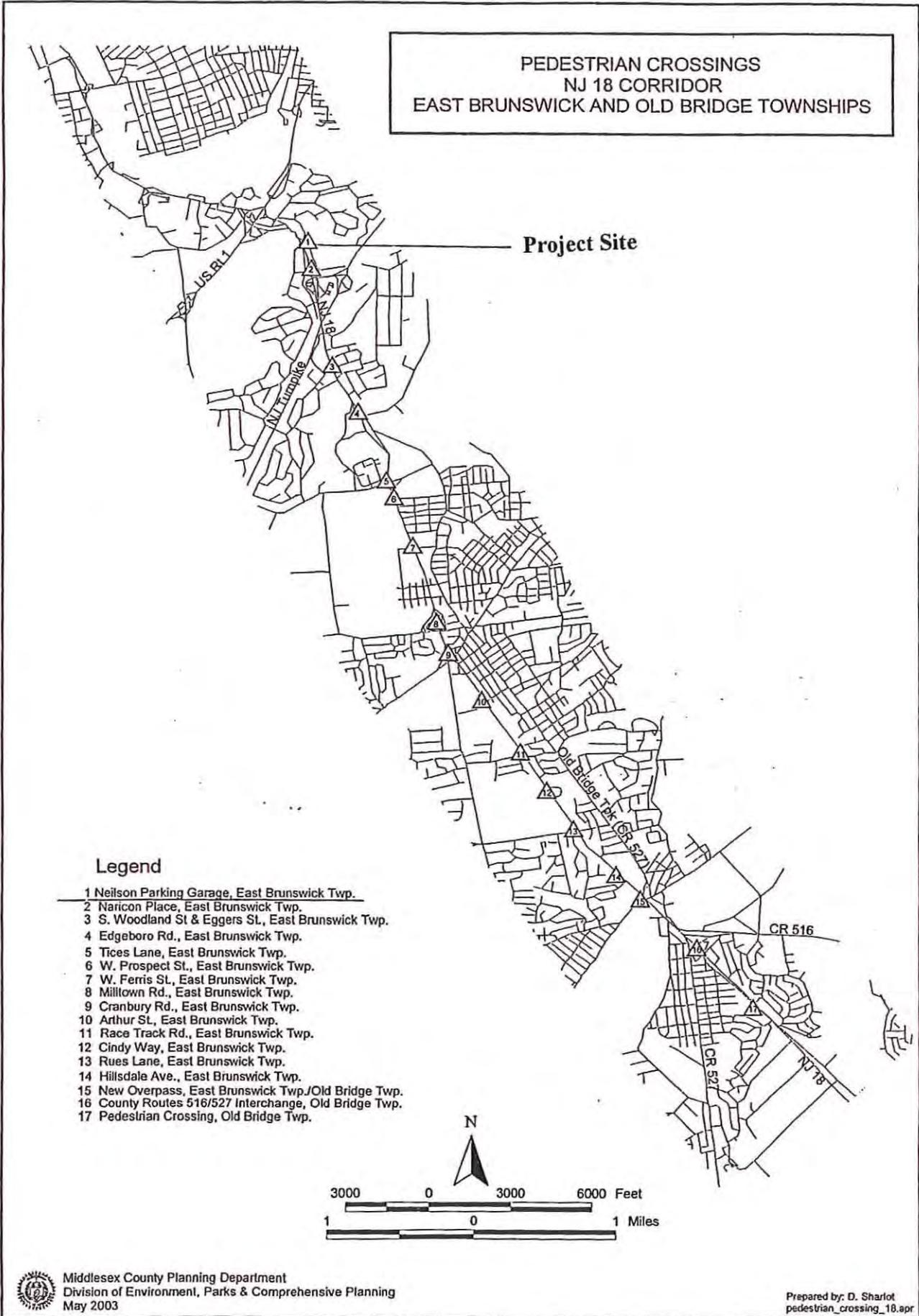
- To assure proper quality control, all Transportation Problem Statements must be signed by a division director.

NOTE: In the case of a Transportation Problem Statement originating from outside the Department, the Bureau of Capital Program Development may request the Department unit which transmitted the problem statement, and/or any other appropriate unit within the Department, to complete the necessary information.

The Bureau of Capital Program Development may return a Transportation Problem Statement to the initiator with a request to complete missing or inadequate items of information. The Bureau of Capital Program Development may request the Division of Design Services to undertake an environmental screening to identify pertinent environmental issues involving Transportation Problem Statements, as appropriate.

Figure 1

PEDESTRIAN CROSSINGS
NJ 18 CORRIDOR
EAST BRUNSWICK AND OLD BRIDGE TOWNSHIPS



Legend

- 1 Neilson Parking Garage, East Brunswick Twp.
- 2 Naricon Place, East Brunswick Twp.
- 3 S. Woodland St & Eggers St., East Brunswick Twp.
- 4 Edgeboro Rd., East Brunswick Twp.
- 5 Tices Lane, East Brunswick Twp.
- 6 W. Prospect St., East Brunswick Twp.
- 7 W. Ferris St., East Brunswick Twp.
- 8 Milltown Rd., East Brunswick Twp.
- 9 Cranbury Rd., East Brunswick Twp.
- 10 Arthur St., East Brunswick Twp.
- 11 Race Track Rd., East Brunswick Twp.
- 12 Cindy Way, East Brunswick Twp.
- 13 Rues Lane, East Brunswick Twp.
- 14 Hillsdale Ave., East Brunswick Twp.
- 15 New Overpass, East Brunswick Twp./Old Bridge Twp.
- 16 County Routes 516/527 Interchange, Old Bridge Twp.
- 17 Pedestrian Crossing, Old Bridge Twp.



Figure 2
Neilson Parking Garage
East Brunswick Twp.

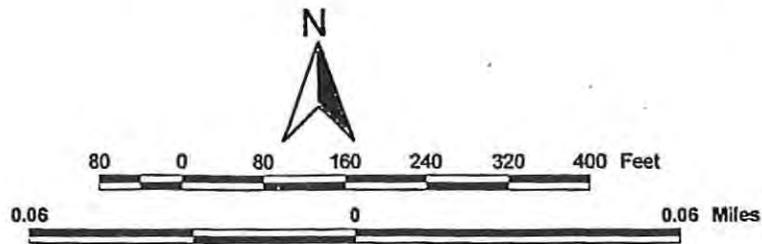
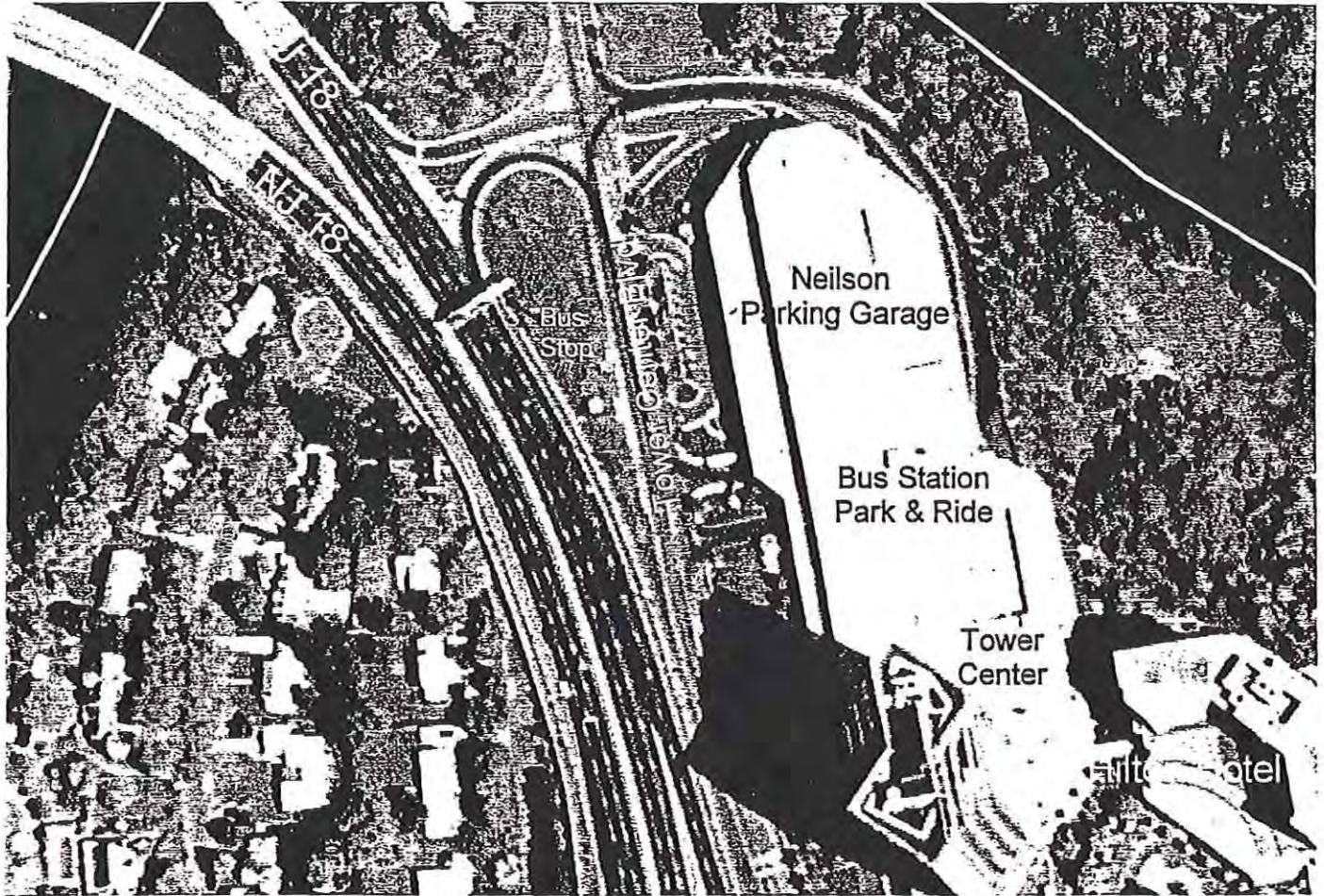
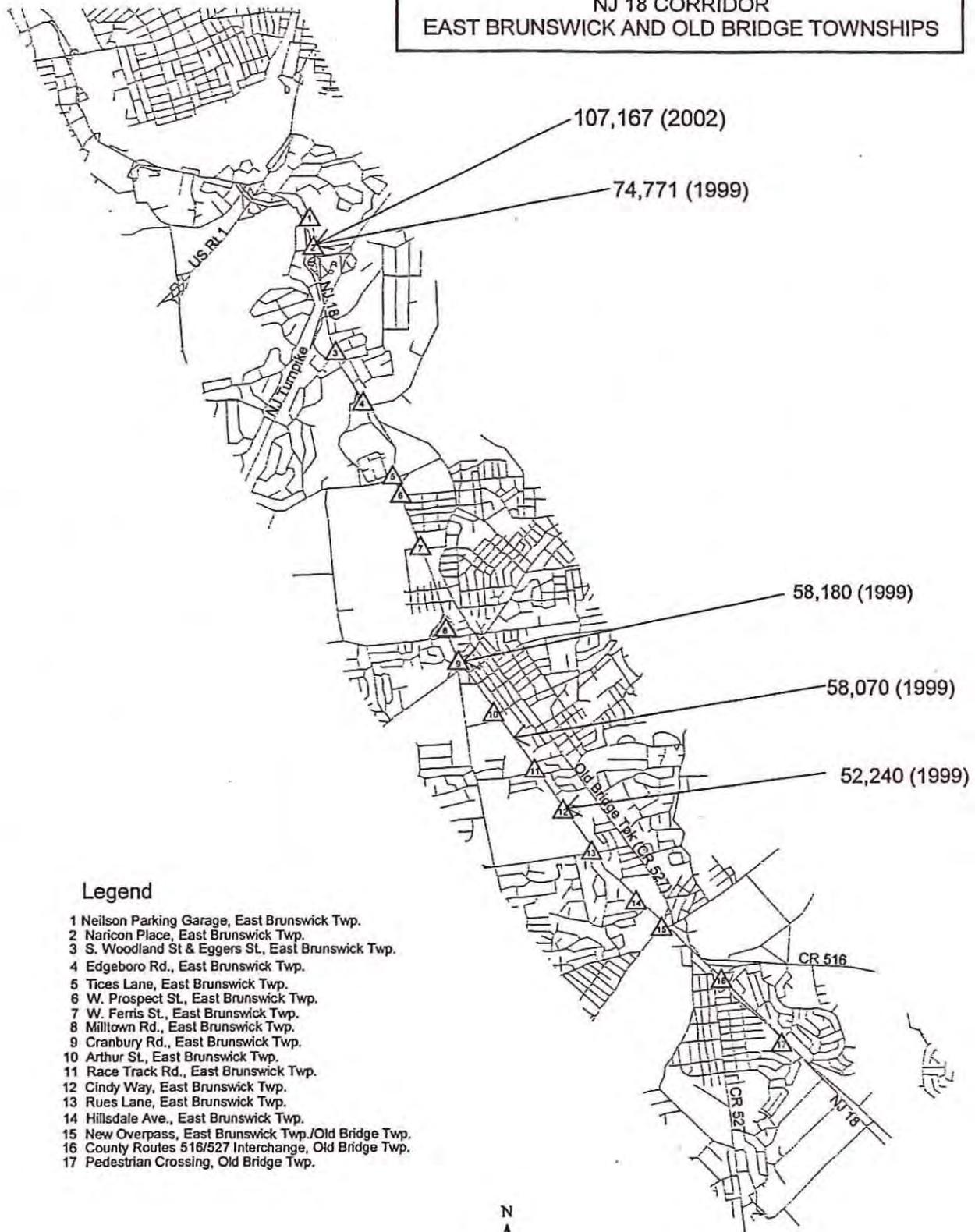


Figure 3
Traffic Volumes
NJ 18 CORRIDOR
EAST BRUNSWICK AND OLD BRIDGE TOWNSHIPS



Legend

- 1 Neilson Parking Garage, East Brunswick Twp.
- 2 Naricon Place, East Brunswick Twp.
- 3 S. Woodland St & Eggers St., East Brunswick Twp.
- 4 Edgeboro Rd., East Brunswick Twp.
- 5 Tices Lane, East Brunswick Twp.
- 6 W. Prospect St., East Brunswick Twp.
- 7 W. Ferris St., East Brunswick Twp.
- 8 Milltown Rd., East Brunswick Twp.
- 9 Cranbury Rd., East Brunswick Twp.
- 10 Arthur St., East Brunswick Twp.
- 11 Race Track Rd., East Brunswick Twp.
- 12 Cindy Way, East Brunswick Twp.
- 13 Rues Lane, East Brunswick Twp.
- 14 Hillsdale Ave., East Brunswick Twp.
- 15 New Overpass, East Brunswick Twp./Old Bridge Twp.
- 16 County Routes 516/527 Interchange, Old Bridge Twp.
- 17 Pedestrian Crossing, Old Bridge Twp.

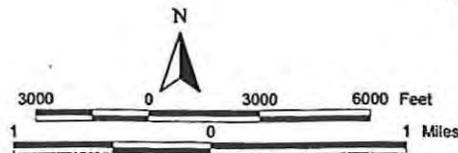
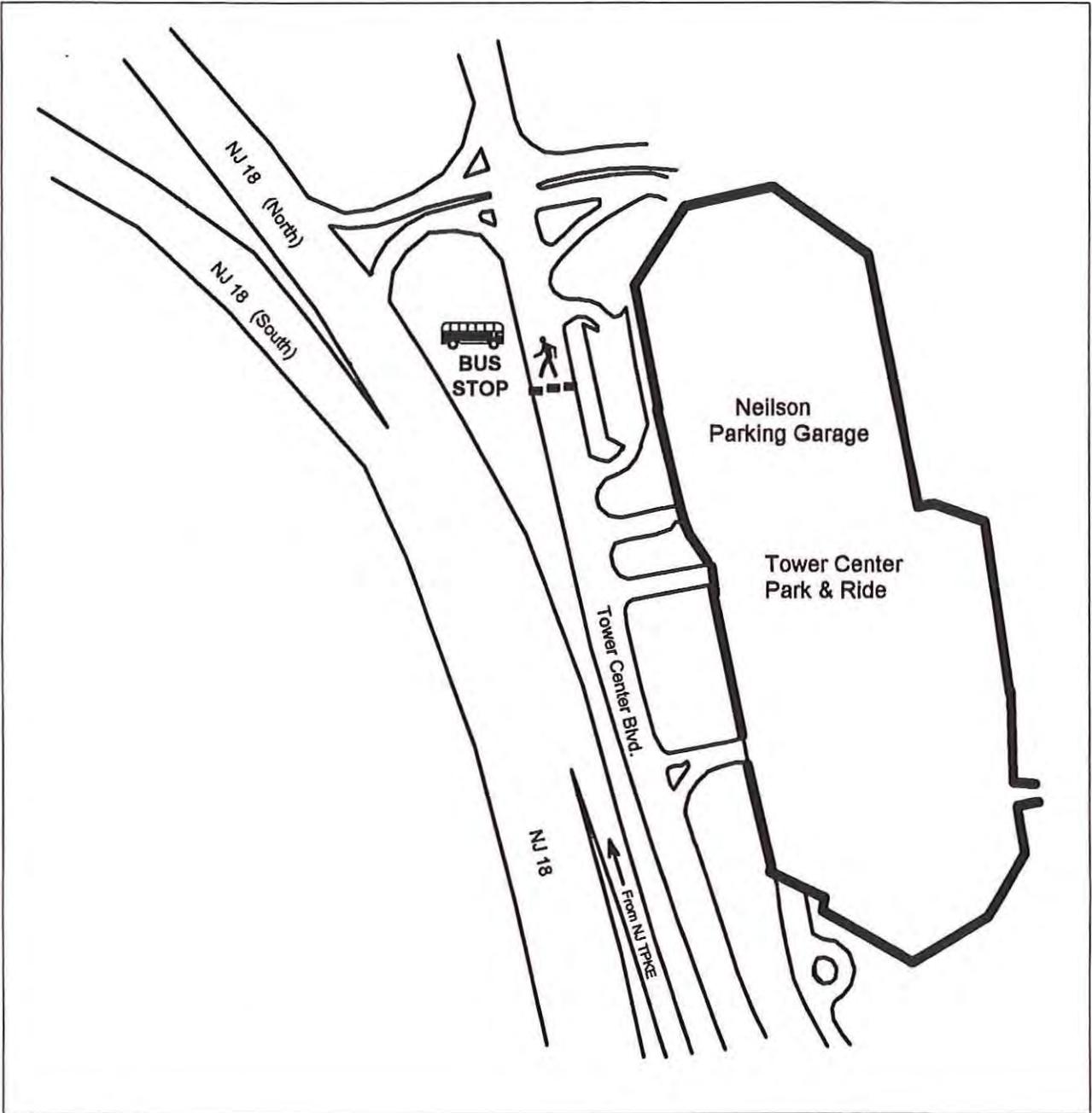


Figure 4

PROPOSED IMPROVEMENTS - NEILSON PARKING GARAGE East Brunswick



Prepared by:

Middlesex County Department of Planning
Administration, Data Management & Technical Services
40 Livingston Avenue, New Brunswick
NJ 08901

- Bus Stop 
- Crosswalks 
- Sidewalks 
- Structure 

**Table 1
NJ 18 Accidents
East Brunswick
1999 - 2003**

Location (Intersection with NJ 18)	Year	Number of Accidents	Comments
Naricon Place	2003	94	
	2002	89	
	2001	120	
	2000	76	
	1999	61	
		440	Total accidents 1999 - 2003
South Woodland Avenue & Eggers Street	2003	53	One motorcycle
	2002	54	
	2001	53	1 pedestrian; 1 bus
	2000	78	
	1999	42	1 bicyclist
		280	Total accidents 1999 - 2003
Edgeboro Road	2003	91	
	2002	118	
	2001	130	
	2000	85	
	1999	86	
		510	Total accidents 1999 - 2003
Tices Lane	2003	59	3 pedestrians
	2002	55	
	2001	54	
	2000	64	1 pedestrian
	1999	50	
		282	Total accidents 1999 - 2003
West Prospect Street	2003	40	
	2002	57	
	2001	40	
	2000	55	
	1999	32	
		224	Total accidents 1999 - 2003
West Ferris Street	2003	42	
	2002	55	
	2001	40	
	2000	48	
	1999	40	
		225	Total accidents 1999 - 2003
Milltown Road	2003	51	
	2002	35	
	2001	15	
	2000	30	
	1999	34	
		165	Total accidents 1999 - 2003
Cranbury Road	2003	22	
	2002	8	
	2001	26	
	2000	24	
	1999	15	
		95	Total accidents 1999 - 2003

**Table
NJ 18 Accidents
East Brunswick
1999 - 2003**

Location (Intersection with NJ 18)	Year	Number of Accidents	Comments
Arthur Street	2003	32	
	2002	37	
	2001	41	
	2000	28	
	1999	28	
		166	Total accidents 1999 - 2003
Race Track Road	2003	28	
	2002	44	1 pedestrian
	2001	40	1 bus; 2 cars behind the bus
	2000	36	1 bus; 3 cars behind the bus
	1999	26	
		174	Total accidents 1999 - 2003
Cindy Way	2003	24	
	2002	25	
	2001	23	
	2000	25	
	1999	31	
		128	Total accidents 1999 - 2003
Rues Lane	2003	55	
	2002	30	
	2001	62	2 pedestrians
	2000	41	
	1999	45	
		233	Total accidents 1999 - 2003
Hillsdale Road	2003	21	
	2002	25	
	2001	39	
	2000	23	
	1999	22	
		130	Total accidents 1999 - 2003
Main Street	2003	5	
	2002	36	
	2001	37	
	2000	70	
	1999	29	
		177	Total accidents 1999 - 2003
Total accidents NJ 18 corridor East Brunswick 1999 - 2003		2651	8 pedestrians; 1 bicycle; 1 motorcycle; 3 buses

Source: East Brunswick Police Department



**NEW JERSEY DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PROBLEM STATEMENT**

PLEASE SEND THIS COMPLETED FORM TO MARK STOUT, CAPITAL PROGRAMMING & FUNDING MANAGEMENT

The following information is to be completed by the Division of Capital Programming & Funds Management

DB Number:

Legislative District:

Congressional District:

CIS Text and CIS No.:

Program Category:

Information contained on this form has been verified by:

LOCATION (To be completed by initiator)

Route (if applicable): NJ Route 18 and Naricon Place, and Naricon Place and Tower Center Blvd. Proposed Project: Enhance crosswalks; Install continuous sidewalks; Provide a pedestrian-activated crossing countdown traffic signal (See Attachment 1).

Mileposts (if applicable): 39.98

Structure number (if applicable): N/A

Limits: The intersection of Naricon Place and NJ 18 southbound; the intersection of Naricon Place and NJ 18 northbound, north of the New Jersey Turnpike Exit 9 ramps.

County(s): Middlesex

Municipality(s): East Brunswick

DESCRIPTION OF PROBLEM (To be completed by initiator)

NOTE: Please attach related correspondences, map of the area, and other appropriate support material.

The following maps are attached:

1. Figure 1, entitled "Pedestrian Crossings NJ 18 Corridor," which shows the project site. Figure 1 also shows all problem intersections along the NJ 18 corridor.
2. Figure 2, entitled "Naricon Place East Brunswick Township," which is an aerial photograph showing the project site.
3. Figure 3, entitled "Traffic Volumes NJ 18 Corridor East Brunswick and Old Bridge Township."

4. Figure 4, entitled "Proposed Improvements – Naricon Place"

Check those items that best describe the problem:

Existing Highway

- Capacity problem
- Operational problem
- Physical condition problem
- Safety problem
- Other (specify)

Existing Bridge

- Capacity problem
- Physical condition problem
- Safety problem

Corridor/area Capacity Problem

- Need for corridor study
- Possible highway on new alignment
- Possible new transit line
- Need for park and ride development

DESCRIBE THE PROBLEM:

Naricon Place and northbound NJ 18 is the access point to Tower Center Boulevard, the location of a major bus terminal serving New York bound commuters. Also on this site are a high rise office complex and the Hilton Hotel. The Lawrence Brook section of East Brunswick, a single family housing development, abuts Naricon Place and southbound NJ 18. Existing conditions are hazardous for pedestrians, most of whom are bus commuters. There are no crosswalks across Naricon Place at Tower Center Boulevard.

The crosswalks across NJ 18 at Naricon Place are not highly visible, particularly at night. Drivers are distracted from seeing pedestrians due to the weave on NJ 18 at the NJ Turnpike on-ramp. There are no sidewalks on either side NJ 18 in this area. Pedestrians crossing NJ 18 are not aware of the green time at the traffic signal.

If an outside group actively supports this problem, please identify:

This problem is supported by the East Brunswick Traffic Safety Committee.

Other comments (if any) by initiator:

Initiator (Please print or type): Middlesex County

Division: Department of Planning

Date of Initiation:

Signature

Anthony Gambilonghi, Supervising Planner, Transportation

Concurrence by Division Director

(Signature) _____

George M. Ververides, Director of County Planning, Middlesex County

Date of Concurrence _____

ATTACHMENT 1

Information required on Transportation Problem Statements

- **Concise Statement of Need**

Land uses and commuter bus routes along the NJ 18 in East Brunswick generate significant pedestrian traffic, yet many of the facilities along this corridor are virtually inaccessible to transit users, pedestrians and bicyclists because the intersections are not pedestrian friendly. The lack of sidewalks along NJ 18 further exacerbates the problem. Although the corridor is served by a number of local and New York bound commuter buses, access to many of the commercial, retail and employment areas is currently very hazardous. It is difficult for people to walk between these areas and bus stops along NJ 18. The need for improved pedestrian facilities to facilitate the crossing of this divided highway is made clear by the presence of public transit through this corridor, which includes the two local bus routes serving New Brunswick, East Brunswick, South River, Sayreville, South Amboy, Perth Amboy and Woodbridge; and five New York commuter routes which pick up and discharge passengers on NJ 18. This need is evident at the crossing of NJ 18 and Naricon Place. (See Figure 4)

- **Proposed concept and/or scope of work of a capital improvement project to address the identified need where appropriate**

Recommended short term improvements to address the identified need on NJ 18 and Naricon Place include:

- Enhance the crosswalk across NJ 18 at Naricon Place on northside of intersection.
- Provide sidewalk on Naricon Place from Route 18 to Tower Center Blvd on northside of Naricon Place.
- Install enhanced crosswalk across Tower Center Blvd. on the northside at Naricon Place.
- Fix button to activate pedestrian traffic signal at Naricon Place and Tower Center Blvd. and provide pedestrian access to the button which is currently hampered by a barrier.
- Provide pedestrian activated crossing countdown (30 – 0 seconds) traffic signal to clearly show pedestrians how much time they have to cross NJ 18.
- Provide continuous sidewalks on both sides of Route 18 approaching Naricon Place. This is in keeping with the recommendation to provide continuous sidewalks along Route 18 in the study area.

Recommended long term improvements to address the identified need on NJ 18 and Naricon Place include:

- In accordance with Project # DBNUM X221B: Route 18 traffic improvements from Route 1 to the NJ Turnpike - included in the NJTPA FY 2006 PDWP, construct a grade separated interchange at Route 18 and Naricon Place that will improve both vehicular traffic flow and pedestrian-bicycle mobility in this area.

- Statement of the extent to which the proposed capital improvement project or removal of the identified deficiency would advance the Department's objectives as identified in the Capital Investment Strategy.

This project conforms to NJDOT Capital Investment Strategy objectives in that it would require a "reasonable financing scenario" that could be implemented within the fiscal years 2004 – 2009 funding limits.

ATTACHMENT 1
PAGE 2

- Current traffic counts and accident rates, with respect to the following program categories: Bridge Rehabilitation and Replacement, Highway Rehabilitation and Reconstruction, Safety Intersection Improvements.

Traffic counts along the NJ 18 corridor are shown in Figure 3 (attached). Accidents at intersections along the NJ 18 corridor are shown in Table 1 (attached).

- Identification of individuals or groups who may be sponsoring or supporting the proposed project.

The project is sponsored by the Middlesex County Department of Planning and is supported by the Middlesex County Transportation Coordinating Committee (TCC) and the East Brunswick Traffic Safety Committee.

- Summary of identified environmental issues within the probably footprint of the proposed project, especially including the identification of any historic or potentially historic properties, historic or potentially historic structures, historic districts, and wetlands.

The project area contains no wetlands, no historic or potentially historic properties and no historic or potentially historic structures.

- To assure proper quality control, all Transportation Problem Statements must be signed by a division director.

NOTE: In the case of a Transportation Problem Statement originating from outside the Department, the Bureau of Capital Program Development may request the Department unit which transmitted the problem statement, and/or any other appropriate unit within the Department, to complete the necessary information.

The Bureau of Capital Program Development may return a Transportation Problem Statement to the initiator with a request to complete missing or inadequate items of information.

The Bureau of Capital Program Development may request the Division of Design Services to undertake an environmental screening to identify pertinent environmental issues involving Transportation Problem Statements, as appropriate.

Figure 1

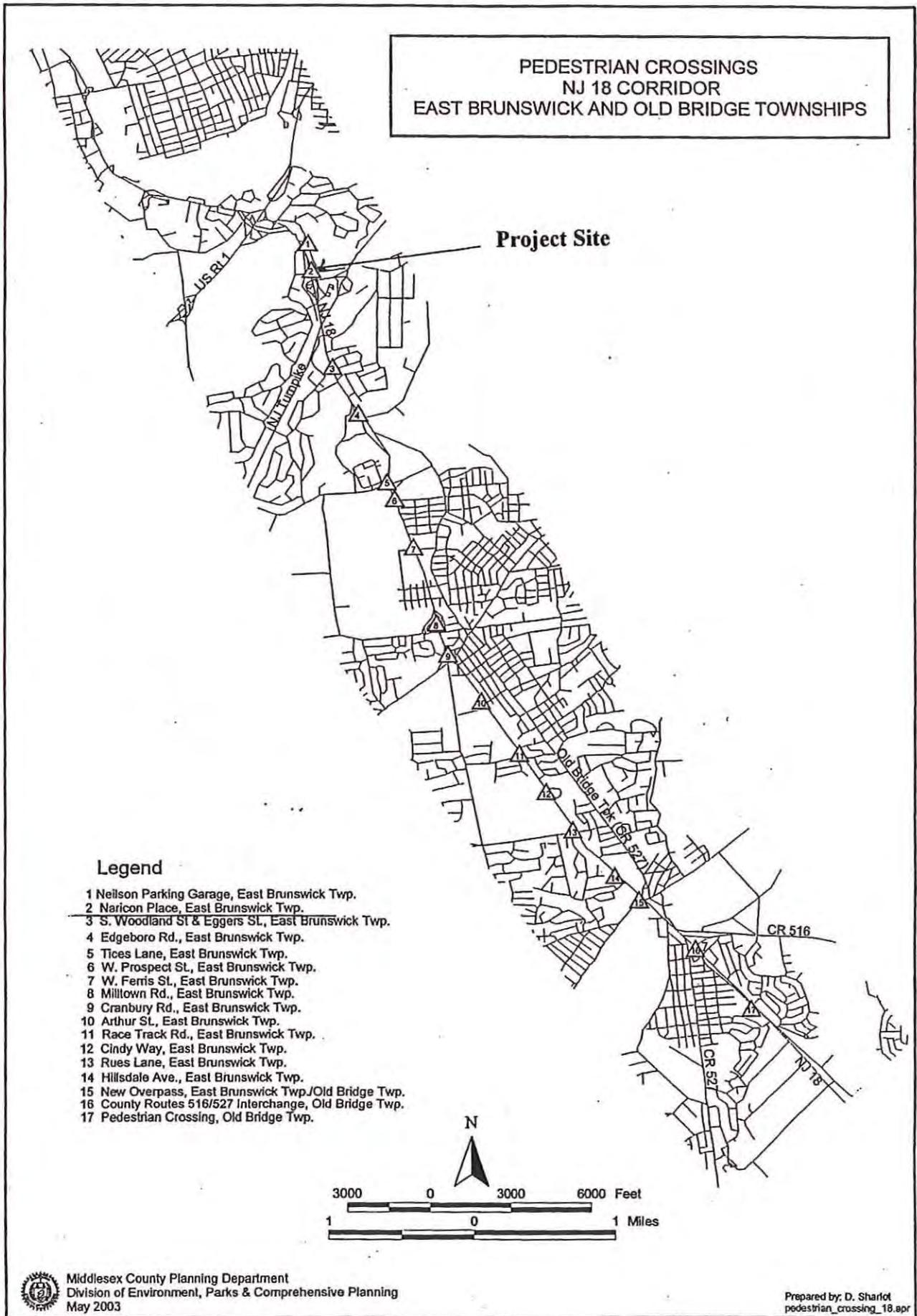


Figure 2 Naricon Place East Brunswick Twp.

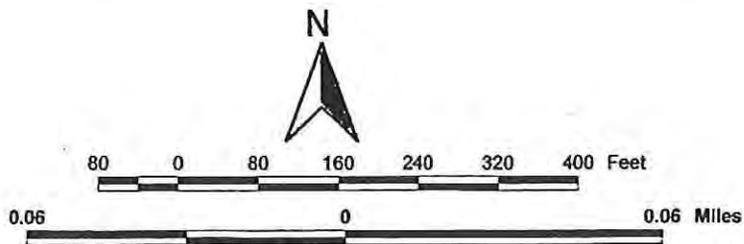
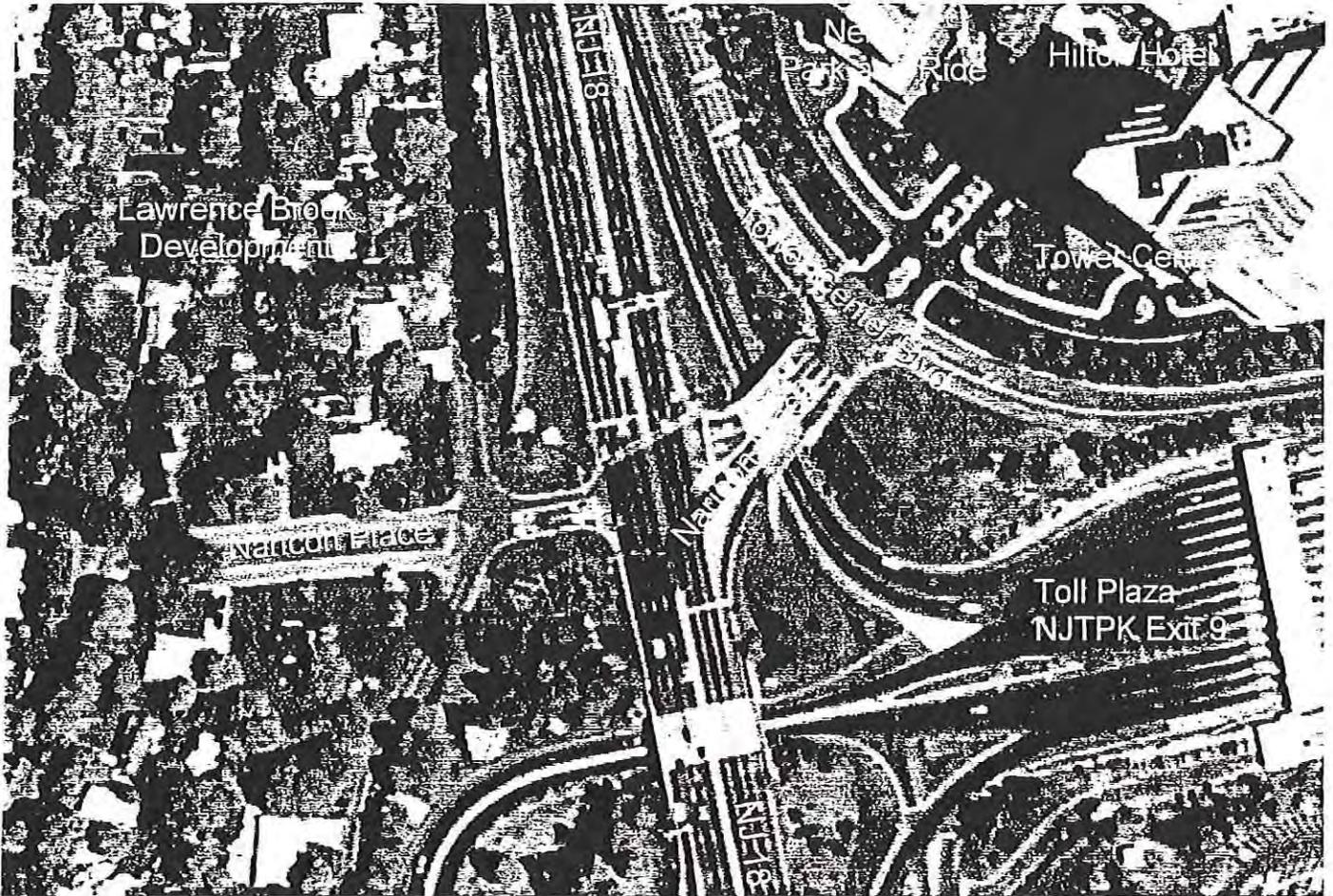
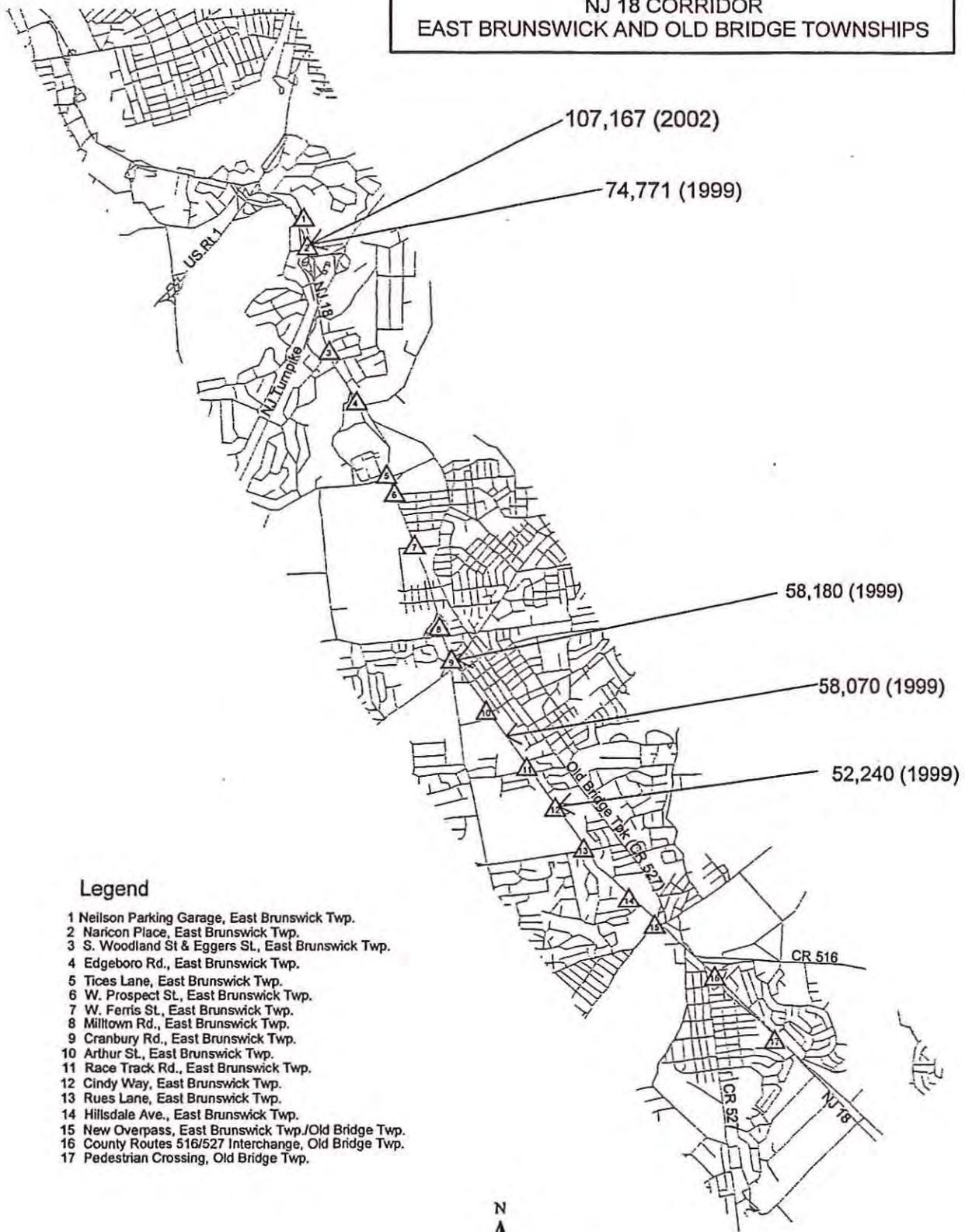


Figure 3
Traffic Volumes
NJ 18 CORRIDOR
EAST BRUNSWICK AND OLD BRIDGE TOWNSHIPS



Legend

- 1 Neilson Parking Garage, East Brunswick Twp.
- 2 Naricon Place, East Brunswick Twp.
- 3 S. Woodland St & Eggers St, East Brunswick Twp.
- 4 Edgeboro Rd., East Brunswick Twp.
- 5 Tices Lane, East Brunswick Twp.
- 6 W. Prospect St., East Brunswick Twp.
- 7 W. Ferris St., East Brunswick Twp.
- 8 Milltown Rd., East Brunswick Twp.
- 9 Cranbury Rd., East Brunswick Twp.
- 10 Arthur St., East Brunswick Twp.
- 11 Race Track Rd., East Brunswick Twp.
- 12 Cindy Way, East Brunswick Twp.
- 13 Rues Lane, East Brunswick Twp.
- 14 Hillsdale Ave., East Brunswick Twp.
- 15 New Overpass, East Brunswick Twp./Old Bridge Twp.
- 16 County Routes 516/527 Interchange, Old Bridge Twp.
- 17 Pedestrian Crossing, Old Bridge Twp.

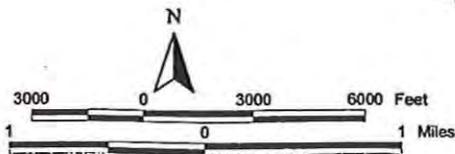
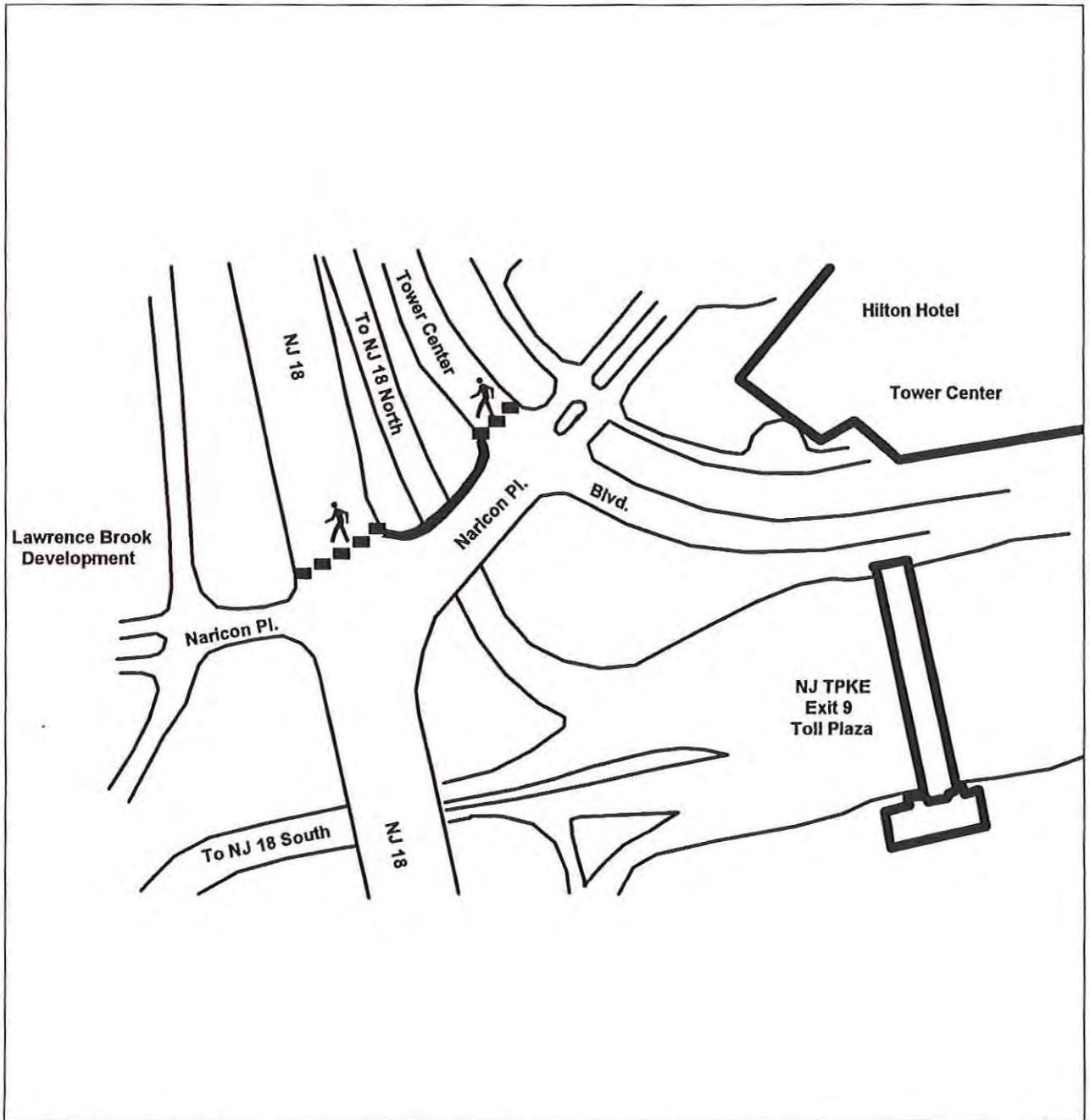


Figure 4 Naricon Place East Brunswick Twp.



-  Bus Stop
-  Crosswalk
-  Sidewalk
-  Stairs
-  Structure

**Table 1
NJ 18 Accidents
East Brunswick
1999 - 2003**

Location (Intersection with NJ 18)	Year	Number of Accidents	Comments
Naricon Place	2003	94	
	2002	89	
	2001	120	
	2000	76	
	1999	61	
		440	Total accidents 1999 - 2003
South Woodland Avenue & Eggers Street	2003	53	One motorcycle
	2002	54	
	2001	53	1 pedestrian; 1 bus
	2000	78	
	1999	42	1 bicyclist
		280	Total accidents 1999 - 2003
Edgeboro Road	2003	91	
	2002	118	
	2001	130	
	2000	85	
	1999	86	
		510	Total accidents 1999 - 2003
Tices Lane	2003	59	3 pedestrians
	2002	55	
	2001	54	
	2000	64	1 pedestrian
	1999	50	
		282	Total accidents 1999 - 2003
West Prospect Street	2003	40	
	2002	57	
	2001	40	
	2000	55	
	1999	32	
		224	Total accidents 1999 - 2003
West Ferris Street	2003	42	
	2002	55	
	2001	40	
	2000	48	
	1999	40	
		225	Total accidents 1999 - 2003
Milltown Road	2003	51	
	2002	35	
	2001	15	
	2000	30	
	1999	34	
		165	Total accidents 1999 - 2003
Cranbury Road	2003	22	
	2002	8	
	2001	26	
	2000	24	
	1999	15	
		95	Total accidents 1999 - 2003

**Table
NJ 18 Accidents
East Brunswick
1999 - 2003**

Location (Intersection with NJ 18)	Year	Number of Accidents	Comments
Arthur Street	2003	32	
	2002	37	
	2001	41	
	2000	28	
	1999	28	
		166	Total accidents 1999 - 2003
Race Track Road	2003	28	
	2002	44	1 pedestrian
	2001	40	1 bus; 2 cars behind the bus
	2000	36	1 bus; 3 cars behind the bus
	1999	26	
		174	Total accidents 1999 - 2003
Cindy Way	2003	24	
	2002	25	
	2001	23	
	2000	25	
	1999	31	
		128	Total accidents 1999 - 2003
Rues Lane	2003	55	
	2002	30	
	2001	62	2 pedestrians
	2000	41	
	1999	45	
		233	Total accidents 1999 - 2003
Hillsdale Road	2003	21	
	2002	25	
	2001	39	
	2000	23	
	1999	22	
		130	Total accidents 1999 - 2003
Main Street	2003	5	
	2002	36	
	2001	37	
	2000	70	
	1999	29	
		177	Total accidents 1999 - 2003
Total accidents NJ 18 corridor East Brunswick 1999 - 2003		2651	8 pedestrians; 1 bicycle; 1 motorcycle; 3 buses

Source: East Brunswick Police Department

**NEW JERSEY DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PROBLEM STATEMENT**

***PLEASE SEND THIS COMPLETED FORM TO MARK STOUT, CAPITAL
PROGRAMMING & FUNDING MANAGEMENT***

The following information is to be completed by the Division of Capital Programming & Funds Management

DB Number:

Legislative District:

Congressional District:

CIS Text and CIS No.:

Program Category:

Information contained on this form has been verified by:

LOCATION (To be completed by initiator)

Route (if applicable): NJ Route 18, South Woodland Avenue and Eggers Street. Proposed Project: Enhance the crosswalks; install new sidewalks; Provide pedestrian-activated crossing countdown traffic signals; Provide transit improvements. (See Attachment 1).

Mileposts (if applicable): 39.27 and 39.29

Structure number (if applicable): N/A

Limits: South Woodland Avenue and NJ Route 18 northbound; Eggers Street and NJ 18 southbound.

County(s): Middlesex

Municipality(s): East Brunswick

DESCRIPTION OF PROBLEM (To be completed by initiator)

NOTE: Please attach related correspondences, map of the area, and other appropriate support material.

The following maps are attached:

1. Figure 1, entitled "Pedestrian Crossings NJ 18 Corridor," which shows the project site. Figure 1 also shows all problem intersections along the NJ 18 corridor.
2. Figure 2, entitled "S. Woodland Ave. & Eggers St. East Brunswick Twp.," which is an aerial photograph showing the project site.

3. Figure 3, entitled "Traffic Volumes NJ 18 Corridor East Brunswick and Old Bridge Townships.

4. Figure 4, entitled "Proposed Improvements – South Woodland Avenue and Eggers Street."

Check those items that best describe the problem:

Existing Highway

Capacity problem

Operational problem

Physical condition problem

Safety problem

Other (specify)

Existing Bridge

Capacity problem

Physical condition problem

Safety problem

Corridor/area Capacity Problem

Need for corridor study

Possible highway on new alignment

Possible new transit line

Need for park and ride development

DESCRIBE THE PROBLEM:

There is a high volume of pedestrians, primarily bus commuters, crossing NJ 18 at South Woodland Avenue and Eggers Street. There is a strip mall and a bus stop on NJ 18 northbound, south of South Woodland Avenue. There is also a pedestrian overpass, without a canopy, at this location. The overpass does not comply with ADA standards. There is a crosswalk and pedestrian-activated traffic signal at South Woodland Avenue; however, pedestrians are not aware of the green time. This crosswalk is not highly

visible, particularly at night. There is only one bus loading/unloading slot on northbound NJ 18 which is under the pedestrian overpass. When a second bus arrives, the bus doors face the steel guard rail which acts as a barrier to safe loading and unloading. Hence, this causes problems with the loading and unloading of passengers on any bus behind the first one that arrives.

The East Brunswick Ramada Inn and Turnpike Plaza Office Complex are located on southbound NJ 18, north of Eggers Street. There is a far side bus stop on NJ 18 southbound, south of Eggers Street. There is no crosswalk at Eggers Street, and no sidewalk at the southbound bus stop location on Route 18. However, there is a "cowpath," which is used by pedestrians, chiefly bus commuters. There is a pedestrian-activated traffic signal at NJ 18 and Eggers Street; however, pedestrians are not aware of the green time.

If an outside group actively supports this problem, please identify:

This problem is supported by the East Brunswick Traffic Safety Committee.

Other comments (if any) by initiator:

Initiator (Please print or type): Middlesex County

Division: Department of Planning

Date of Initiation:

Signature

Anthony Gambilonghi, Supervising Planner, Transportation

Concurrence by Division Director

(Signature) _____

George M. Ververides, Director of County Planning, Middlesex County

Date of Concurrence _____

ATTACHMENT 1

Information required on Transportation Problem Statements

- **Concise Statement of Need**

Land uses and commuter bus routes along NJ 18 in East Brunswick generate significant pedestrian traffic, yet many of the facilities along this corridor are virtually inaccessible to transit users, pedestrians and bicyclists because the intersections are not pedestrian friendly. The lack of sidewalks along NJ 18 further exacerbates the problem. Although the corridor is served by a number of local and New York bound commuter buses, access to many of the commercial, retail and employment areas is currently very hazardous. It is difficult for people to walk between these areas and bus stops along NJ 18. The need for improved pedestrian facilities to facilitate the crossing of this divided highway is made clear by the presence of public transit through this corridor, which includes the two local bus routes serving New Brunswick, East Brunswick, South River, Sayreville, South Amboy, Perth Amboy and Woodbridge; and five New York commuter routes which pick up and discharge passengers on NJ 18. This need is evident at the pedestrian crossings at NJ 18, South Woodland Avenue and Eggers Street. (See Figure 4)

- **Proposed concept and/or scope of work of a capital improvement project to address the identified need where appropriate**

Recommended improvements to address the identified need on NJ 18, South Woodland Avenue and Eggers Street include:

- Enhance the crosswalks across NJ 18 at South Woodland Avenue and Eggers Street; Provide a crosswalk on Eggers Street.
 - Install a crossing countdown (30 – 0 seconds) at the traffic signals on NJ 18 to clearly show pedestrians how much time they have to cross the highway.
 - Install sidewalks on southbound NJ 18 from Eggers Street to Edgeboro Road.
 - Make the existing pedestrian overpass ADA compliant; install a canopy to protect pedestrians during inclement weather.
- Statement of the extent to which the proposed capital improvement project or removal of the identified deficiency would advance the Department's objectives as identified in the Capital Investment Strategy.

This project conforms to NJDOT Capital Investment Strategy objectives in that it would require a "reasonable financing scenario" that could be implemented within the fiscal years 2004 – 2009 funding limits.

ATTACHMENT 1
PAGE 2

- Current traffic counts and accident rates, with respect to the following program categories: Bridge Rehabilitation and Replacement, Highway Rehabilitation and Reconstruction, Safety Intersection Improvements.

Traffic counts along the NJ 18 corridor are shown in Figure 3 (attached). Accidents at intersections along the NJ 18 corridor are shown in Table 1 (attached).

- Identification of individuals or groups who may be sponsoring or supporting the proposed project.

The project is sponsored by the Middlesex County Department of Planning and is supported by the Middlesex County Transportation Coordinating Committee (TCC) and the East Brunswick Traffic Safety Committee.

- Summary of identified environmental issues within the probably footprint of the proposed project, especially including the identification of any historic or potentially historic properties, historic or potentially historic structures, historic districts, and wetlands.

The project area contains no wetlands, no historic or potentially historic properties and no historic or potentially historic structures.

- To assure proper quality control, all Transportation Problem Statements must be signed by a division director.

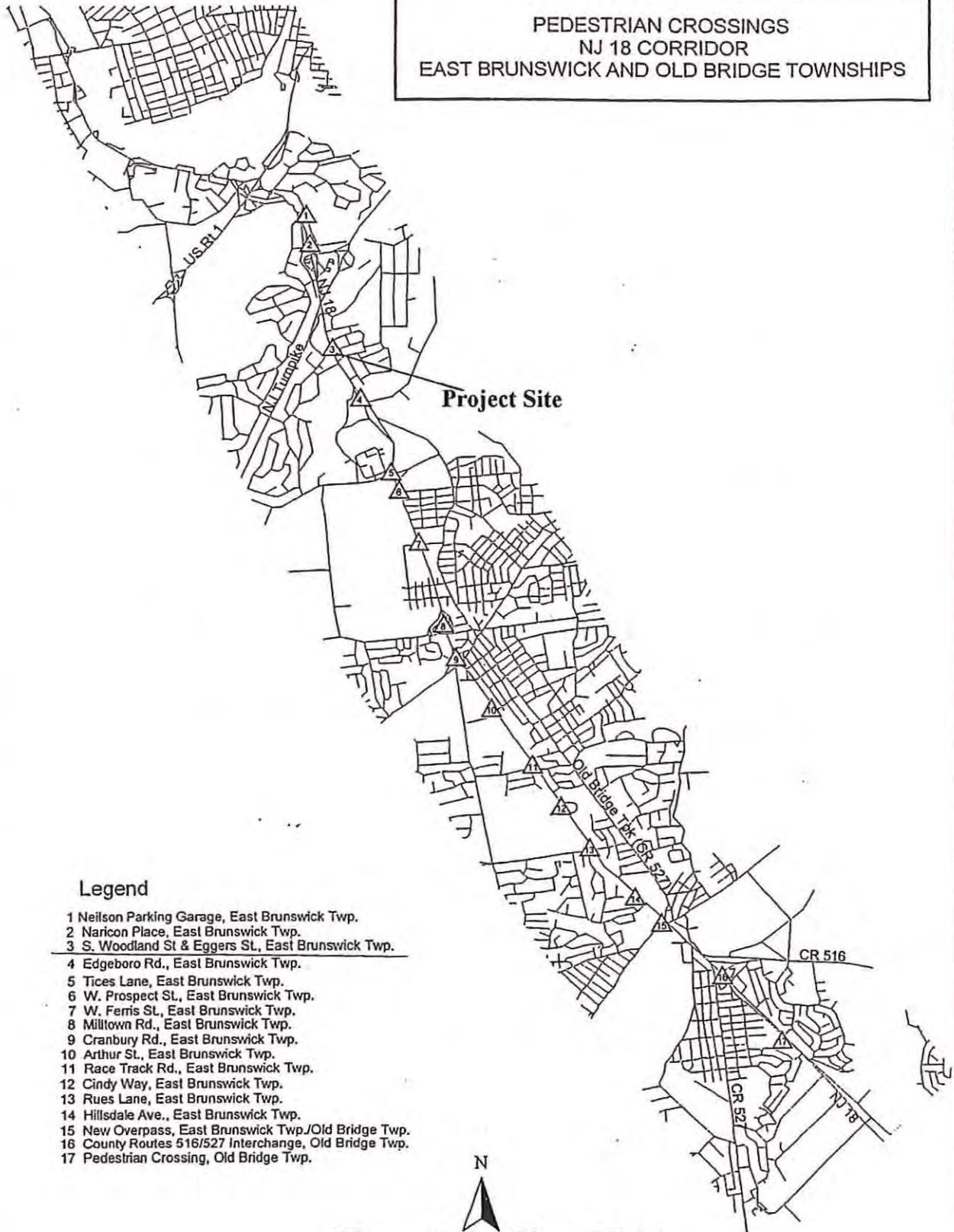
NOTE: In the case of a Transportation Problem Statement originating from outside the Department, the Bureau of Capital Program Development may request the Department unit which transmitted the problem statement, and/or any other appropriate unit within the Department, to complete the necessary information.

The Bureau of Capital Program Development may return a Transportation Problem Statement to the initiator with a request to complete missing or inadequate items of information.

The Bureau of Capital Program Development may request the Division of Design Services to undertake an environmental screening to identify pertinent environmental issues involving Transportation Problem Statements, as appropriate.

Figure 1

PEDESTRIAN CROSSINGS
NJ 18 CORRIDOR
EAST BRUNSWICK AND OLD BRIDGE TOWNSHIPS



Legend

- 1 Neilson Parking Garage, East Brunswick Twp.
- 2 Naricon Place, East Brunswick Twp.
- 3 S. Woodland St & Eggers St, East Brunswick Twp.
- 4 Edgeboro Rd., East Brunswick Twp.
- 5 Tices Lane, East Brunswick Twp.
- 6 W. Prospect St., East Brunswick Twp.
- 7 W. Ferris St., East Brunswick Twp.
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- 9 Cranbury Rd., East Brunswick Twp.
- 10 Arthur St., East Brunswick Twp.
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- 12 Cindy Way, East Brunswick Twp.
- 13 Rues Lane, East Brunswick Twp.
- 14 Hillsdale Ave., East Brunswick Twp.
- 15 New Overpass, East Brunswick Twp./Old Bridge Twp.
- 16 County Routes 516/527 Interchange, Old Bridge Twp.
- 17 Pedestrian Crossing, Old Bridge Twp.

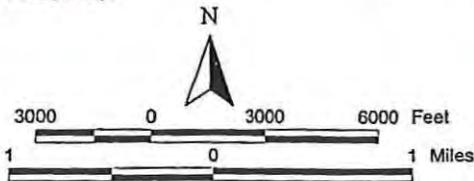


Figure 2
S. Woodland St & Eggers St.
East Brunswick Twp.

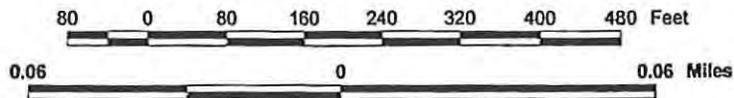
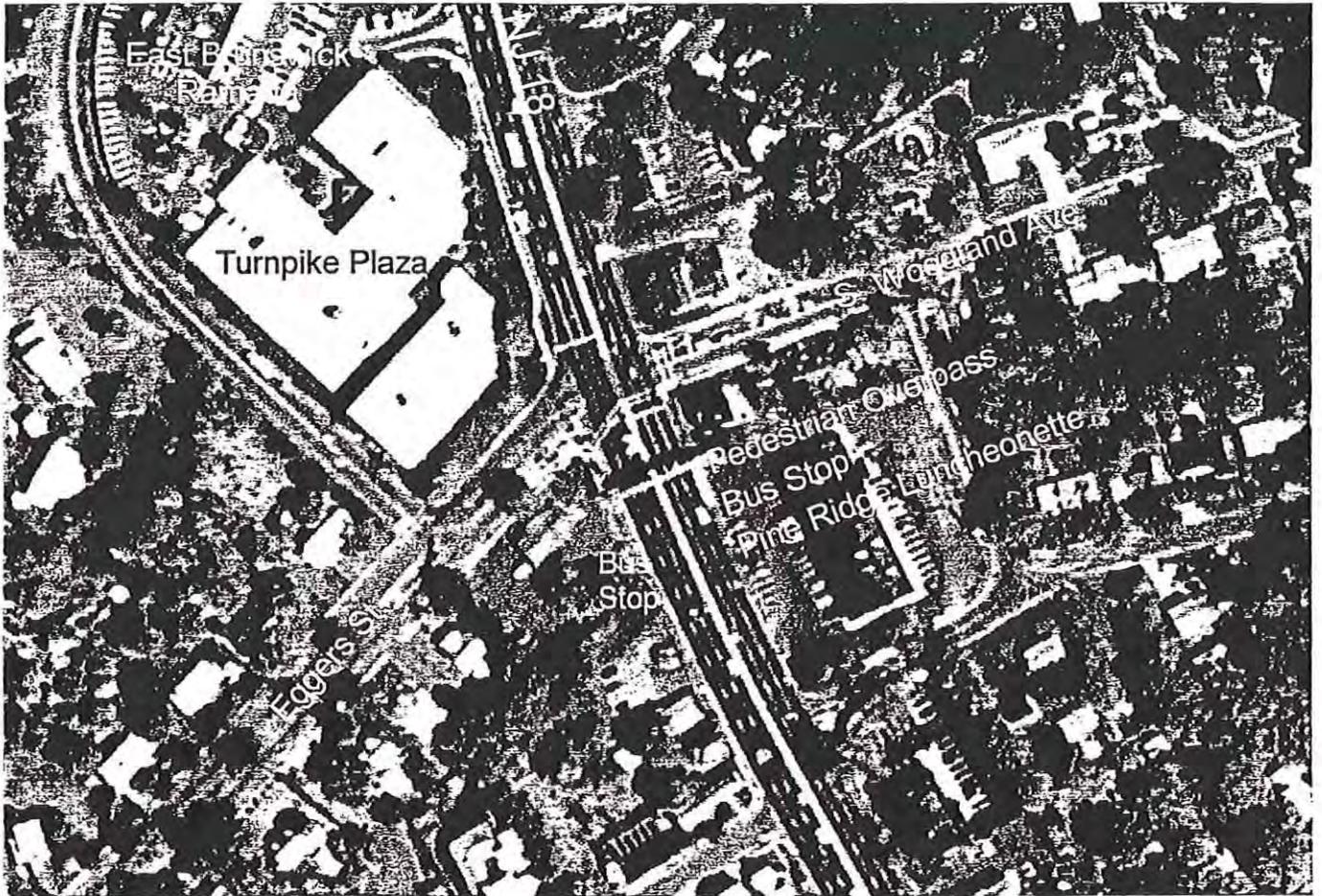
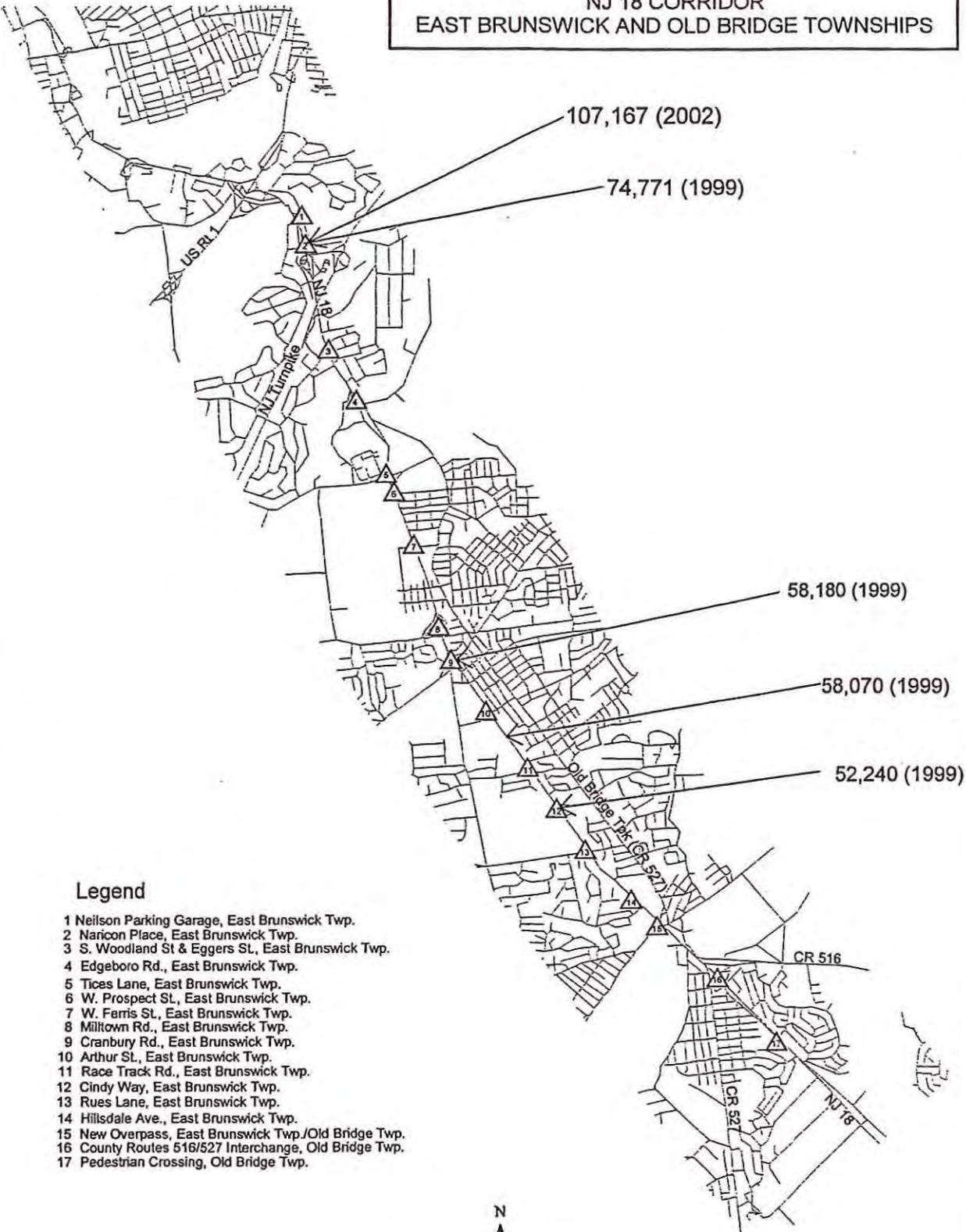


Figure 3
Traffic Volumes
NJ 18 CORRIDOR
EAST BRUNSWICK AND OLD BRIDGE TOWNSHIPS



Legend

- 1 Nelson Parking Garage, East Brunswick Twp.
- 2 Naricon Place, East Brunswick Twp.
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- 4 Edgeboro Rd., East Brunswick Twp.
- 5 Tices Lane, East Brunswick Twp.
- 6 W. Prospect St., East Brunswick Twp.
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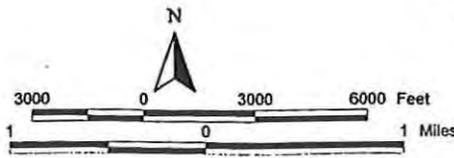
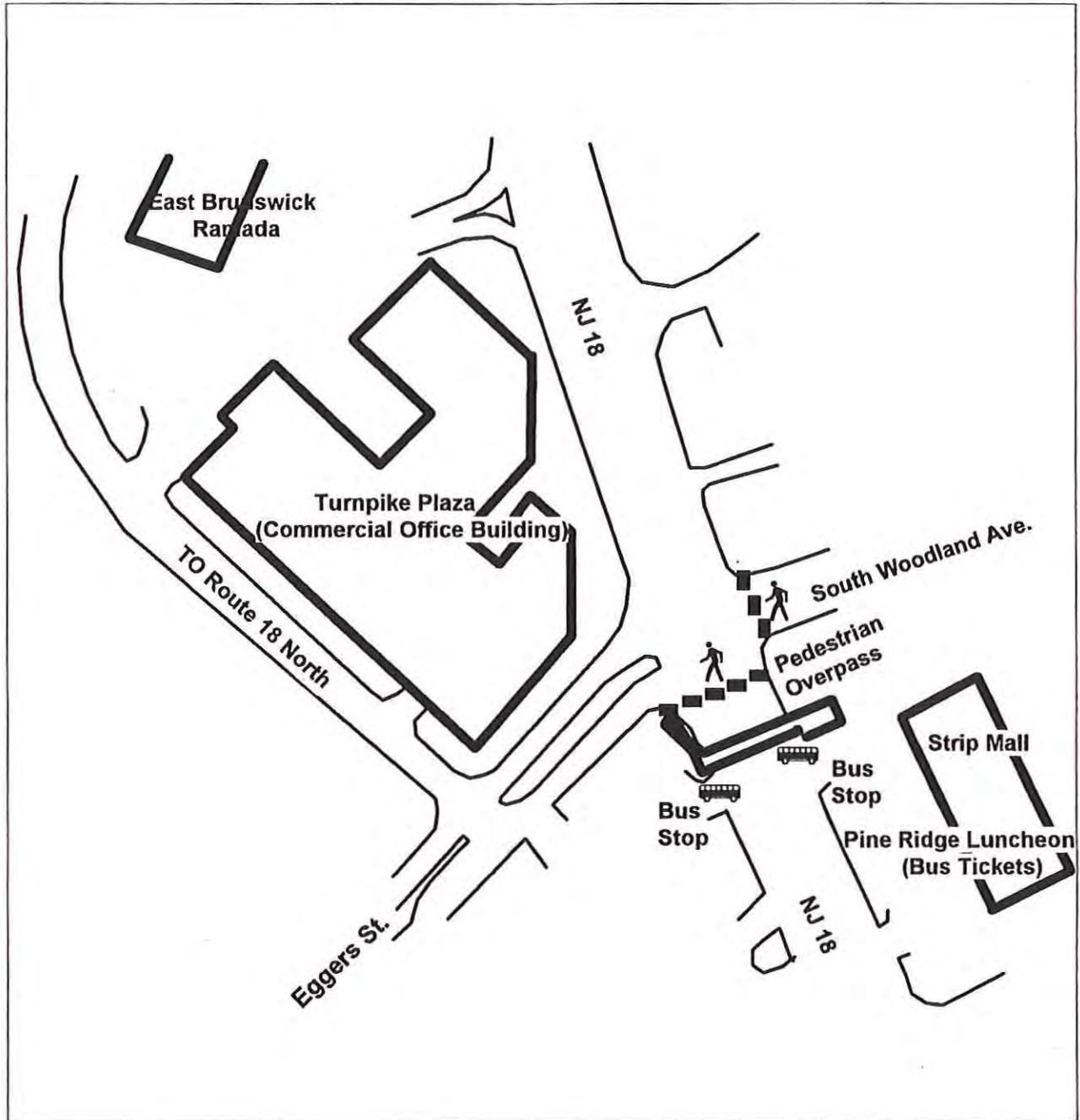


Figure 4 Woodland Avenue & Eggers Street East Brunswick Twp.



-  Bus Stop
-  Crosswalk
-  Sidewalk
-  Stairs
-  Structure

**Table 1
NJ 18 Accidents
East Brunswick
1999 - 2003**

Location (Intersection with NJ 18)	Year	Number of Accidents	Comments
Naricon Place	2003	94	
	2002	89	
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	2000	76	
	1999	61	
		440	Total accidents 1999 - 2003
South Woodland Avenue & Eggers Street	2003	53	One motorcycle
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	1999	86	
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	2002	55	
	2001	54	
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		282	Total accidents 1999 - 2003
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	2002	57	
	2001	40	
	2000	55	
	1999	32	
		224	Total accidents 1999 - 2003
West Ferris Street	2003	42	
	2002	55	
	2001	40	
	2000	48	
	1999	40	
		225	Total accidents 1999 - 2003
Milltown Road	2003	51	
	2002	35	
	2001	15	
	2000	30	
	1999	34	
		165	Total accidents 1999 - 2003
Cranbury Road	2003	22	
	2002	8	
	2001	26	
	2000	24	
	1999	15	
		95	Total accidents 1999 - 2003

**Table
NJ 18 Accidents
East Brunswick
1999 - 2003**

Location (Intersection with NJ 18)	Year	Number of Accidents	Comments
Arthur Street	2003	32	
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	1999	28	
		166	Total accidents 1999 - 2003
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		174	Total accidents 1999 - 2003
Cindy Way	2003	24	
	2002	25	
	2001	23	
	2000	25	
	1999	31	
		128	Total accidents 1999 - 2003
Rues Lane	2003	55	
	2002	30	
	2001	62	2 pedestrians
	2000	41	
	1999	45	
		233	Total accidents 1999 - 2003
Hillsdale Road	2003	21	
	2002	25	
	2001	39	
	2000	23	
	1999	22	
		130	Total accidents 1999 - 2003
Main Street	2003	5	
	2002	36	
	2001	37	
	2000	70	
	1999	29	
		177	Total accidents 1999 - 2003
Total accidents NJ 18 corridor East Brunswick 1999 - 2003		2651	8 pedestrians; 1 bicycle; 1 motorcycle; 3 buses

Source: East Brunswick Police Department



**NEW JERSEY DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PROBLEM STATEMENT**

***PLEASE SEND THIS COMPLETED FORM TO MARK STOUT, CAPITAL
PROGRAMMING & FUNDING MANAGEMENT***

The following information is to be completed by the Division of Capital Programming & Funds Management

DB Number:

Legislative District:

Congressional District:

CIS Text and CIS No.:

Program Category:

Information contained on this form has been verified by:

LOCATION (To be completed by initiator)

Route (if applicable): NJ Route 18, Edgeboro Road, and Old Bridge Turnpike (Middlesex County Route 527). Proposed Project: Enhance the crosswalks; Install sidewalks; Ramp treatments; Provide pedestrian-activated crossing countdown traffic signals; Transit improvements and amenities. (See Attachment 1).

Mileposts (if applicable): 38.89

Structure number (if applicable): N/A

Limits: NJ Route 18 northbound at Edgeboro Road and Old Bridge Turnpike (CR 527); NJ 18 southbound at the reverse jughandle.

County(s): Middlesex

Municipality(s): East Brunswick

DESCRIPTION OF PROBLEM (To be completed by initiator)

NOTE: Please attach related correspondences, map of the area, and other appropriate support material.

The following maps are attached:

1. Figure 1, entitled "Pedestrian Crossings NJ 18 Corridor," which shows the project site. Figure 1 also shows all problem intersections along the NJ 18 corridor.
2. Figure 2, entitled "Edgeboro Rd., East Brunswick Twp.," which is an aerial photograph showing the project site.
3. Figure 3, entitled "Traffic Volumes NJ 18 Corridor East Brunswick and Old Bridge Townships."

Check those items that best describe the problem:

Existing Highway

Capacity problem

Operational problem

Physical condition problem

Safety problem

Other (specify)

Existing Bridge

Capacity problem

Physical condition problem

Safety problem

Corridor/area Capacity Problem

Need for corridor study

Possible highway on new alignment

Possible new transit line

Need for park and ride development

DESCRIBE THE PROBLEM:

The intersection of NJ 18, Edgeboro Road and the Old Bridge Turnpike is especially hazardous for pedestrians, most of whom are bus commuters who need to cross this intersection to get to and from the bus stops on the nearside northbound and and farside southbound Route 18. It has more conflict points than at a normal cross street due to the configuration of the intersection, the reverse jughandle, and traffic patterns.

There are no pedestrian crosswalks painted anywhere at this intersection to cross NJ 18. There are no sidewalks, and the large, round landscaping stones on northbound NJ 18 makes pedestrian access very difficult. Commuters wait for the bus at this location. There are four pedestrian-activated buttons on the traffic signals; however, pedestrians are not aware of how much time they have to cross the highway. There is only 30 seconds for pedestrians to cross six lanes on the southbound side and seven lanes on the northbound side. There are no shoulders. Crossing on the southbound side connecting the bus stops on both sides of the highway requires that pedestrians cross around the Jersey barrier well past the stop line.

If an outside group actively supports this problem, please identify:

This problem is supported by the East Brunswick Traffic Advisory Committee.

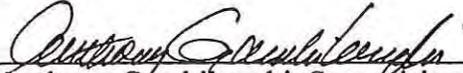
Other comments (if any) by initiator:

Initiator (Please print or type): Middlesex County

Division: Department of Planning

Date of Initiation:

(Signature)



Anthony Gambilonghi, Supervising Planner, Transportation

Concurrence by Division Director

(Signature) _____
George M. Ververides, Director of County Planning, Middlesex County

Date of Concurrence _____

ATTACHMENT 1

Information required on Transportation Problem Statements

- **Concise Statement of Need**

Land uses and commuter bus routes along NJ 18 in East Brunswick generate significant pedestrian traffic, yet many of the facilities along this corridor are virtually inaccessible to transit users, pedestrians and bicyclists because the intersections are not pedestrian friendly. The lack of sidewalks along NJ 18 further exacerbates the problem. Although the corridor is served by a number of local and New York bound commuter buses, pedestrian or bicycle access to many of the commercial, retail and employment areas is currently very hazardous. It is difficult for people to walk between these areas and to and from the bus stops along NJ 18. The need for improved pedestrian facilities to facilitate the crossing of this divided highway is made clear by the presence of public transit through this corridor, which includes the two local bus routes serving New Brunswick, East Brunswick, South River, Sayreville, South Amboy, Perth Amboy, Old Bridge and Woodbridge; and five New York commuter routes which pick up and discharge passengers on NJ 18. This need is evident at the pedestrian crossings at NJ 18, Edgeboro Road and the Old Bridge Turnpike.

- **Proposed concept and/or scope of work of a capital improvement project to address the identified need where appropriate**

Recommended improvements to address the identified need on NJ 18 at Edgeboro Road, the Old Bridge Turnpike, and the reverse jughandle include:

- Enhanced crosswalks on NJ 18, Edgeboro Road and the Old Bridge Turnpike.
- Install crossing countdown (30 – 0 seconds or more) at the traffic signals on NJ 18 to clearly show pedestrians how much time they have to cross the highway.
- Install sidewalks on NJ 18 southbound from the Edgeboro Road reverse jughandle to Eggers Street.
- Connect the bus stops on southbound and northbound NJ 18 with an appropriate and painted crosswalk.
- Provide pedestrian break in the Jersey barrier to accommodate the pedestrian crosswalk across NJ 18.
- Install sidewalk on NJ 18 northbound to the bus stops.
- Install a bus stop pad on northbound NJ 18.
- Provide appropriate ramp treatments on the northbound and southbound side of NJ 18 to accommodate pedestrians crossing the reverse jughandle on the southbound side, the CR 527 on ramp to NJ 18 Northbound side, and the crosswalk on CR 527 at Edgerboro Road.

NOTE: The proposed grade separation with pedestrian access at NJ 18 and Edgeboro Road has already been submitted as a Problem Statement and has been included in the NJTPA Required Transportation Plan (RTP).

- Statement of the extent to which the proposed capital improvement project or removal of the identified deficiency would advance the Department's objectives as identified in the Capital Investment Strategy.

This project conforms to NJDOT Capital Investment Strategy objectives in that it would require a "reasonable financing scenario" that could be implemented within the fiscal years 2004 – 2009 funding limits.

- Current traffic counts and accident rates with respect to the following program categories: Bridge Rehabilitation and Replacement, Highway Rehabilitation and Reconstruction, Safety Intersection Improvements.

Traffic counts along the NJ 18 corridor are shown in Figure 3 (attached). Accidents at intersections along the NJ 18 corridor are shown in Table 1 (attached).

- Identification of individuals or groups who may be sponsoring or supporting the proposed project.

The project is sponsored by the Middlesex County Department of Planning and is supported by the Middlesex County Transportation Coordinating Committee (TCC) and the East Brunswick Traffic Advisory Committee.

- Summary of identified environmental issues within the probable footprint of the proposed project, especially including the identification of any historic or potentially historic properties, historic or potentially historic structures, historic districts, and wetlands.

The project area contains no wetlands, no historic or potentially historic properties and no historic or potentially historic structures.

- To assure proper quality control, all Transportation Problem Statements must be signed by a division director.

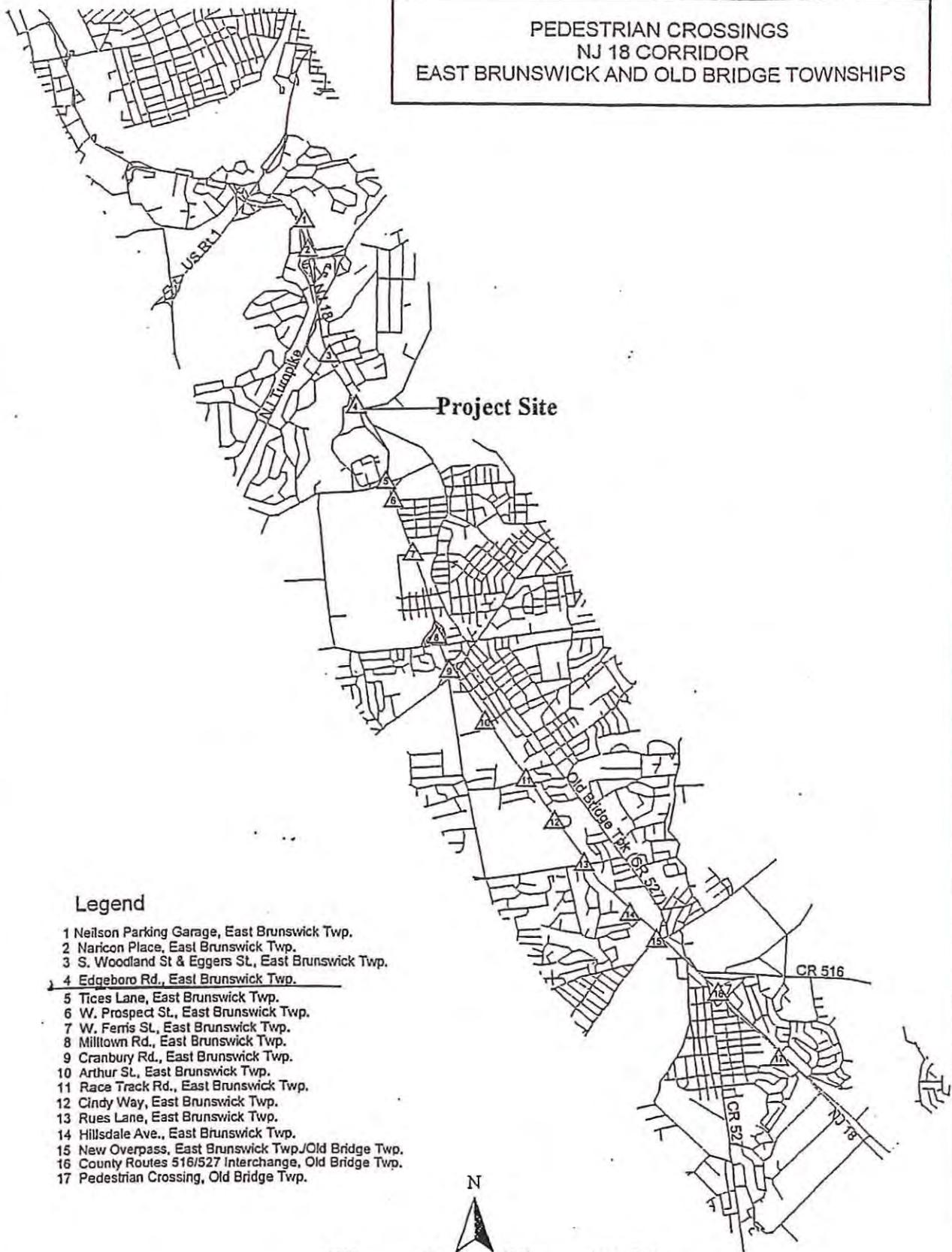
NOTE: In the case of a Transportation Problem Statement originating from outside the Department, the Bureau of Capital Program Development may request the Department unit which transmitted the problem statement, and/or any other appropriate unit within the Department, to complete the necessary information.

The Bureau of Capital Program Development may return a Transportation Problem Statement to the initiator with a request to complete missing or inadequate items of information.

The Bureau of Capital Program Development may request the Division of Design Services to undertake an environmental screening to identify pertinent environmental issues involving Transportation Problem Statements, as appropriate.

Figure 1

PEDESTRIAN CROSSINGS
NJ 18 CORRIDOR
EAST BRUNSWICK AND OLD BRIDGE TOWNSHIPS



Legend

- 1 Neilson Parking Garage, East Brunswick Twp.
- 2 Naricon Place, East Brunswick Twp.
- 3 S. Woodland St & Eggers St, East Brunswick Twp.
- 4 Edgeboro Rd., East Brunswick Twp.
- 5 Tices Lane, East Brunswick Twp.
- 6 W. Prospect St., East Brunswick Twp.
- 7 W. Ferris St., East Brunswick Twp.
- 8 Milltown Rd., East Brunswick Twp.
- 9 Cranbury Rd., East Brunswick Twp.
- 10 Arthur St., East Brunswick Twp.
- 11 Race Track Rd., East Brunswick Twp.
- 12 Cindy Way, East Brunswick Twp.
- 13 Rues Lane, East Brunswick Twp.
- 14 Hillsdale Ave., East Brunswick Twp.
- 15 New Overpass, East Brunswick Twp./Old Bridge Twp.
- 16 County Routes 516/527 Interchange, Old Bridge Twp.
- 17 Pedestrian Crossing, Old Bridge Twp.

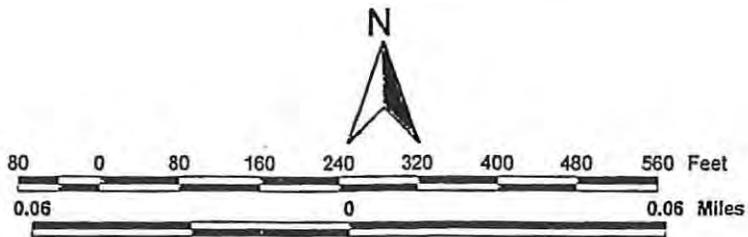
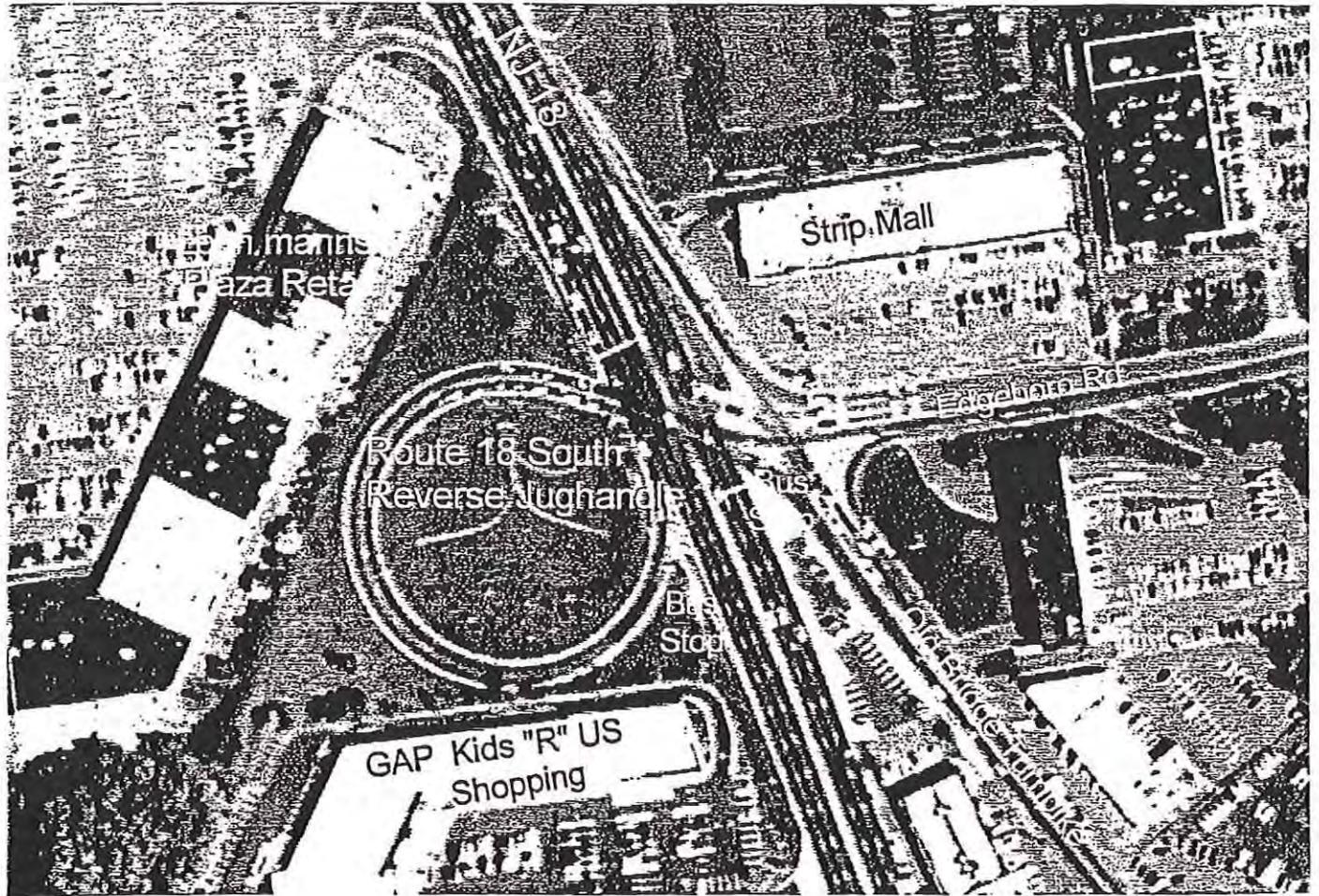
N

3000 0 3000 6000 Feet

1 0 1 Miles



Figure 2 Edgeboro Rd. East Brunswick Twp.



PEDESTRIAN CROSSINGS NJ ROUTE 18 CORRIDOR EDGEBORO ROAD (SITE 4)

East Brunswick Township

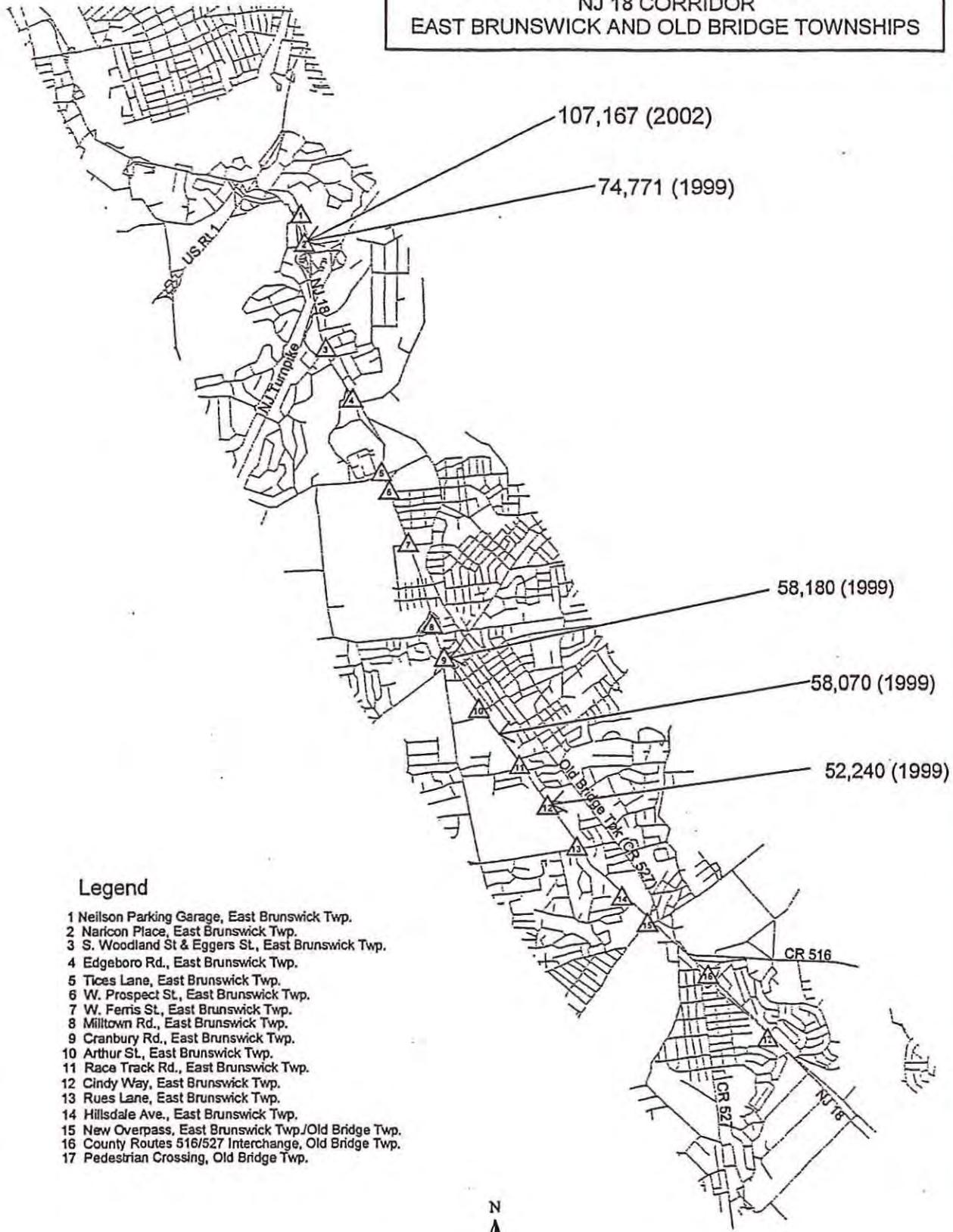


Aerial Photography, 2002

Prepared By:

Middlesex County Planning Department
Administration, Data Management, Technical Services Division
40 Livingston Avenue
New Brunswick
NJ 08901

Figure 3
Traffic Volumes
NJ 18 CORRIDOR
EAST BRUNSWICK AND OLD BRIDGE TOWNSHIPS



Legend

- 1 Neilson Parking Garage, East Brunswick Twp.
- 2 Naricon Place, East Brunswick Twp.
- 3 S. Woodland St & Eggers St, East Brunswick Twp.
- 4 Edgeboro Rd., East Brunswick Twp.
- 5 Tices Lane, East Brunswick Twp.
- 6 W. Prospect St., East Brunswick Twp.
- 7 W. Ferris St., East Brunswick Twp.
- 8 Milltown Rd., East Brunswick Twp.
- 9 Cranbury Rd., East Brunswick Twp.
- 10 Arthur St., East Brunswick Twp.
- 11 Race Track Rd., East Brunswick Twp.
- 12 Cindy Way, East Brunswick Twp.
- 13 Rues Lane, East Brunswick Twp.
- 14 Hillsdale Ave., East Brunswick Twp.
- 15 New Overpass, East Brunswick Twp./Old Bridge Twp.
- 16 County Routes 516/527 Interchange, Old Bridge Twp.
- 17 Pedestrian Crossing, Old Bridge Twp.

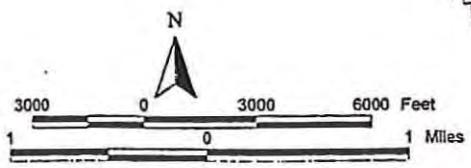
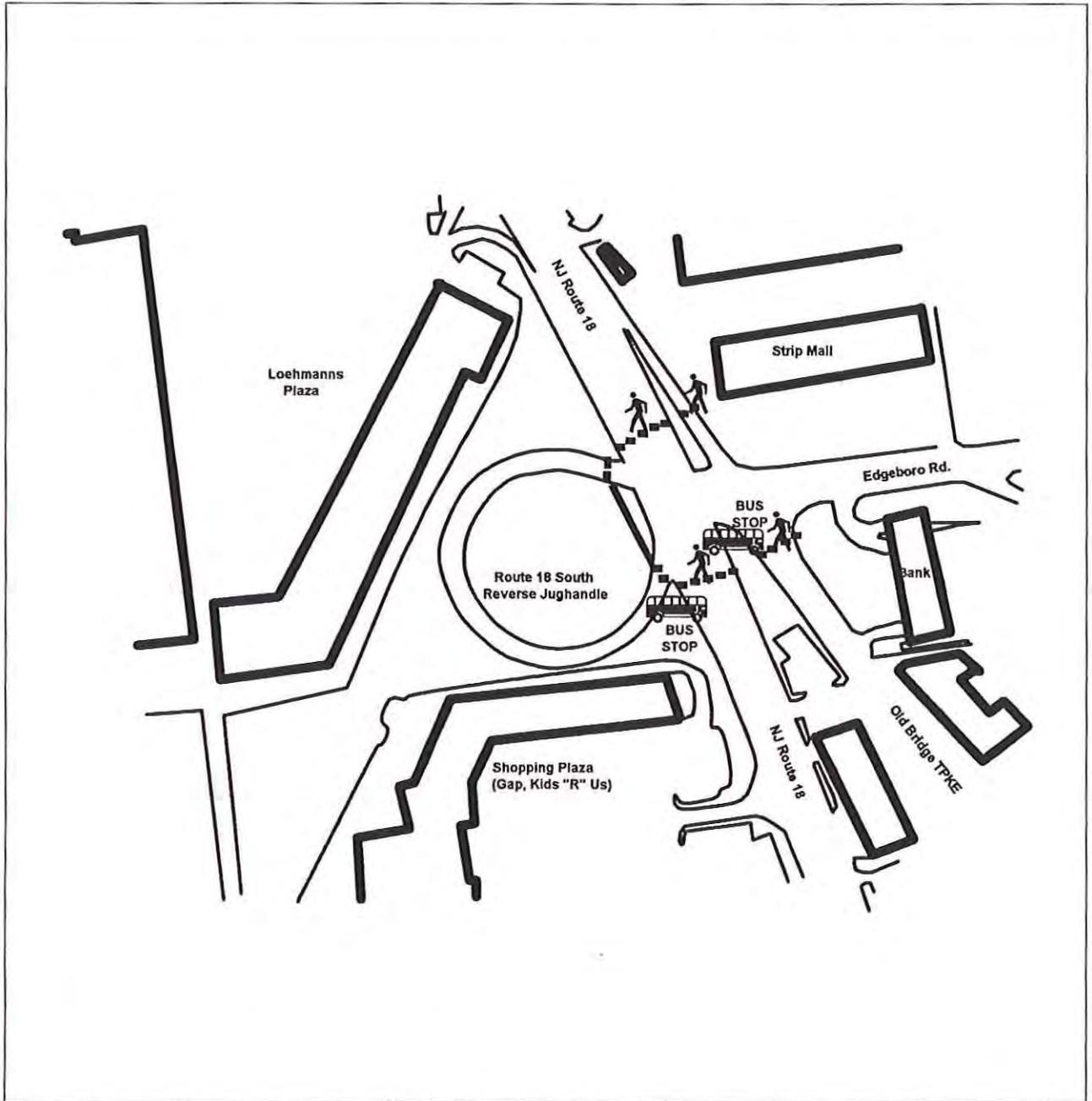


Figure 4 Edgeboro Road East Brunswick Twp.



Prepared By: Middlesex County Planning Department
Administration, Data Management & Technical Services Division
40 Livingston Avenue
New Brunswick
NJ 08901

-  Bus Stop
-  Crosswalk
-  Sidewalk
-  Stairs
-  Structure

**Table 1
NJ 18 Accidents
East Brunswick
1999 - 2003**

Location (Intersection with NJ 18)	Year	Number of Accidents	Comments
Naricon Place	2003	94	
	2002	89	
	2001	120	
	2000	76	
	1999	61	
		440	Total accidents 1999 - 2003
South Woodland Avenue & Eggers Street	2003	53	One motorcycle
	2002	54	
	2001	53	1 pedestrian; 1 bus
	2000	78	
	1999	42	1 bicyclist
		280	Total accidents 1999 - 2003
Edgeboro Road	2003	91	
	2002	118	
	2001	130	
	2000	85	
	1999	86	
		510	Total accidents 1999 - 2003
Tices Lane	2003	59	3 pedestrians
	2002	55	
	2001	54	
	2000	64	1 pedestrian
	1999	50	
		282	Total accidents 1999 - 2003
West Prospect Street	2003	40	
	2002	57	
	2001	40	
	2000	55	
	1999	32	
		224	Total accidents 1999 - 2003
West Ferris Street	2003	42	
	2002	55	
	2001	40	
	2000	48	
	1999	40	
		225	Total accidents 1999 - 2003
Milltown Road	2003	51	
	2002	35	
	2001	15	
	2000	30	
	1999	34	
		165	Total accidents 1999 - 2003
Cranbury Road	2003	22	
	2002	8	
	2001	26	
	2000	24	
	1999	15	
		95	Total accidents 1999 - 2003

**Table 1
NJ 18 Accidents
East Brunswick
1999 - 2003**

Location (Intersection with NJ 18)	Year	Number of Accidents	Comments
Arthur Street	2003	32	
	2002	37	
	2001	41	
	2000	28	
	1999	28	
		166	Total accidents 1999 - 2003
Race Track Road	2003	28	
	2002	44	1 pedestrian
	2001	40	1 bus; 2 cars behind the bus
	2000	36	1 bus; 3 cars behind the bus
	1999	26	
		174	Total accidents 1999 - 2003
Cindy Way	2003	24	
	2002	25	
	2001	23	
	2000	25	
	1999	31	
		128	Total accidents 1999 - 2003
Rues Lane	2003	55	
	2002	30	
	2001	62	2 pedestrians
	2000	41	
	1999	45	
		233	Total accidents 1999 - 2003
Hillsdale Avenue	2003	21	
	2002	25	
	2001	39	
	2000	23	
	1999	22	
		130	Total accidents 1999 - 2003
Main Street	2003	5	
	2002	36	
	2001	37	
	2000	70	
	1999	29	
		177	Total accidents 1999 - 2003
Total accidents NJ 18 corridor East Brunswick 1999 - 2003		2651	8 pedestrians; 1 bicycle; 1 motorcycle; 3 buses

Source: East Brunswick Police Department

**NEW JERSEY DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PROBLEM STATEMENT**

***PLEASE SEND THIS COMPLETED FORM TO MARK STOUT, CAPITAL
PROGRAMMING & FUNDING MANAGEMENT***

The following information is to be completed by the Division of Capital Programming & Funds Management

DB Number:

Legislative District:

Congressional District:

CIS Text and CIS No.:

Program Category:

Information contained on this form has been verified by:

LOCATION (To be completed by initiator)

Route (if applicable): NJ Route 18 and West Ferris Street. Proposed Project: Install/enhance sidewalks. Install ramp treatments. Provide pedestrian-activated crossing countdown traffic signals; (See Attachment 1).

Mileposts (if applicable): 37.88

Structure number (if applicable): N/A

Limits: NJ Route 18 and West Ferris Street

County(s): Middlesex

Municipality(s): East Brunswick

DESCRIPTION OF PROBLEM (To be completed by initiator)

NOTE: Please attach related correspondences, map of the area, and other appropriate support material.

The following maps are attached:

1. Figure 1, entitled "Pedestrian Crossings NJ 18 Corridor," which shows the project site. Figure 1 also shows all problem intersections along the NJ 18 corridor.
2. Figure 2, entitled "W. Ferris St., East Brunswick Twp.," which is an aerial photograph showing the project site.
3. Figure 3, entitled "Traffic Volumes NJ 18 Corridor East Brunswick and Old Bridge Townships"

4. Figure 4, entitled "Proposed Improvements – West Ferris Street

Check those items that best describe the problem:

Existing Highway

Capacity problem

Operational problem

Physical condition problem

Safety problem

Other (specify)

Existing Bridge

Capacity problem

Physical condition problem

Safety problem

Corridor/area Capacity Problem

Need for corridor study

Possible highway on new alignment

Possible new transit line

Need for park and ride development

DESCRIBE THE PROBLEM:

There are bus stops near side on north and southbound NJ 18, which account for much of the pedestrian traffic at the intersection of NJ 18 and West Ferris Street. There is a crosswalk and a traffic signal with pedestrian-activated buttons on NJ 18 at the north side of West Ferris Street; however, pedestrians are not aware of the green time. There are no crosswalks on West Ferris Street. There is a ramp on NJ 18 southbound. Motorists are not aware of pedestrians crossing the ramp.

If an outside group actively supports this problem, please identify:

This problem is supported by the East Brunswick Traffic Safety Committee.

Other comments (if any) by initiator:

Initiator (Please print or type): Middlesex County

Division: Department of Planning

Date of Initiation:

Signature

Anthony Gambilonghi, Supervising Planner, Transportation

Concurrence by Division Director

(Signature) _____

George M. Ververides, Director of County Planning, Middlesex County

Date of Concurrence _____

ATTACHMENT 1

Information required on Transportation Problem Statements

- **Concise Statement of Need**

Land uses and commuter bus routes along NJ 18 in East Brunswick generate significant pedestrian traffic, yet many of the facilities along this corridor are virtually inaccessible to transit users, pedestrians and bicyclists because the intersections are not pedestrian friendly. The lack of sidewalks along NJ 18 further exacerbates the problem. Although the corridor is served by a number of local and New York bound commuter buses, access to many of the commercial, retail and employment areas is currently very hazardous. It is difficult for people to walk between these areas and bus stops along NJ 18. The need for improved pedestrian facilities to facilitate the crossing of this divided highway is made clear by the presence of public transit through this corridor, which includes the two local bus routes serving New Brunswick, East Brunswick, South River, Sayreville, South Amboy, Perth Amboy and Woodbridge; and five New York commuter routes which pick up and discharge passengers on NJ 18. This need is evident at the pedestrian crossings at NJ 18 and West Ferris Street. (See Figure 4)

- **Proposed concept and/or scope of work of a capital improvement project to address the identified need where appropriate**

Recommended improvements to address the identified need on NJ 18 and West Ferris Street include:

- Enhanced crosswalks across NJ 18 at the northside.
 - Install crosswalks on West Ferris Street at east and west side.
 - Install crossing countdown (30 – 0 seconds) at the traffic signals on NJ 18 to clearly show pedestrians how much time they have to cross the highway.
 - Install sidewalks on NJ 18 through the vicinity of this intersection.
 - Provide ramp treatments at the ramps from NJ 18 southbound and northbound to West Ferris Street.
- Statement of the extent to which the proposed capital improvement project or removal of the identified deficiency would advance the Department’s objectives as identified in the Capital Investment Strategy.

This project conforms to NJDOT Capital Investment Strategy objectives in that it would require a “reasonable financing scenario” that could be implemented within the fiscal years 2004 – 2009 funding limits.

ATTACHMENT 1
PAGE 2

- Current traffic counts and accident rates, with respect to the following program categories: Bridge Rehabilitation and Replacement, Highway Rehabilitation and Reconstruction, Safety Intersection Improvements.

Traffic counts along the NJ 18 corridor are shown in Figure 3 (attached). Accidents at intersections along the NJ 18 corridor are shown in Table 1 (attached).

- Identification of individuals or groups who may be sponsoring or supporting the proposed project.

The project is sponsored by the Middlesex County Department of Planning and is supported by the Middlesex County Transportation Coordinating Committee (TCC) and the East Brunswick Traffic Safety Committee.

- Summary of identified environmental issues within the probably footprint of the proposed project, especially including the identification of any historic or potentially historic properties, historic or potentially historic structures, historic districts, and wetlands.

The project area contains no wetlands, no historic or potentially historic properties and no historic or potentially historic structures.

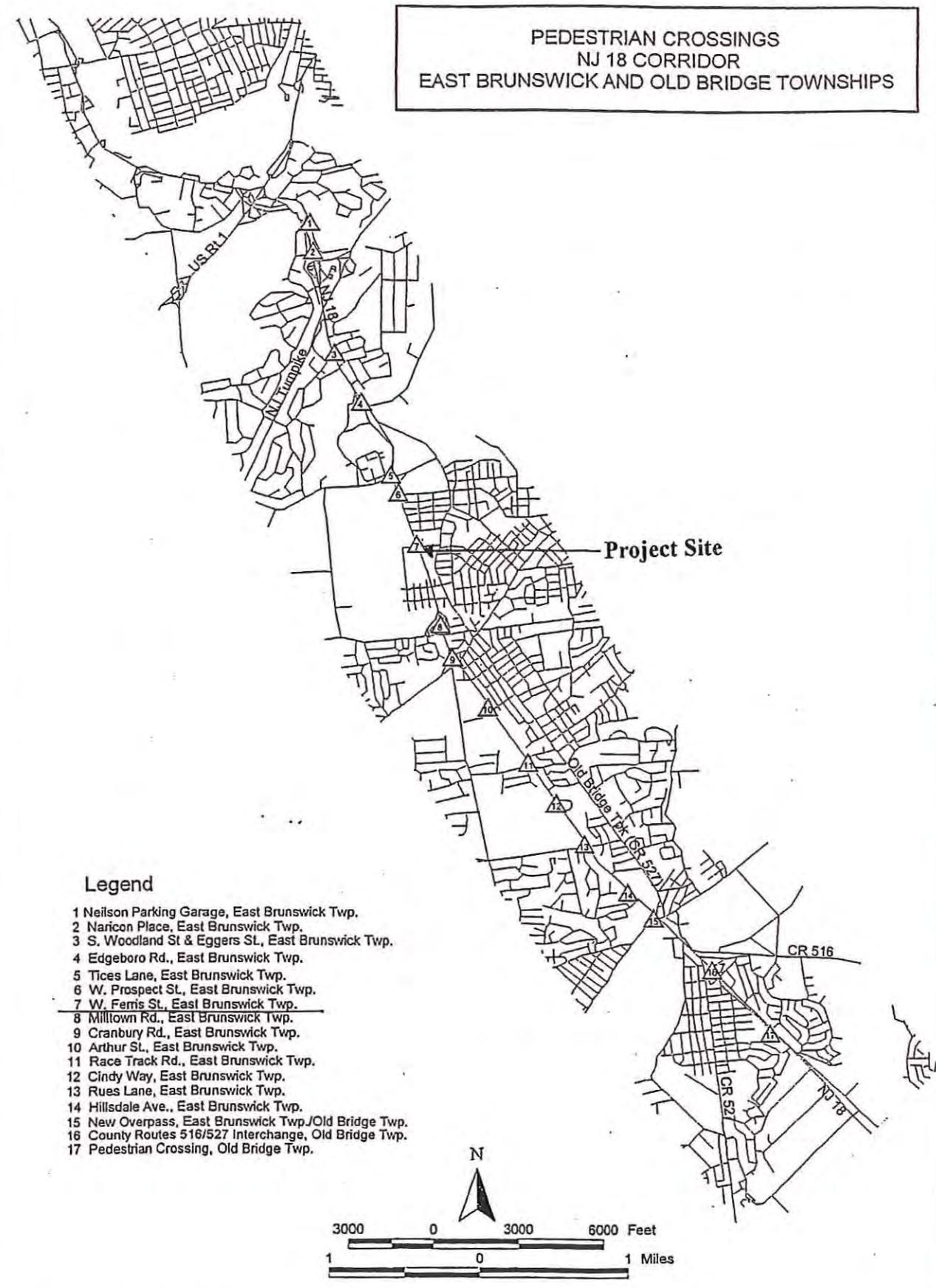
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The Bureau of Capital Program Development may return a Transportation Problem Statement to the initiator with a request to complete missing or inadequate items of information.

The Bureau of Capital Program Development may request the Division of Design Services to undertake an environmental screening to identify pertinent environmental issues involving Transportation Problem Statements, as appropriate.

PEDESTRIAN CROSSINGS
NJ 18 CORRIDOR
EAST BRUNSWICK AND OLD BRIDGE TOWNSHIPS



Legend

- 1 Neilson Parking Garage, East Brunswick Twp.
- 2 Naricon Place, East Brunswick Twp.
- 3 S. Woodland St & Eggers St., East Brunswick Twp.
- 4 Edgeboro Rd., East Brunswick Twp.
- 5 Tices Lane, East Brunswick Twp.
- 6 W. Prospect St., East Brunswick Twp.
- 7 W. Ferns St., East Brunswick Twp.
- 8 Milltown Rd., East Brunswick Twp.
- 9 Cranbury Rd., East Brunswick Twp.
- 10 Arthur St., East Brunswick Twp.
- 11 Race Track Rd., East Brunswick Twp.
- 12 Cindy Way, East Brunswick Twp.
- 13 Rues Lane, East Brunswick Twp.
- 14 Hillsdale Ave., East Brunswick Twp.
- 15 New Overpass, East Brunswick Twp./Old Bridge Twp.
- 16 County Routes 516/527 Interchange, Old Bridge Twp.
- 17 Pedestrian Crossing, Old Bridge Twp.

Figure 2 W. Ferris St. East Brunswick Twp.

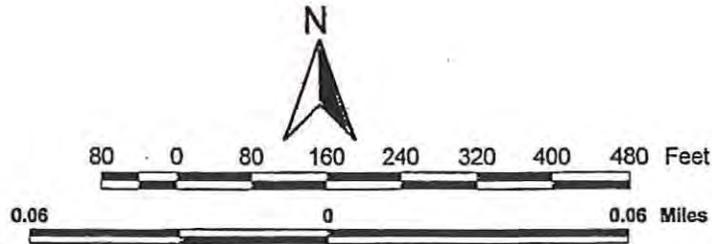
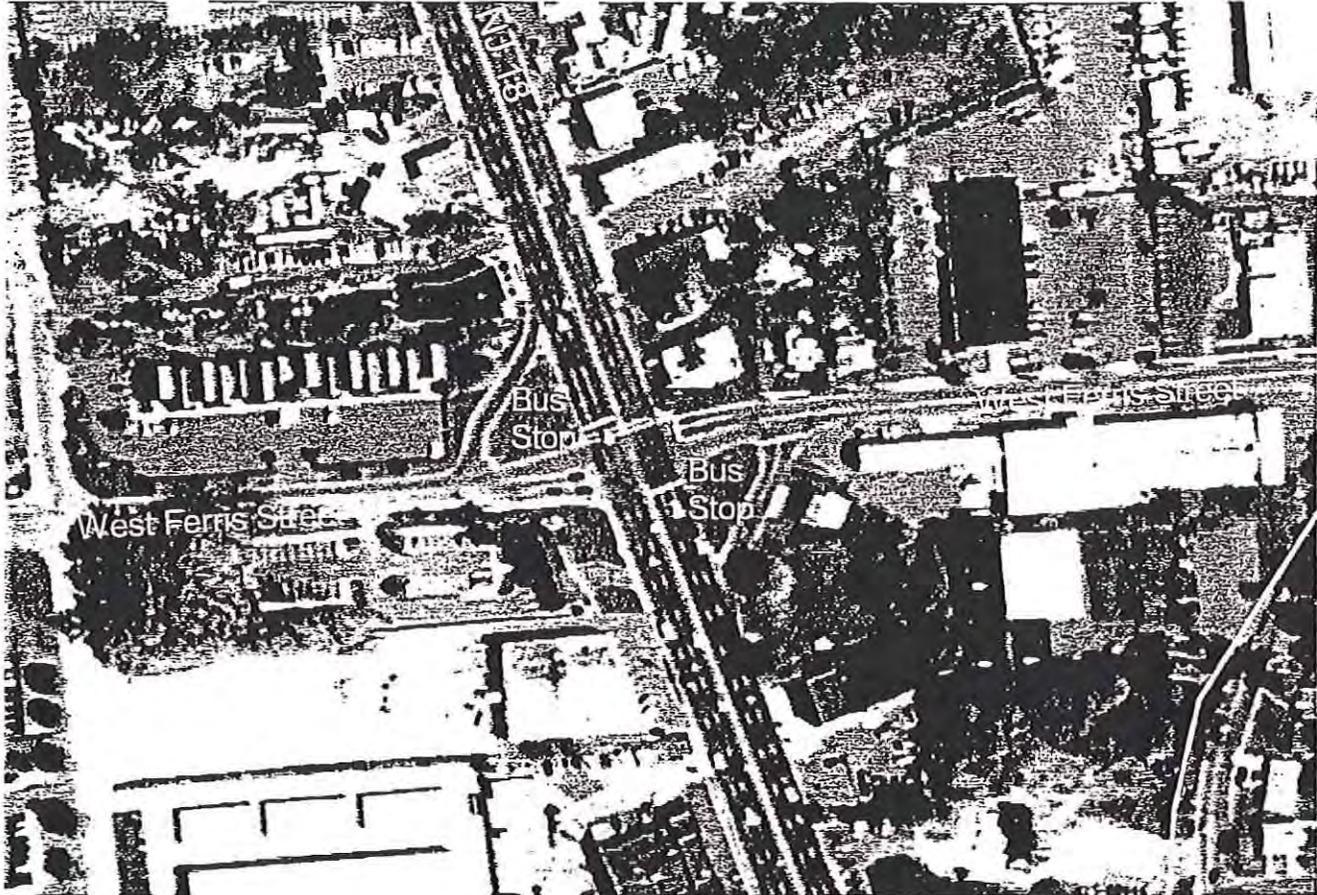
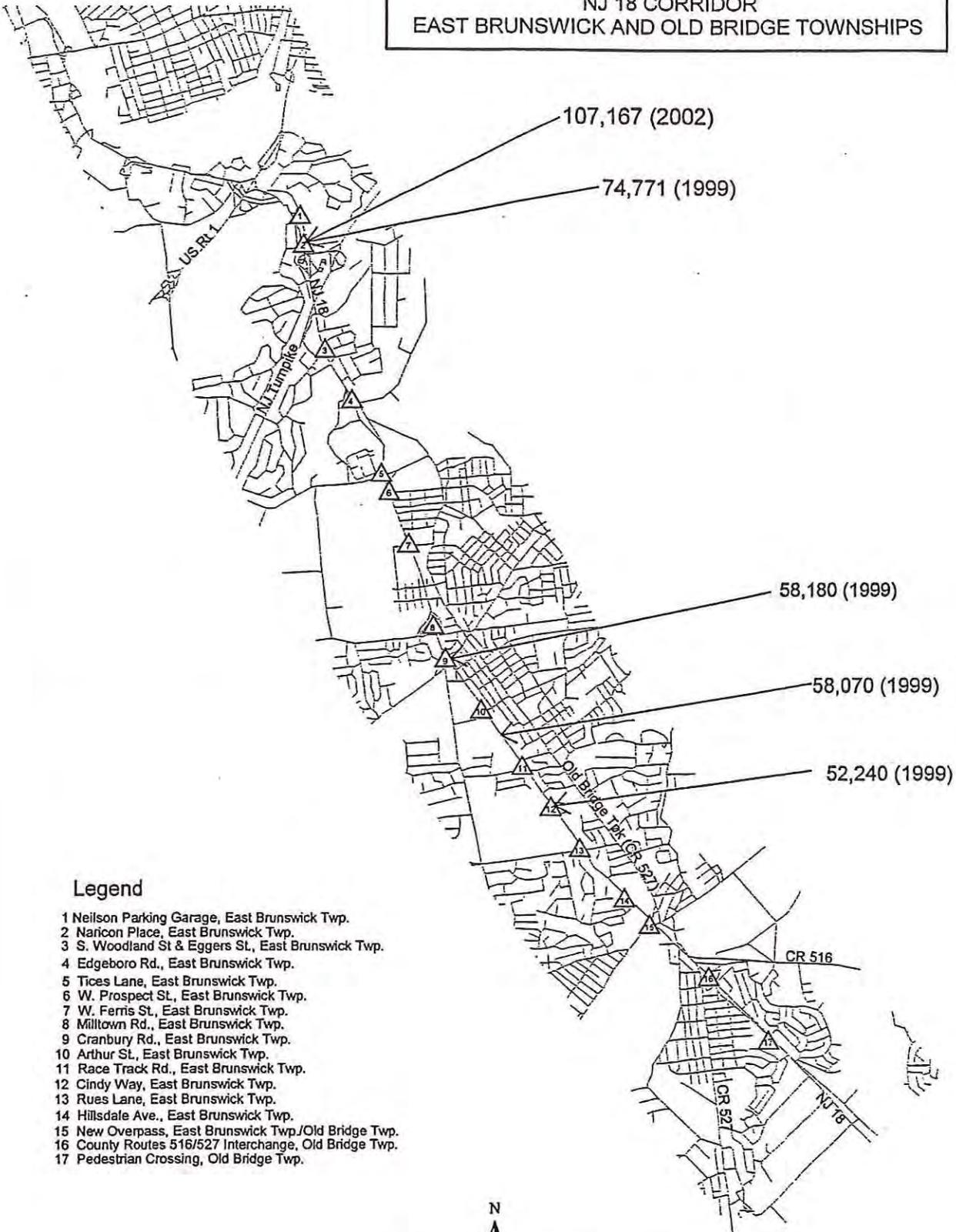


Figure 3
Traffic Volumes
NJ 18 CORRIDOR
EAST BRUNSWICK AND OLD BRIDGE TOWNSHIPS



Legend

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- 2 Naricon Place, East Brunswick Twp.
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- 16 County Routes 516/527 Interchange, Old Bridge Twp.
- 17 Pedestrian Crossing, Old Bridge Twp.

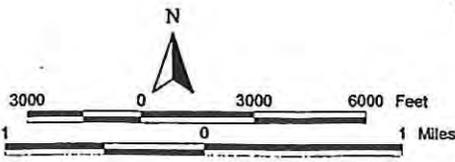
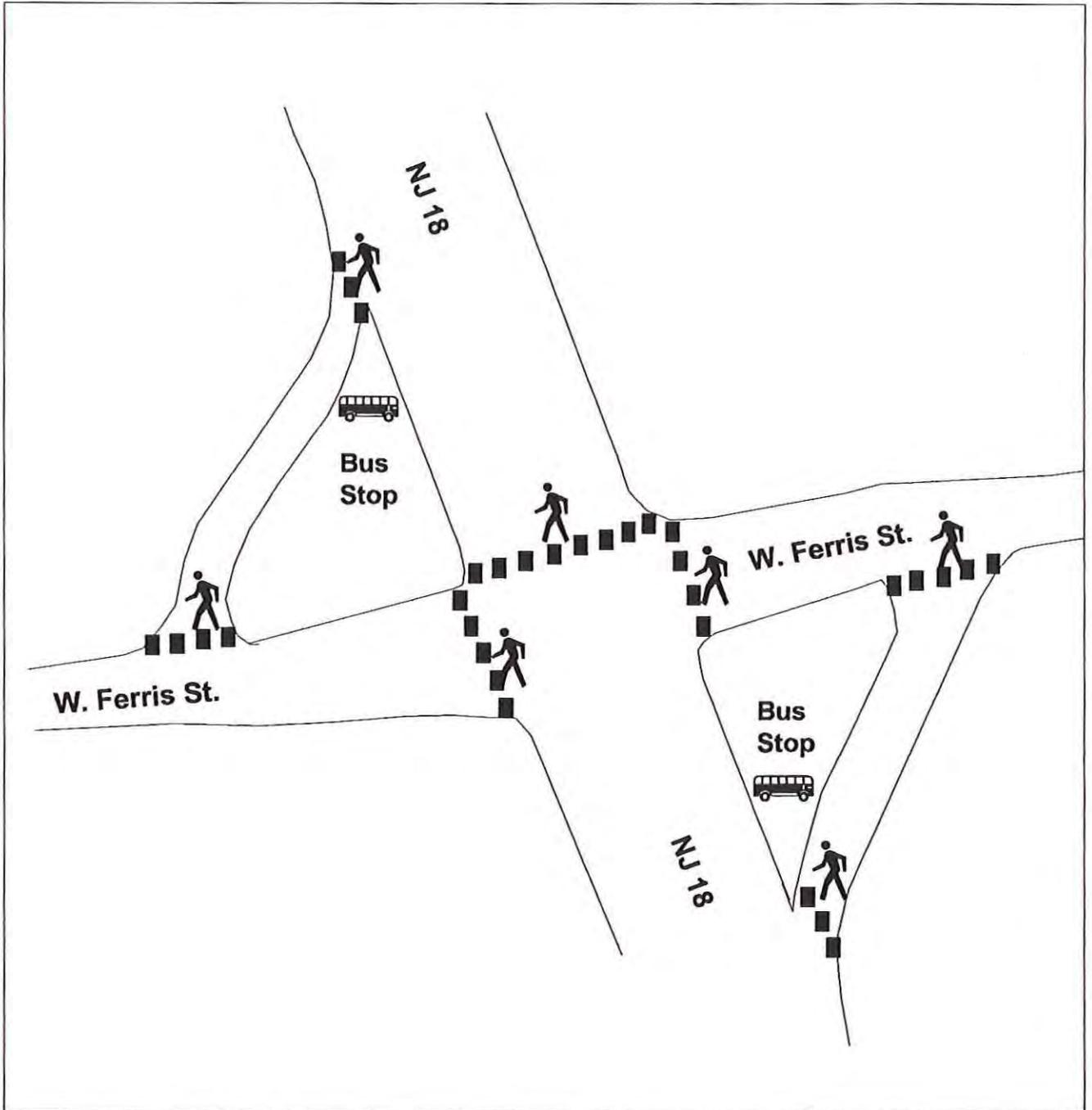


Figure 4 West Ferris St. East Brunswick Twp.



-  Bus Stop
-  Crosswalk
-  Sidewalk
-  Stairs
-  Structure

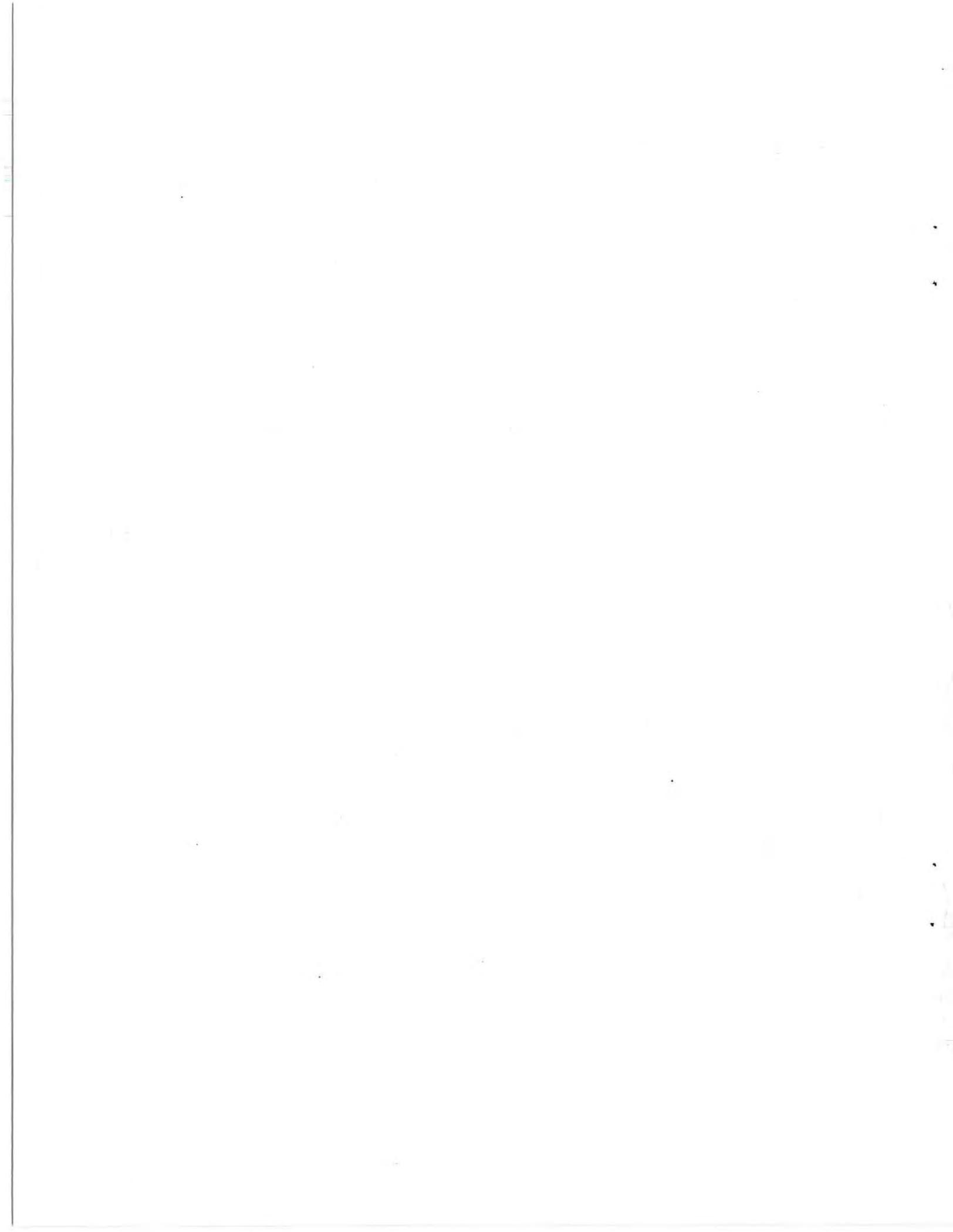
**Table 1
NJ 18 Accidents
East Brunswick
1999 - 2003**

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	2000	76	
	1999	61	
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	2002	54	
	2001	53	1 pedestrian; 1 bus
	2000	78	
	1999	42	1 bicyclist
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	1999	86	
		510	Total accidents 1999 - 2003
Tices Lane	2003	59	3 pedestrians
	2002	55	
	2001	54	
	2000	64	1 pedestrian
	1999	50	
		282	Total accidents 1999 - 2003
West Prospect Street	2003	40	
	2002	57	
	2001	40	
	2000	55	
	1999	32	
		224	Total accidents 1999 - 2003
West Ferris Street	2003	42	
	2002	55	
	2001	40	
	2000	48	
	1999	40	
		225	Total accidents 1999 - 2003
Milltown Road	2003	51	
	2002	35	
	2001	15	
	2000	30	
	1999	34	
		165	Total accidents 1999 - 2003
Cranbury Road	2003	22	
	2002	8	
	2001	26	
	2000	24	
	1999	15	
		95	Total accidents 1999 - 2003

**Table
NJ 18 Accidents
East Brunswick
1999 - 2003**

Location (Intersection with NJ 18)	Year	Number of Accidents	Comments
Arthur Street	2003	32	
	2002	37	
	2001	41	
	2000	28	
	1999	28	
		166	Total accidents 1999 - 2003
Race Track Road	2003	28	
	2002	44	1 pedestrian
	2001	40	1 bus; 2 cars behind the bus
	2000	36	1 bus; 3 cars behind the bus
	1999	26	
		174	Total accidents 1999 - 2003
Cindy Way	2003	24	
	2002	25	
	2001	23	
	2000	25	
	1999	31	
		128	Total accidents 1999 - 2003
Rues Lane	2003	55	
	2002	30	
	2001	62	2 pedestrians
	2000	41	
	1999	45	
		233	Total accidents 1999 - 2003
Hillsdale Road	2003	21	
	2002	25	
	2001	39	
	2000	23	
	1999	22	
		130	Total accidents 1999 - 2003
Main Street	2003	5	
	2002	36	
	2001	37	
	2000	70	
	1999	29	
		177	Total accidents 1999 - 2003
Total accidents NJ 18 corridor East Brunswick 1999 - 2003		2651	8 pedestrians; 1 bicycle; 1 motorcycle; 3 buses

Source: East Brunswick Police Department



**NEW JERSEY DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PROBLEM STATEMENT**

***PLEASE SEND THIS COMPLETED FORM TO MARK STOUT, CAPITAL
PROGRAMMING & FUNDING MANAGEMENT***

The following information is to be completed by the Division of Capital Programming & Funds Management

DB Number:

Legislative District:

Congressional District:

CIS Text and CIS No.:

Program Category:

Information contained on this form has been verified by:

LOCATION (To be completed by initiator)

Route (if applicable): NJ Route 18 southbound and the Milltown Road overpass across Route 18, south of the clover leaf ramp configuration. Proposed Project: Install ramp treatments; Enhanced crosswalks; Provide pedestrian signage; Install sidewalks; (See Attachment 1).

Mileposts (if applicable): 37.33

Structure number (if applicable): N/A

Limits: NJ Route 18 southbound and the overpass across Route 18, south of the clover leaf ramp configuration and north of Milltown Road.

County(s): Middlesex

Municipality(s): East Brunswick

DESCRIPTION OF PROBLEM (To be completed by initiator)

NOTE: Please attach related correspondences, map of the area, and other appropriate support material.

The following maps are attached:

1. Figure 1, entitled "Pedestrian Crossings NJ 18 Corridor," which shows the project site. Figure 1 also shows all problem intersections along the NJ 18 corridor.
2. Figure 2, entitled "Milltown Road., East Brunswick Twp.," which is an aerial photograph showing the project site.

3. Figure 3, entitled "Traffic Volumes NJ 18 Corridor East Brunswick and Old Bridge Townships

4. Figure 4, entitled "Proposed Improvements – Milltown Road."

Check those items that best describe the problem:

Existing Highway

Capacity problem

Operational problem

Physical condition problem

Safety problem

Other (specify)

Existing Bridge

Capacity problem

Physical condition problem

Safety problem

Corridor/area Capacity Problem

Need for corridor study

Possible highway on new alignment

Possible new transit line

Need for park and ride development

DESCRIBE THE PROBLEM:

There is a clover leaf ramp system and an overpass across NJ 18, north of Milltown Road. There is sidewalk and a guard rail on the south side of the overpass, but no sidewalk on the north side. This area is dangerous because motorists are not aware of pedestrians crossing the ramps in order to access the overpass.

If an outside group actively supports this problem, please identify:

This problem is supported by the East Brunswick Traffic Safety Committee.

Other comments (if any) by initiator:

Initiator (Please print or type): Middlesex County

Division: Department of Planning

Date of Initiation:

Signature

Anthony Gambilonghi, Supervising Planner, Transportation

Concurrence by Division Director

(Signature) _____

George M. Ververides, Director of County Planning, Middlesex County

Date of Concurrence _____

ATTACHMENT 1

Information required on Transportation Problem Statements

- **Concise Statement of Need**

Land uses and commuter bus routes along NJ 18 in East Brunswick generate significant pedestrian traffic, yet many of the facilities along this corridor are virtually inaccessible to transit users, pedestrians and bicyclists because the intersections are not pedestrian friendly. The lack of sidewalks along NJ 18 further exacerbates the problem. Although the corridor is served by a number of local and New York bound commuter buses, access to many of the commercial, retail and employment areas is currently very hazardous. It is difficult for people to walk between these areas and bus stops along NJ 18. The need for improved pedestrian facilities to facilitate the crossing of this divided highway is made clear by the presence of public transit through this corridor, which includes the two local bus routes serving New Brunswick, East Brunswick, South River, Sayreville, South Amboy, Perth Amboy and Woodbridge; and five New York commuter routes which pick up and discharge passengers on NJ 18. The need for safe pedestrian access at the overpass across NJ 18 north of Milltown Road is evident. (See Figure 4)

- **Proposed concept and/or scope of work of a capital improvement project to address the identified need where appropriate**

Recommended improvements to address the identified need at the overpass across NJ 18 north of Milltown Road include:

- Provide ramp treatments at the on ramp from Milltown Road to where pedestrians access the overpass.
 - Install signage to alert motorists that pedestrians may be crossing the ramps.
 - Enhance the crosswalks on Milltown Road just past the on ramp from Milltown Road to Route 18 North.
 - Install signage consistent with NJDOT "Safe Street to School Program"
- Statement of the extent to which the proposed capital improvement project or removal of the identified deficiency would advance the Department's objectives as identified in the Capital Investment Strategy.

This project conforms to NJDOT Capital Investment Strategy objectives in that it would require a "reasonable financing scenario" that could be implemented within the fiscal years 2004 – 2009 funding limits.

ATTACHMENT 1
PAGE 2

- Current traffic counts and accident rates, with respect to the following program categories: Bridge Rehabilitation and Replacement, Highway Rehabilitation and Reconstruction, Safety Intersection Improvements.

Traffic counts along the NJ 18 corridor are shown in Figure 3 (attached). Accidents at intersections along the NJ 18 corridor are shown in Table 1 (attached).

- Identification of individuals or groups who may be sponsoring or supporting the proposed project.

The project is sponsored by the Middlesex County Department of Planning and is supported by the Middlesex County Transportation Coordinating Committee (TCC) and the East Brunswick Traffic Safety Committee.

- Summary of identified environmental issues within the probably footprint of the proposed project, especially including the identification of any historic or potentially historic properties, historic or potentially historic structures, historic districts, and wetlands.

The project area contains no wetlands, no historic or potentially historic properties and no historic or potentially historic structures.

- To assure proper quality control, all Transportation Problem Statements must be signed by a division director.

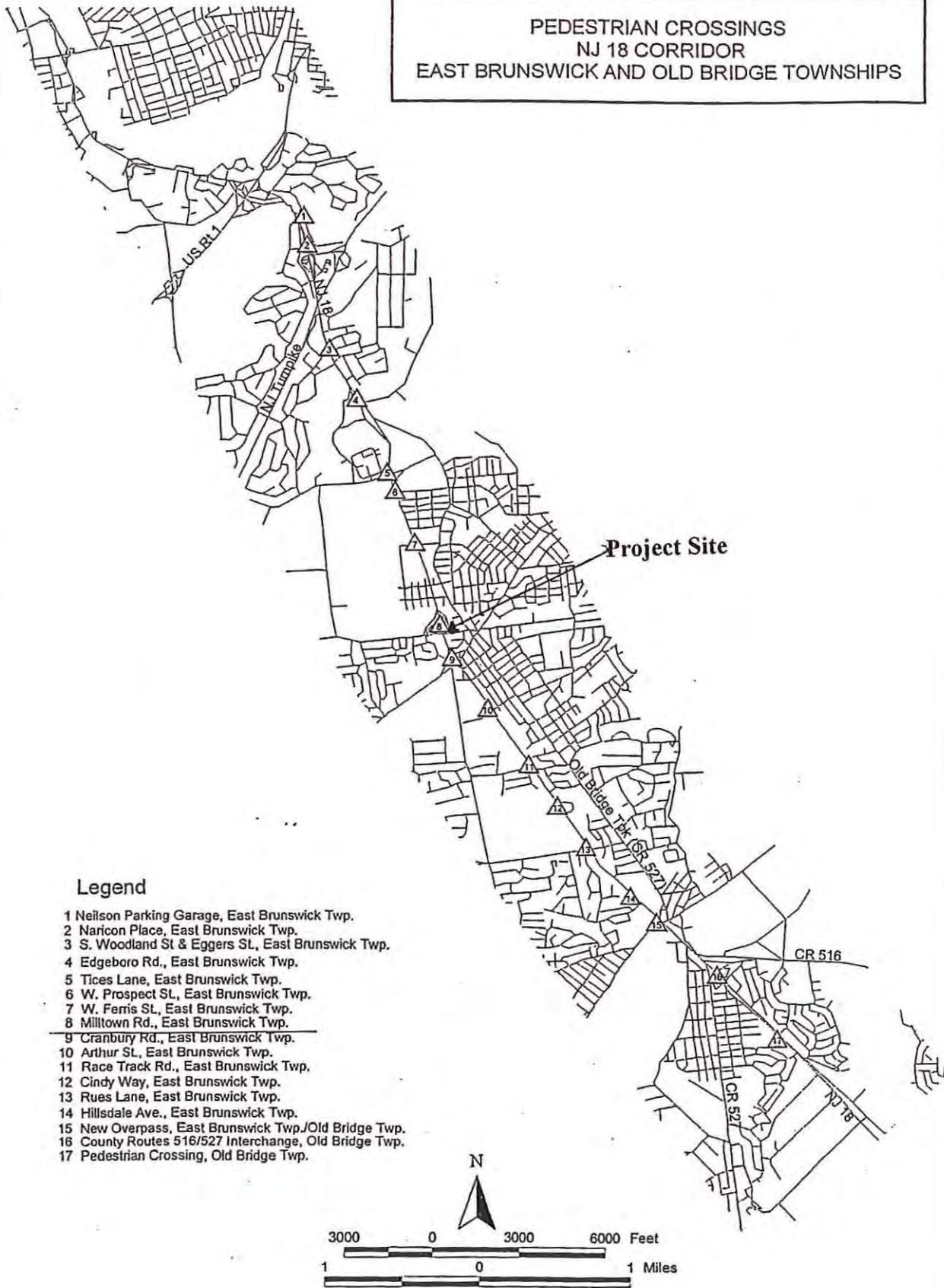
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The Bureau of Capital Program Development may return a Transportation Problem Statement to the initiator with a request to complete missing or inadequate items of information.

The Bureau of Capital Program Development may request the Division of Design Services to undertake an environmental screening to identify pertinent environmental issues involving Transportation Problem Statements, as appropriate.

Figure 1

PEDESTRIAN CROSSINGS
NJ 18 CORRIDOR
EAST BRUNSWICK AND OLD BRIDGE TOWNSHIPS



Legend

- 1 Neilson Parking Garage, East Brunswick Twp.
- 2 Naricon Place, East Brunswick Twp.
- 3 S. Woodland St & Eggers St., East Brunswick Twp.
- 4 Edgeboro Rd., East Brunswick Twp.
- 5 Tices Lane, East Brunswick Twp.
- 6 W. Prospect St., East Brunswick Twp.
- 7 W. Ferris St., East Brunswick Twp.
- 8 Milltown Rd., East Brunswick Twp.
- 9 Cranbury Rd., East Brunswick Twp.
- 10 Arthur St., East Brunswick Twp.
- 11 Race Track Rd., East Brunswick Twp.
- 12 Cindy Way, East Brunswick Twp.
- 13 Rues Lane, East Brunswick Twp.
- 14 Hillsdale Ave., East Brunswick Twp.
- 15 New Overpass, East Brunswick Twp./Old Bridge Twp.
- 16 County Routes 516/527 Interchange, Old Bridge Twp.
- 17 Pedestrian Crossing, Old Bridge Twp.



Figure 2 Milltown Rd. East Brunswick Twp.

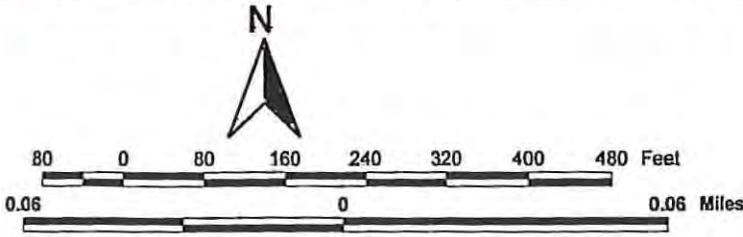
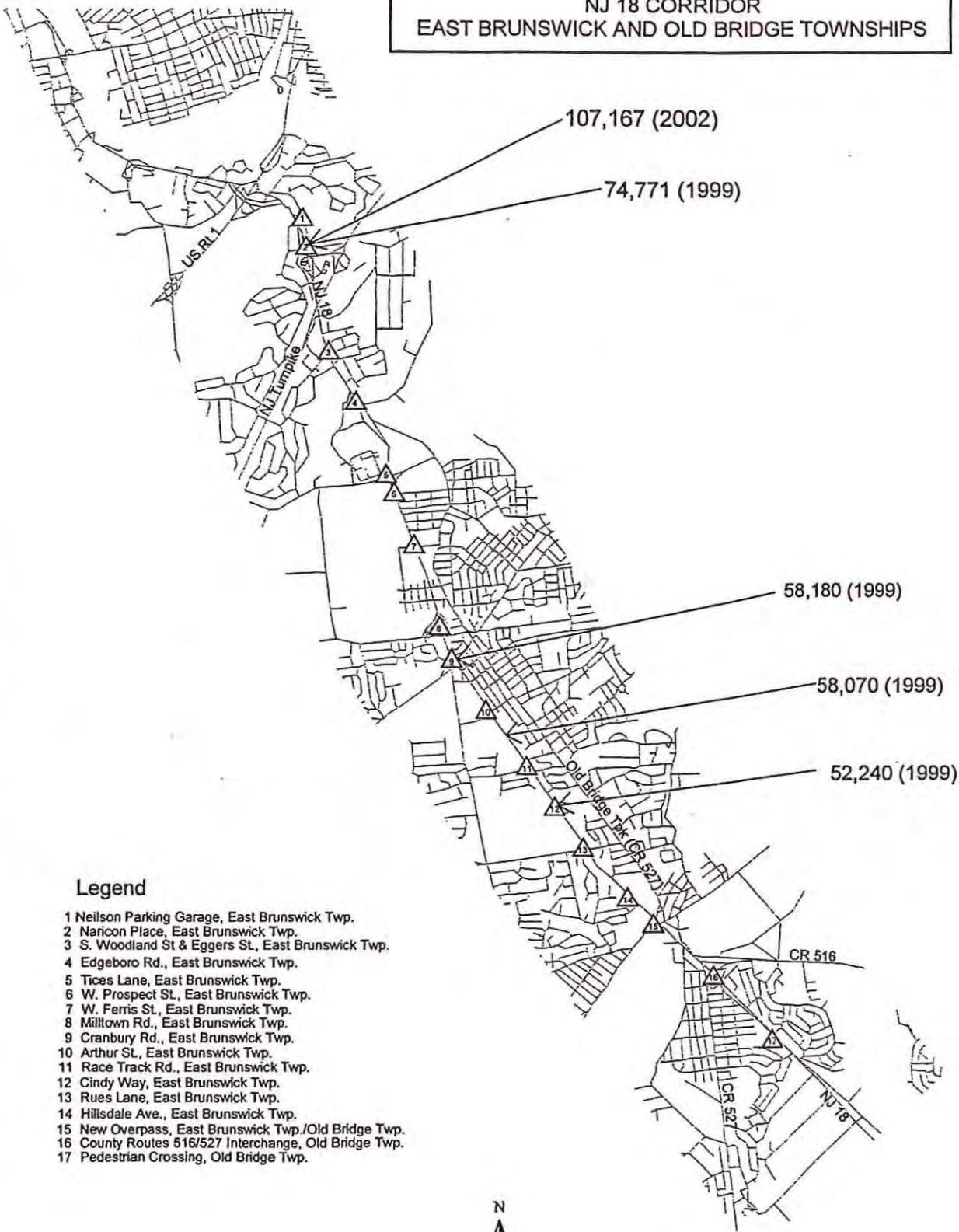


Figure 3
Traffic Volumes
NJ 18 CORRIDOR
EAST BRUNSWICK AND OLD BRIDGE TOWNSHIPS



Legend

- 1 Neilson Parking Garage, East Brunswick Twp.
- 2 Naricon Place, East Brunswick Twp.
- 3 S. Woodland St & Eggers St., East Brunswick Twp.
- 4 Edgeboro Rd., East Brunswick Twp.
- 5 Tices Lane, East Brunswick Twp.
- 6 W. Prospect St., East Brunswick Twp.
- 7 W. Ferris St., East Brunswick Twp.
- 8 Milltown Rd., East Brunswick Twp.
- 9 Cranbury Rd., East Brunswick Twp.
- 10 Arthur St., East Brunswick Twp.
- 11 Race Track Rd., East Brunswick Twp.
- 12 Cindy Way, East Brunswick Twp.
- 13 Rues Lane, East Brunswick Twp.
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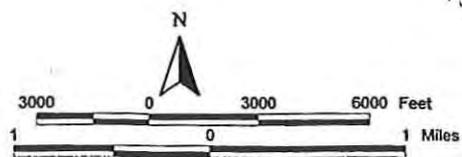
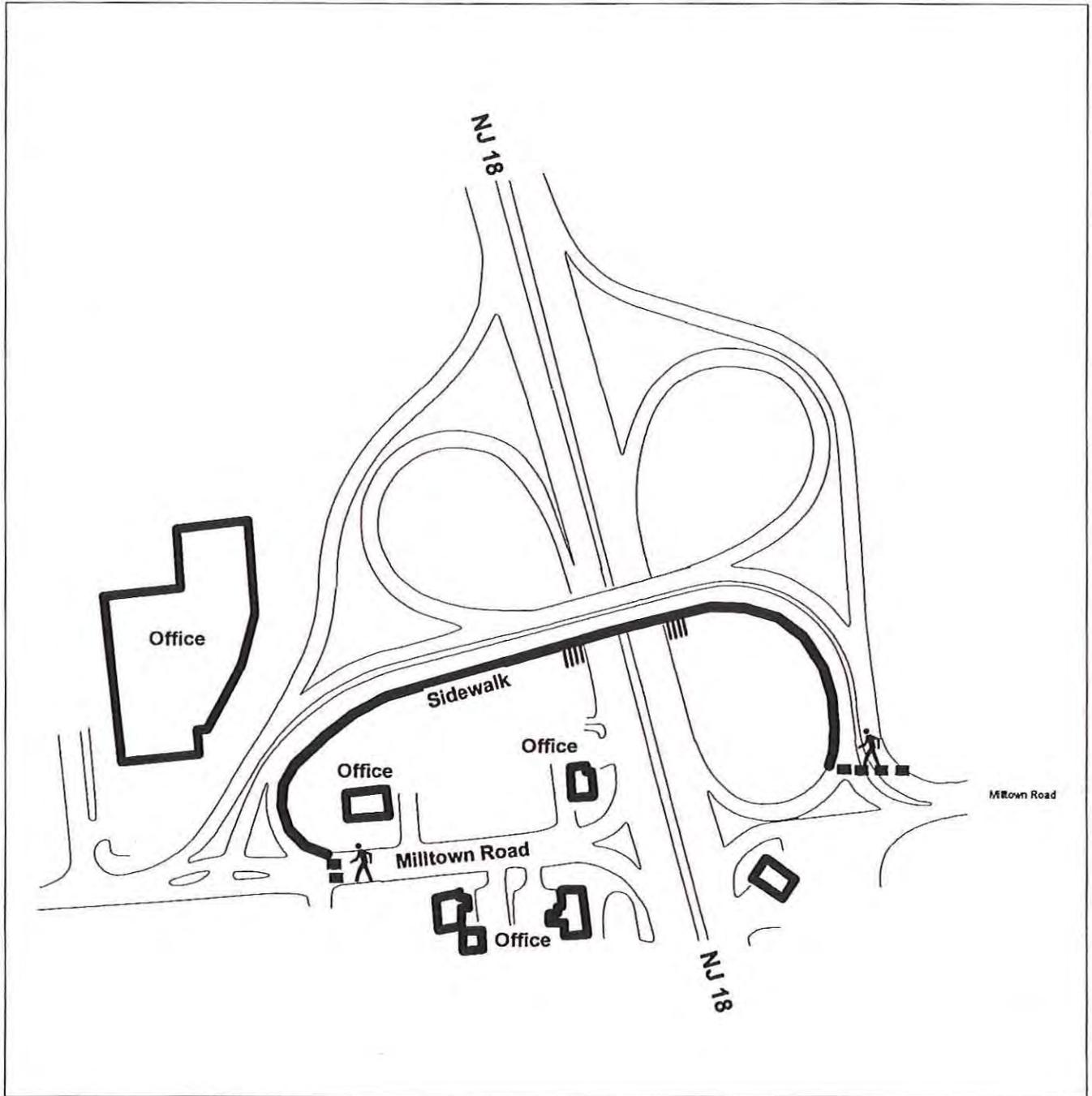


Figure 4 Milltown Road East Brunswick Twp.



-  Bus Stop
-  Crosswalk
-  Sidewalk
-  Stairs
-  Structure

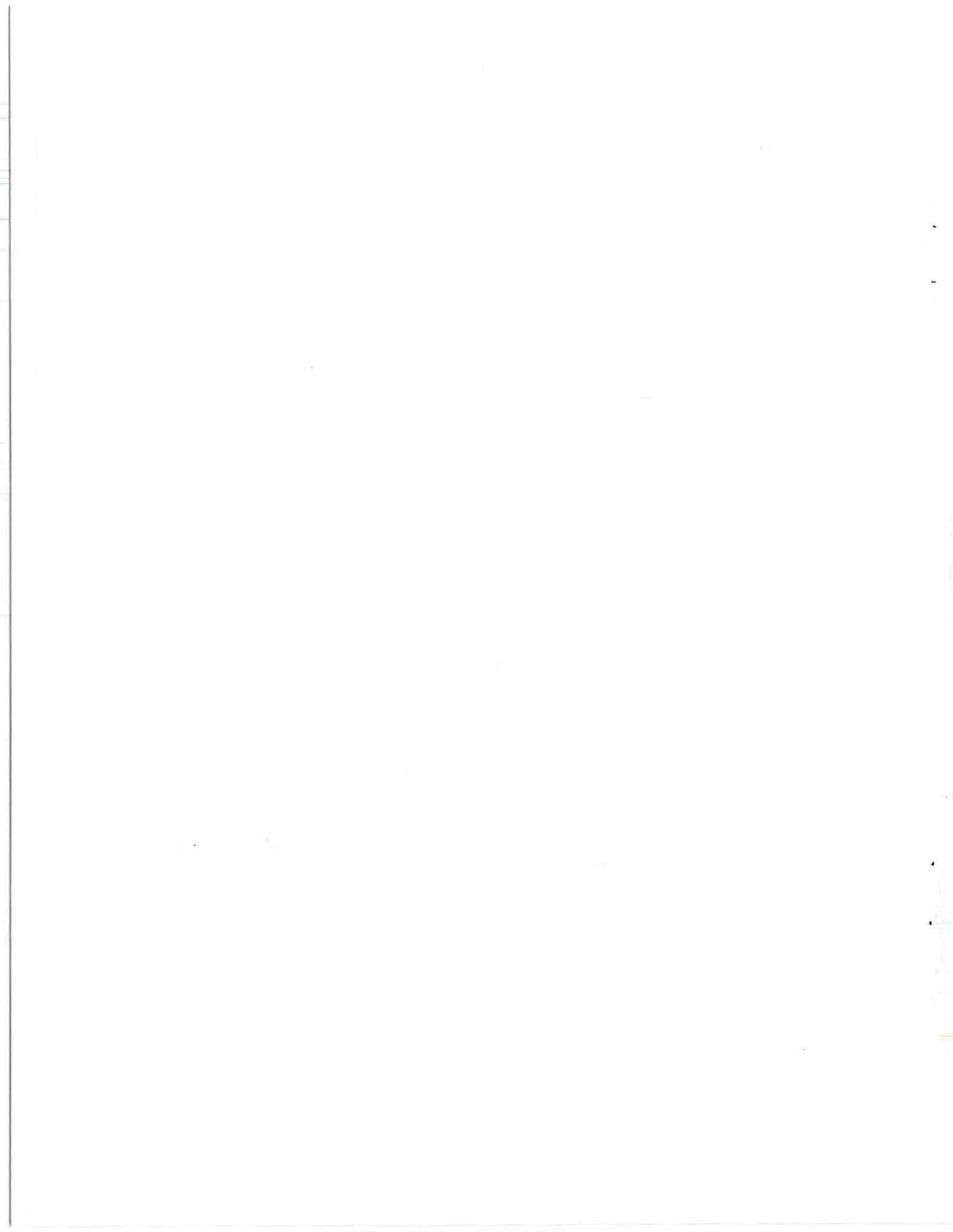
**Table 1
NJ 18 Accidents
East Brunswick
1999 - 2003**

Location (Intersection with NJ 18)	Year	Number of Accidents	Comments
Naricon Place	2003	94	
	2002	89	
	2001	120	
	2000	76	
	1999	61	
		440	Total accidents 1999 - 2003
South Woodland Avenue & Eggers Street	2003	53	One motorcycle
	2002	54	
	2001	53	1 pedestrian; 1 bus
	2000	78	
	1999	42	1 bicyclist
		280	Total accidents 1999 - 2003
Edgeboro Road	2003	91	
	2002	118	
	2001	130	
	2000	85	
	1999	86	
		510	Total accidents 1999 - 2003
Tices Lane	2003	59	3 pedestrians
	2002	55	
	2001	54	
	2000	64	1 pedestrian
	1999	50	
		282	Total accidents 1999 - 2003
West Prospect Street	2003	40	
	2002	57	
	2001	40	
	2000	55	
	1999	32	
		224	Total accidents 1999 - 2003
West Ferris Street	2003	42	
	2002	55	
	2001	40	
	2000	48	
	1999	40	
		225	Total accidents 1999 - 2003
Milltown Road	2003	51	
	2002	35	
	2001	15	
	2000	30	
	1999	34	
		165	Total accidents 1999 - 2003
Cranbury Road	2003	22	
	2002	8	
	2001	26	
	2000	24	
	1999	15	
		95	Total accidents 1999 - 2003

**Table
NJ 18 Accidents
East Brunswick
1999 - 2003**

Location (Intersection with NJ 18)	Year	Number of Accidents	Comments
Arthur Street	2003	32	
	2002	37	
	2001	41	
	2000	28	
	1999	28	
		166	Total accidents 1999 - 2003
Race Track Road	2003	28	
	2002	44	1 pedestrian
	2001	40	1 bus; 2 cars behind the bus
	2000	36	1 bus; 3 cars behind the bus
	1999	26	
		174	Total accidents 1999 - 2003
Cindy Way	2003	24	
	2002	25	
	2001	23	
	2000	25	
	1999	31	
		128	Total accidents 1999 - 2003
Rues Lane	2003	55	
	2002	30	
	2001	62	2 pedestrians
	2000	41	
	1999	45	
		233	Total accidents 1999 - 2003
Hillsdale Road	2003	21	
	2002	25	
	2001	39	
	2000	23	
	1999	22	
		130	Total accidents 1999 - 2003
Main Street	2003	5	
	2002	36	
	2001	37	
	2000	70	
	1999	29	
		177	Total accidents 1999 - 2003
Total accidents NJ 18 corridor East Brunswick 1999 - 2003		2651	8 pedestrians; 1 bicycle; 1 motorcycle; 3 buses

Source: East Brunswick Police Department



**NEW JERSEY DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PROBLEM STATEMENT**

***PLEASE SEND THIS COMPLETED FORM TO MARK STOUT, CAPITAL
PROGRAMMING & FUNDING MANAGEMENT***

The following information is to be completed by the Division of Capital Programming & Funds Management

DB Number:

Legislative District:

Congressional District:

CIS Text and CIS No.:

Program Category:

Information contained on this form has been verified by:

LOCATION (To be completed by initiator)

Route (if applicable): NJ Route 18 and the Cranbury Road overpass over Route 18, and the Cranbury Road ramps. Proposed Project: Install ramp treatments; Install crosswalks; Provide pedestrian signage. (See Attachment 1).

Mileposts (if applicable): 37.14

Structure number (if applicable): N/A

Limits: NJ Route 18 north and southbound, the Cranbury Road overpass over Route 18, and the Cranbury Road ramps.

County(s): Middlesex

Municipality(s): East Brunswick

DESCRIPTION OF PROBLEM (To be completed by initiator)

NOTE: Please attach related correspondences, map of the area, and other appropriate support material.

The following maps are attached:

1. Figure 1, entitled "Pedestrian Crossings NJ 18 Corridor," which shows the project site. Figure 1 also shows all problem intersections along the NJ 18 corridor.
2. Figure 2, entitled "Cranbury Rd., East Brunswick Twp.," which is an aerial photograph showing the project site.
3. Figure 3, entitled "Traffic Volumes NJ 18 Corridor East Brunswick and Old Bridge Townships"

4. Figure 4, entitled "Proposed Improvements – Cranbury Road."

Check those items that best describe the problem:

Existing Highway

Capacity problem

Operational problem

Physical condition problem

Safety problem

Other (specify)

Existing Bridge

Capacity problem

Physical condition problem

Safety problem

Corridor/area Capacity Problem

Need for corridor study

Possible highway on new alignment

Possible new transit line

Need for park and ride development

DESCRIBE THE PROBLEM:

Pedestrians crossing NJ 18 at Cranbury Road include East Brunswick High School students. This crossing is hazardous to pedestrians. Coming from the High School driveway, from the southbound side of Route 18 in order to access the Cranbury Road bridge over the highway, they must cross the ramp at the NJ 18 southbound off ramp to access the bridge. Once across the bridge, they are able to access Cranbury Road (CR 535). A crosswalk on Route 535 on the northbound side of NJ 18 is needed to allow pedestrians to cross. Also, motorists need to be made more aware of pedestrians crossing the ramps.

If an outside group actively supports this problem, please identify:

This problem is supported by the East Brunswick Traffic Safety Committee.

Other comments (if any) by initiator:

Initiator (Please print or type): Middlesex County

Division: Department of Planning

Date of Initiation:

Signature

Anthony Gambilonghi, Supervising Planner, Transportation

Concurrence by Division Director

(Signature) _____

George M. Ververides, Director of County Planning, Middlesex County

Date of Concurrence _____

ATTACHMENT 1

Information required on Transportation Problem Statements

- **Concise Statement of Need**

Land uses and commuter bus routes along NJ 18 in East Brunswick generate significant pedestrian traffic, yet many of the facilities along this corridor are virtually inaccessible to transit users, pedestrians and bicyclists because the intersections are not pedestrian friendly. The lack of sidewalks along NJ 18 further exacerbates the problem. Although the corridor is served by a number of local and New York bound commuter buses, access to many of the commercial, retail and employment areas is currently very hazardous. It is difficult for people to walk between these areas and bus stops along NJ 18. The need for improved pedestrian facilities to facilitate the crossing of this divided highway is made clear by the presence of public transit through this corridor, which includes the two local bus routes serving New Brunswick, East Brunswick, South River, Sayreville, South Amboy, Perth Amboy and Woodbridge; and five New York commuter routes which pick up and discharge passengers on NJ 18. The need for safe pedestrian access at the Cranbury Road overpass across NJ 18 is evident. (See Figure 4)

- **Proposed concept and/or scope of work of a capital improvement project to address the identified need where appropriate**

Recommended improvements to address the identified need at the Cranbury Road overpass across NJ 18 include:

- Provide ramp treatments at all northbound and southbound side ramps where pedestrians must cross to access the overpass.
 - Install signage consistent with the NJDOT "Safe Street to School Program" and install signage to alert motorists that pedestrians may be crossing the ramps.
- Statement of the extent to which the proposed capital improvement project or removal of the identified deficiency would advance the Department's objectives as identified in the Capital Investment Strategy.

This project conforms to NJDOT Capital Investment Strategy objectives in that it would require a "reasonable financing scenario" that could be implemented within the fiscal years 2004 – 2009 funding limits.

ATTACHMENT 1

PAGE 2

- Current traffic counts and accident rates, with respect to the following program categories: Bridge Rehabilitation and Replacement, Highway Rehabilitation and Reconstruction, Safety Intersection Improvements.

Traffic counts along the NJ 18 corridor are shown in Figure 3 (attached). Accidents at intersections along the NJ 18 corridor are shown in Table 1 (attached).

- Identification of individuals or groups who may be sponsoring or supporting the proposed project.

The project is sponsored by the Middlesex County Department of Planning and is supported by the Middlesex County Transportation Coordinating Committee (TCC) and the East Brunswick Traffic Safety Committee.

- Summary of identified environmental issues within the probably footprint of the proposed project, especially including the identification of any historic or potentially historic properties, historic or potentially historic structures, historic districts, and wetlands.

The project area contains no wetlands, no historic or potentially historic properties and no historic or potentially historic structures.

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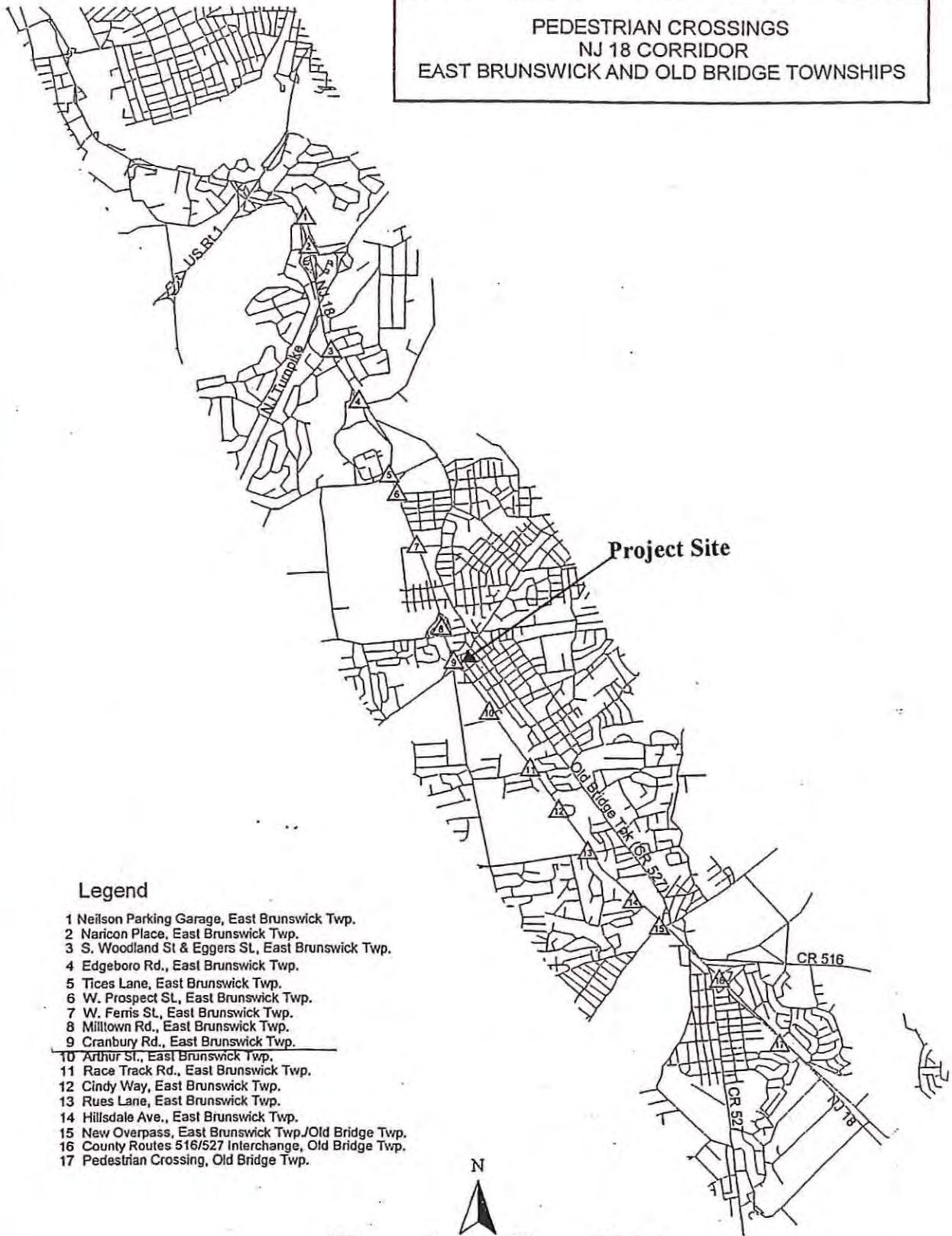
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The Bureau of Capital Program Development may request the Division of Design Services to undertake an environmental screening to identify pertinent environmental issues involving Transportation Problem Statements, as appropriate.

Figure 1

PEDESTRIAN CROSSINGS
NJ 18 CORRIDOR
EAST BRUNSWICK AND OLD BRIDGE TOWNSHIPS



Legend

- 1 Neilson Parking Garage, East Brunswick Twp.
- 2 Naricon Place, East Brunswick Twp.
- 3 S. Woodland St & Eggers St, East Brunswick Twp.
- 4 Edgeboro Rd., East Brunswick Twp.
- 5 Tices Lane, East Brunswick Twp.
- 6 W. Prospect St, East Brunswick Twp.
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- 15 New Overpass, East Brunswick Twp/Old Bridge Twp.
- 16 County Routes 516/527 Interchange, Old Bridge Twp.
- 17 Pedestrian Crossing, Old Bridge Twp.

N

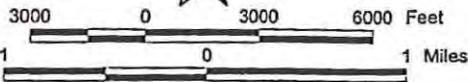


Figure 2 Cranbury Rd. East Brunswick Twp.

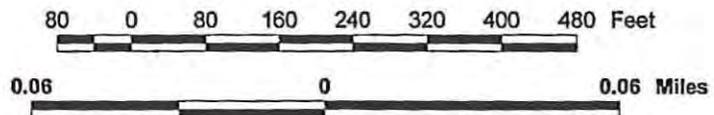
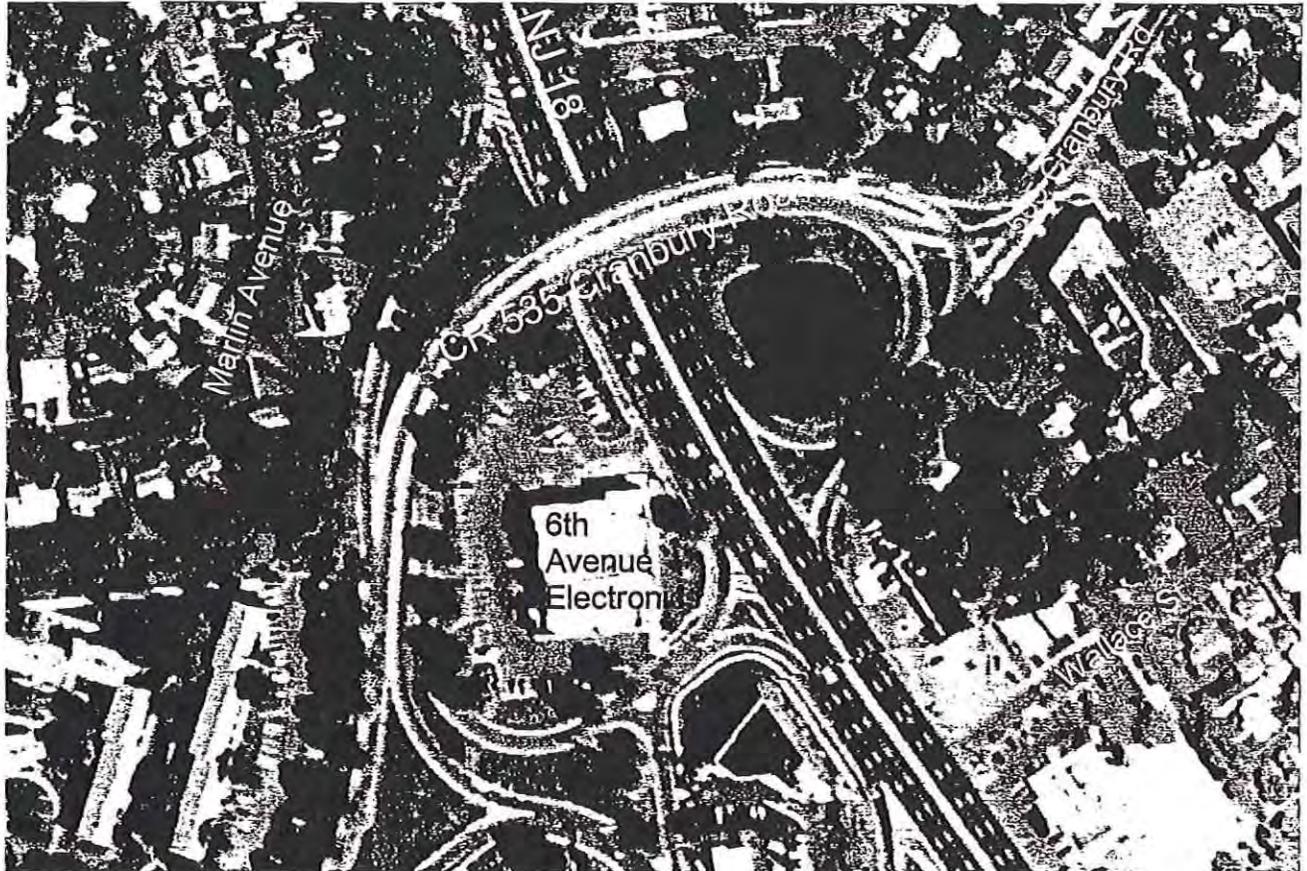
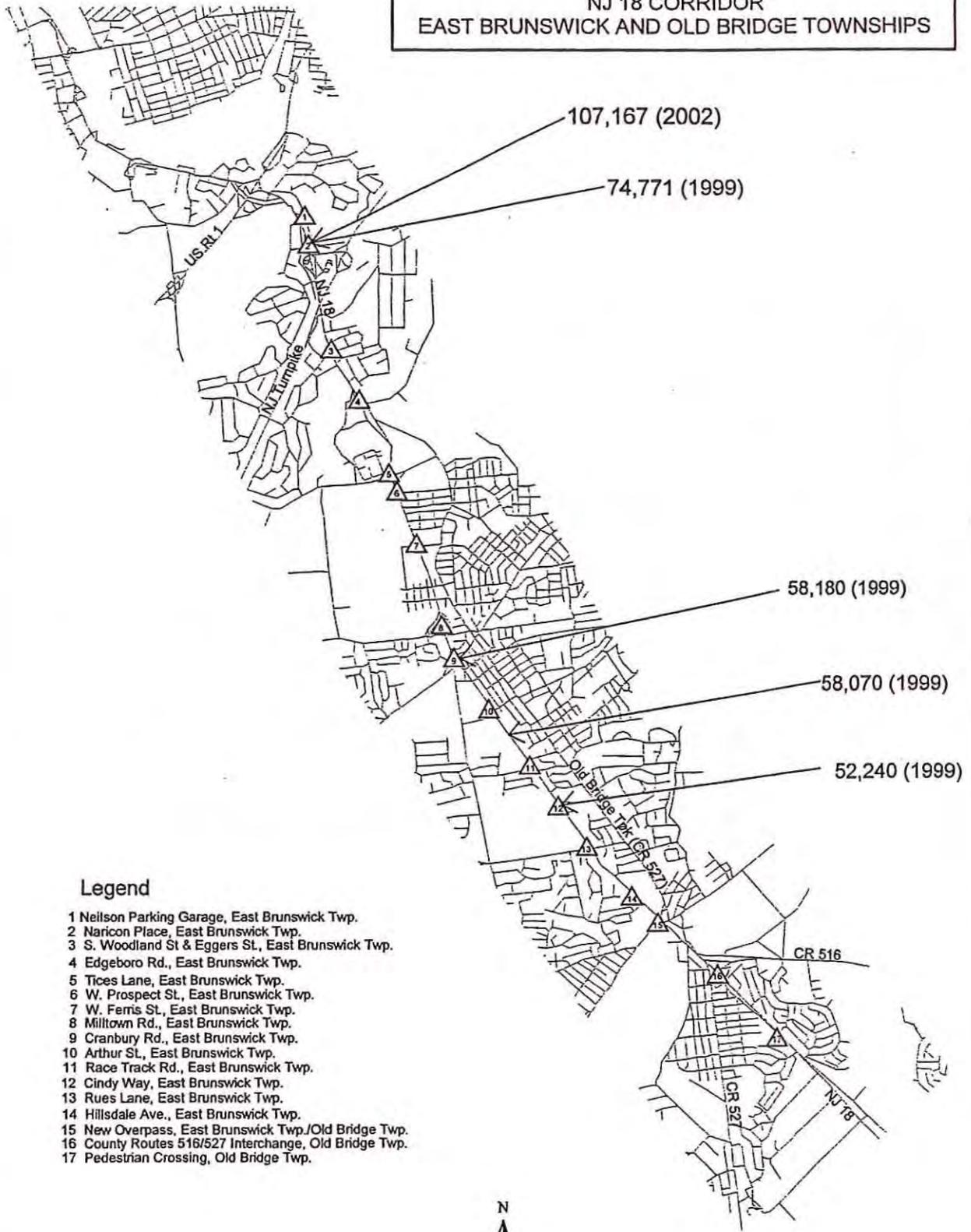


Figure 3
Traffic Volumes
NJ 18 CORRIDOR
EAST BRUNSWICK AND OLD BRIDGE TOWNSHIPS



Legend

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- 5 Tices Lane, East Brunswick Twp.
- 6 W. Prospect St., East Brunswick Twp.
- 7 W. Ferns St., East Brunswick Twp.
- 8 Milltown Rd., East Brunswick Twp.
- 9 Cranbury Rd., East Brunswick Twp.
- 10 Arthur St., East Brunswick Twp.
- 11 Race Track Rd., East Brunswick Twp.
- 12 Cindy Way, East Brunswick Twp.
- 13 Rues Lane, East Brunswick Twp.
- 14 Hillsdale Ave., East Brunswick Twp.
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- 17 Pedestrian Crossing, Old Bridge Twp.

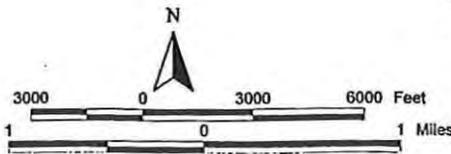
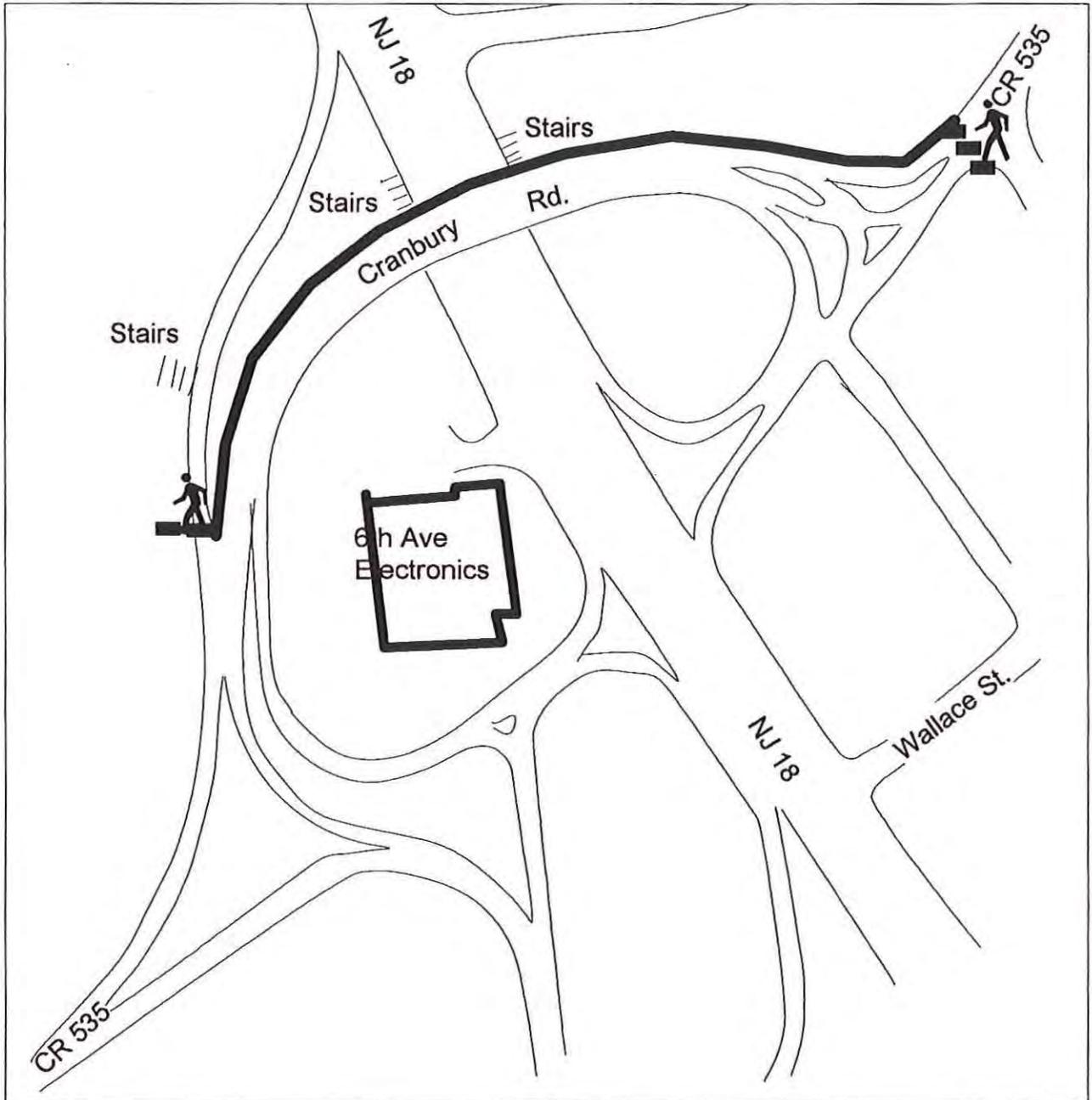


Figure 4 Cranbury Road East Brunswick Twp.



-  Bus Stop
-  Crosswalk
-  Sidewalk
-  Stairs
-  Structure

**Table 1
NJ 18 Accidents
East Brunswick
1999 - 2003**

Location (Intersection with NJ 18)	Year	Number of Accidents	Comments
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	2001	120	
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	1999	61	
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	2000	85	
	1999	86	
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	2002	55	
	2001	54	
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	1999	50	
		282	Total accidents 1999 - 2003
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	2002	57	
	2001	40	
	2000	55	
	1999	32	
		224	Total accidents 1999 - 2003
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	2002	55	
	2001	40	
	2000	48	
	1999	40	
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	2002	35	
	2001	15	
	2000	30	
	1999	34	
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Cranbury Road	2003	22	
	2002	8	
	2001	26	
	2000	24	
	1999	15	
		95	Total accidents 1999 - 2003

**Table
NJ 18 Accidents
East Brunswick
1999 - 2003**

Location (Intersection with NJ 18)	Year	Number of Accidents	Comments
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	2001	41	
	2000	28	
	1999	28	
		166	Total accidents 1999 - 2003
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	2000	36	1 bus; 3 cars behind the bus
	1999	26	
		174	Total accidents 1999 - 2003
Cindy Way	2003	24	
	2002	25	
	2001	23	
	2000	25	
	1999	31	
		128	Total accidents 1999 - 2003
Rues Lane	2003	55	
	2002	30	
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	2000	41	
	1999	45	
		233	Total accidents 1999 - 2003
Hillsdale Road	2003	21	
	2002	25	
	2001	39	
	2000	23	
	1999	22	
		130	Total accidents 1999 - 2003
Main Street	2003	5	
	2002	36	
	2001	37	
	2000	70	
	1999	29	
		177	Total accidents 1999 - 2003
Total accidents NJ 18 corridor East Brunswick 1999 - 2003		2651	8 pedestrians; 1 bicycle; 1 motorcycle; 3 buses

Source: East Brunswick Police Department



If an outside group actively supports this problem, please identify:

This problem is supported by the East Brunswick Traffic Safety Committee.

Other comments (if any) by initiator:

Initiator (Please print or type): Middlesex County

Division: Department of Planning

Date of Initiation:

Signature

Anthony Gambilonghi, Supervising Planner, Transportation

Concurrence by Division Director

(Signature) _____

George M. Ververides, Director of County Planning, Middlesex County

Date of Concurrence _____

ATTACHMENT 1

Information required on Transportation Problem Statements

- **Concise Statement of Need**

Land uses and commuter bus routes along NJ 18 in East Brunswick generate significant pedestrian traffic, yet many of the facilities along this corridor are virtually inaccessible to transit users, pedestrians and bicyclists because the intersections are not pedestrian friendly. The lack of sidewalks along NJ 18 further exacerbates the problem. Although the corridor is served by a number of local and New York bound commuter buses, access to many of the commercial, retail and employment areas is currently very hazardous. It is difficult for people to walk between these areas and bus stops along NJ 18. The need for improved pedestrian facilities to facilitate the crossing of this divided highway is made clear by the presence of public transit through this corridor, which includes the two local bus routes serving New Brunswick, East Brunswick, South River, Sayreville, South Amboy, Perth Amboy and Woodbridge; and five New York commuter routes which pick up and discharge passengers on NJ 18. The need for safe pedestrian access at NJ 18 and Arthur Street is evident. (See Figure 4)

- **Proposed concept and/or scope of work of a capital improvement project to address the identified need where appropriate**

Recommended improvements to address the identified need on north and southbound NJ 18 and Arthur Street include:

- Provide ramp treatments, including curb ramps and pedestrian crosswalks at the ramps from north and southbound NJ 18 to Arthur Street, and signage to alert motorists that pedestrians may be crossing the ramps.
 - Enhance the existing crosswalk across NJ 18 on the north side of the intersection.
 - Provide a crosswalk across Arthur Street on the west side of the intersection to provide continuity with the existing sidewalk on Arthur Street.
 - Provide a crosswalk across Arthur Street on the eastside of the intersection to provide pedestrian access to the bus stop/shelter on Route 18 North nearside.
 - Provide pedestrian-activated crossing countdown (30-0 seconds) traffic signals on NJ 18 north and southbound at Arthur Street to clearly show pedestrians how much time they have to cross the highway.
 - Provide sidewalks along Route 18 on approaches to the intersection including extension of sidewalk to the bus shelter on Route 18 northbound side.
- Statement of the extent to which the proposed capital improvement project or removal of the identified deficiency would advance the Department's objectives as identified in the Capital Investment Strategy.

**NEW JERSEY DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PROBLEM STATEMENT**

***PLEASE SEND THIS COMPLETED FORM TO MARK STOUT, CAPITAL
PROGRAMMING & FUNDING MANAGEMENT***

The following information is to be completed by the Division of Capital Programming & Funds Management

DB Number:

Legislative District:

Congressional District:

CIS Text and CIS No.:

Program Category:

Information contained on this form has been verified by:

LOCATION (To be completed by initiator)

Route (if applicable): NJ Route 18 and Arthur Street. Proposed Project: Install ramp treatments; Install crosswalks; Provide pedestrian-activated crossing countdown traffic signals; Provide pedestrian signage. (See Attachment 1).

Mileposts (if applicable): 36.68

Structure number (if applicable): N/A

Limits: NJ Route 18 north and southbound at Arthur Street; ramps from south and northbound NJ 18 to Arthur Street.

County(s): Middlesex

Municipality(s): East Brunswick

DESCRIPTION OF PROBLEM (To be completed by initiator)

NOTE: Please attach related correspondences, map of the area, and other appropriate support material.

The following maps are attached:

1. Figure 1, entitled "Pedestrian Crossings NJ 18 Corridor," which shows the project site. Figure 1 also shows all problem intersections along the NJ 18 corridor.
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3. Figure 3, entitled "Traffic Volumes NJ 18 Corridor East Brunswick and Old Bridge Townships"

4. Figure 4, entitled "Proposed Improvements – Arthur Street."

Check those items that best describe the problem:

Existing Highway

- Capacity problem
- Operational problem
- Physical condition problem
- Safety problem
- Other (specify)

Existing Bridge

- Capacity problem
- Physical condition problem
- Safety problem

Corridor/area Capacity Problem

- Need for corridor study
- Possible highway on new alignment
- Possible new transit line
- Need for park and ride development

DESCRIBE THE PROBLEM:

Pedestrians crossing NJ 18 at Arthur Street include East Brunswick High School students and bus passengers. There are nearside bus stops on north and southbound NJ 18, and a nearside bus shelter on the northbound side of the highway. Motorists access Arthur Street, and make U-turns, via ramps on north and southbound NJ 18. Pedestrians walking on Arthur Street must cross the ramps. There are no crosswalks at these ramps. Also, motorists are not aware of pedestrians crossing the ramps. Pedestrians are not aware of the green time for crossing Route 18.

ATTACHMENT 1

PAGE 2

- Current traffic counts and accident rates, with respect to the following program categories: Bridge Rehabilitation and Replacement, Highway Rehabilitation and Reconstruction, Safety Intersection Improvements.

Traffic counts along the NJ 18 corridor are shown in Figure 3 (attached). Accidents at intersections along the NJ 18 corridor are shown in Table 1 (attached).

- Identification of individuals or groups who may be sponsoring or supporting the proposed project.

The project is sponsored by the Middlesex County Department of Planning and is supported by the Middlesex County Transportation Coordinating Committee (TCC) and the East Brunswick Traffic Safety Committee.

- Summary of identified environmental issues within the probably footprint of the proposed project, especially including the identification of any historic or potentially historic properties, historic or potentially historic structures, historic districts, and wetlands.

The project area contains no wetlands, no historic or potentially historic properties and no historic or potentially historic structures.

- To assure proper quality control, all Transportation Problem Statements must be signed by a division director.

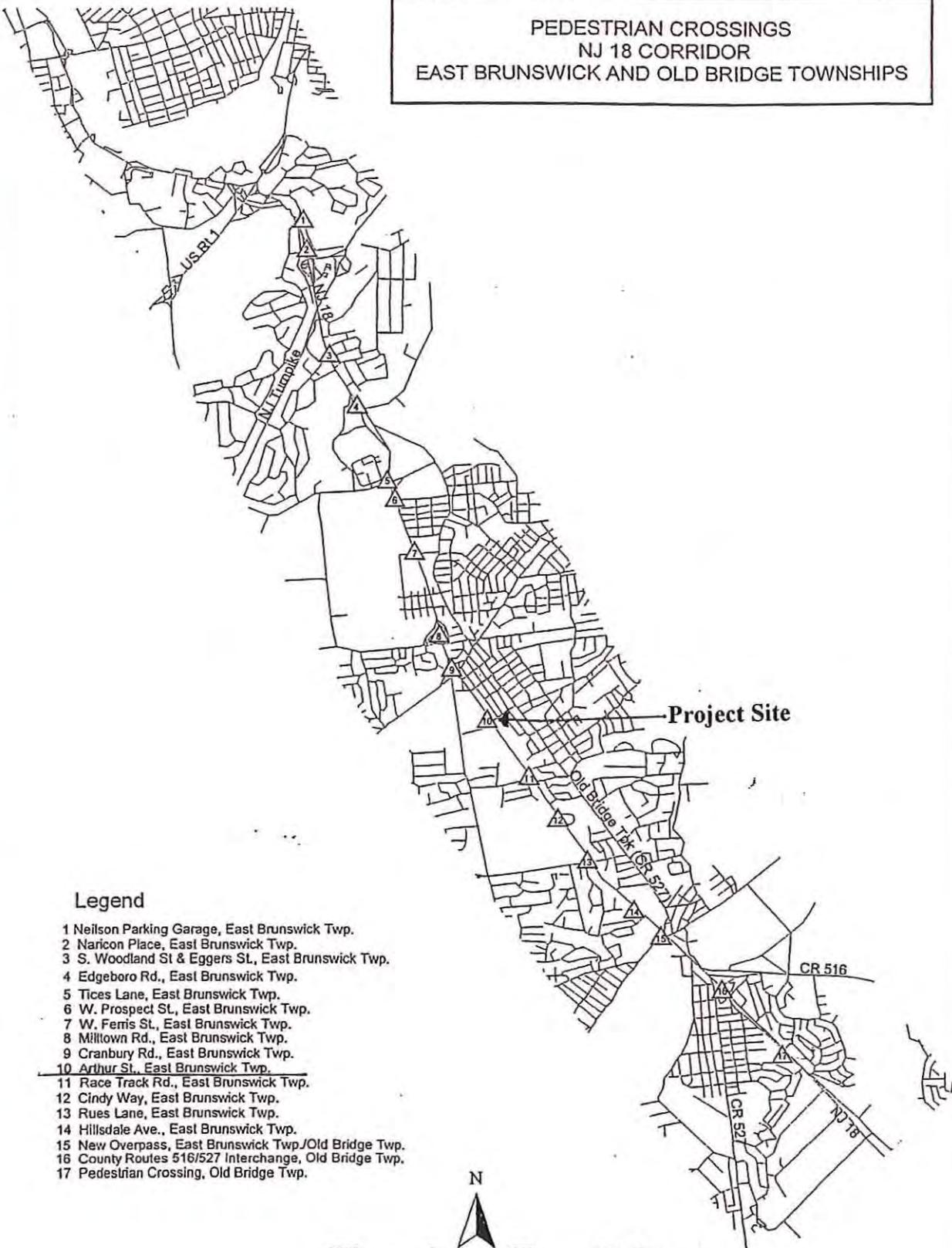
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Figure 1

PEDESTRIAN CROSSINGS
NJ 18 CORRIDOR
EAST BRUNSWICK AND OLD BRIDGE TOWNSHIPS



Legend

- 1 Neilson Parking Garage, East Brunswick Twp.
- 2 Nanicon Place, East Brunswick Twp.
- 3 S. Woodland St & Eggers St., East Brunswick Twp.
- 4 Edgeboro Rd., East Brunswick Twp.
- 5 Tices Lane, East Brunswick Twp.
- 6 W. Prospect St., East Brunswick Twp.
- 7 W. Ferris St., East Brunswick Twp.
- 8 Milltown Rd., East Brunswick Twp.
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- 10 Arthur St., East Brunswick Twp.
- 11 Race Track Rd., East Brunswick Twp.
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- 13 Rues Lane, East Brunswick Twp.
- 14 Hillsdale Ave., East Brunswick Twp.
- 15 New Overpass, East Brunswick Twp./Old Bridge Twp.
- 16 County Routes 516/527 Interchange, Old Bridge Twp.
- 17 Pedestrian Crossing, Old Bridge Twp.

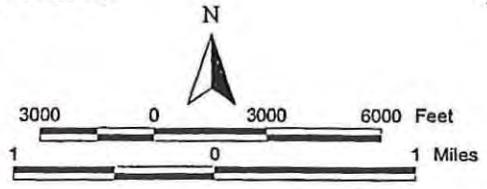


Figure 2 Arthur St. East Brunswick Twp.

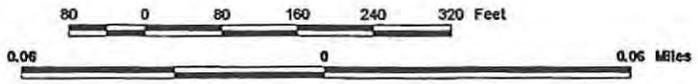
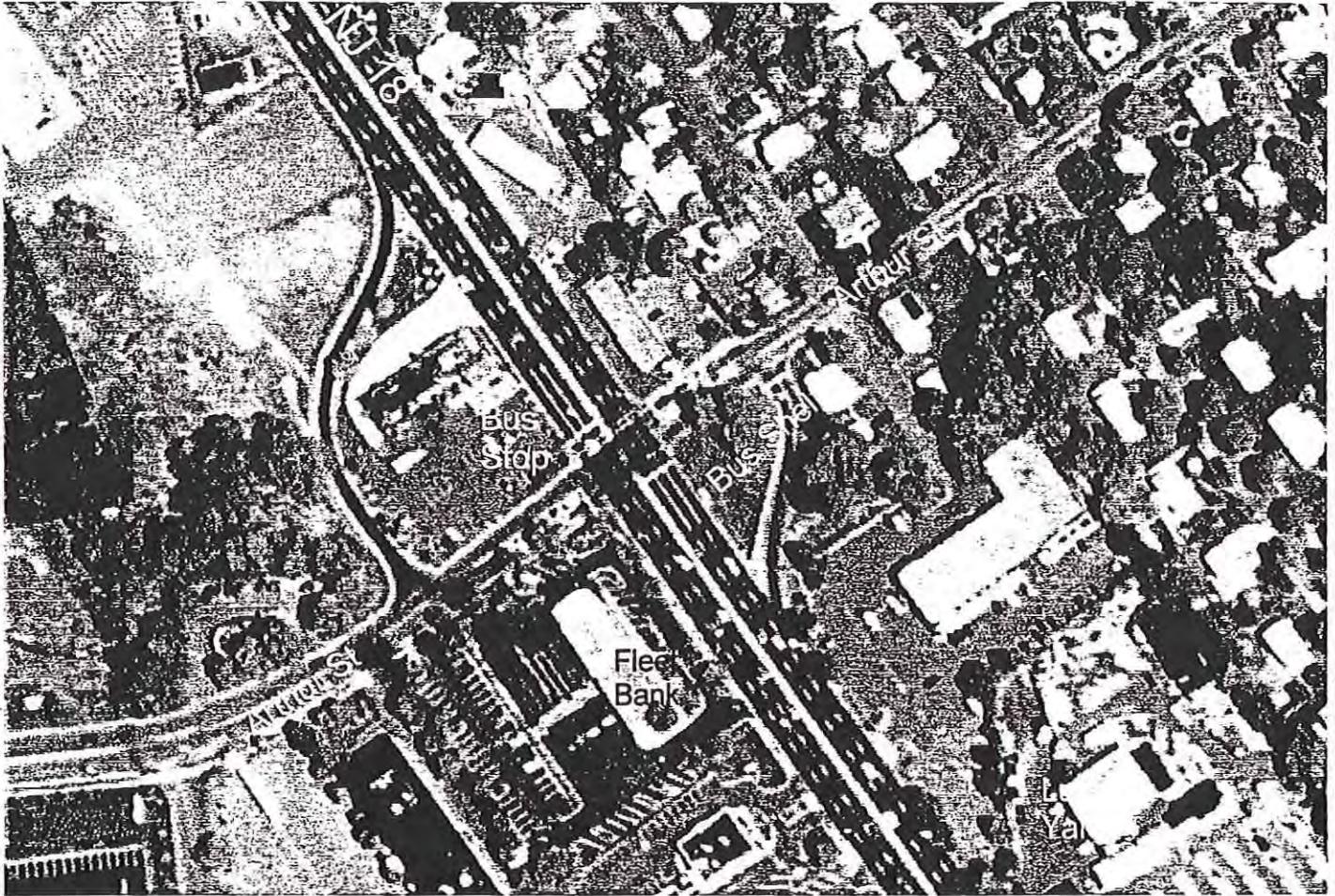
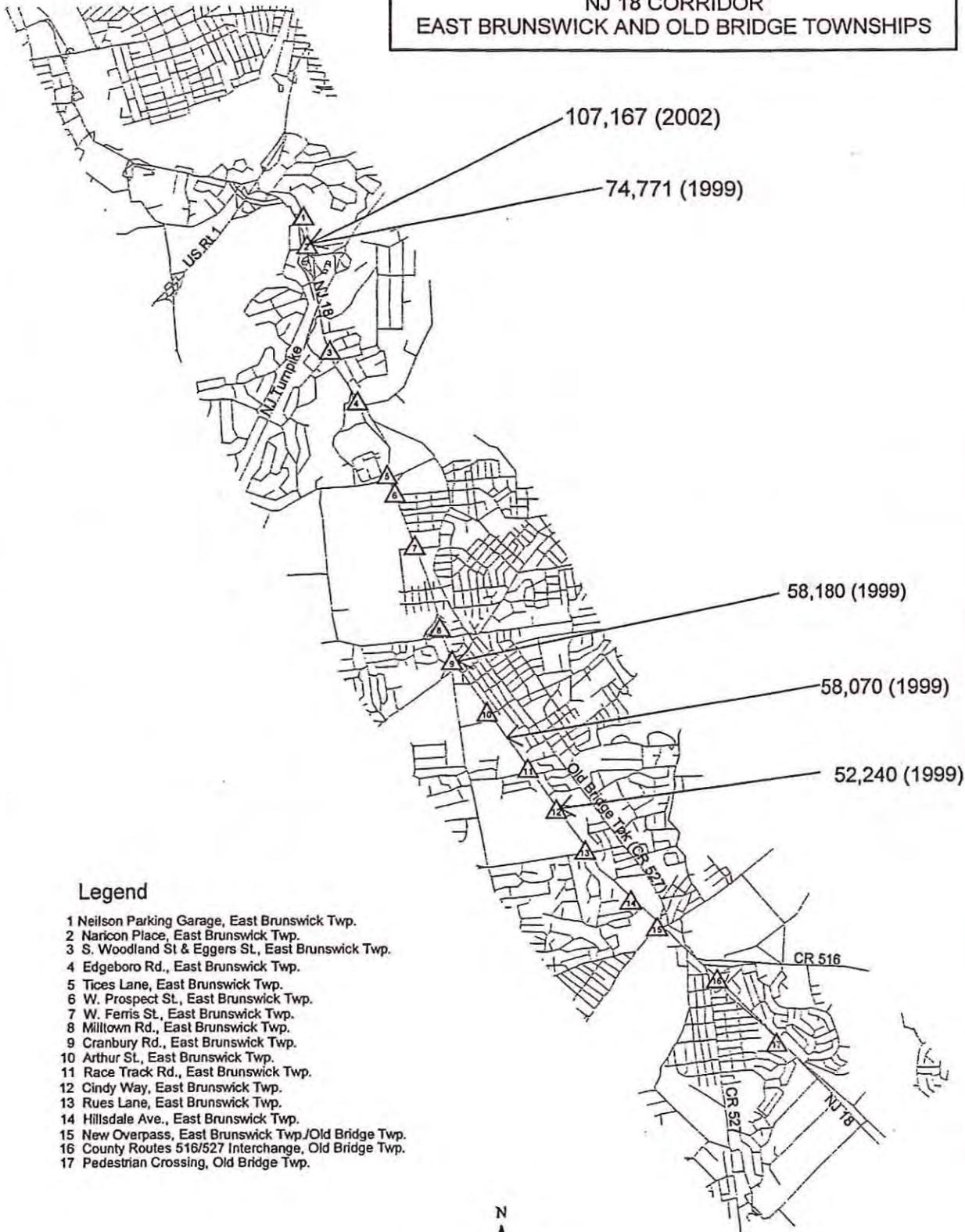


Figure 3
Traffic Volumes
NJ 18 CORRIDOR
EAST BRUNSWICK AND OLD BRIDGE TOWNSHIPS



Legend

- 1 Neilson Parking Garage, East Brunswick Twp.
- 2 Naricon Place, East Brunswick Twp.
- 3 S. Woodland St & Eggers St., East Brunswick Twp.
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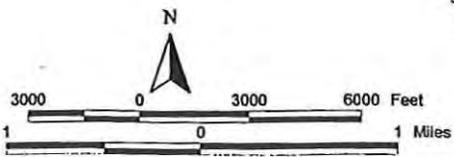
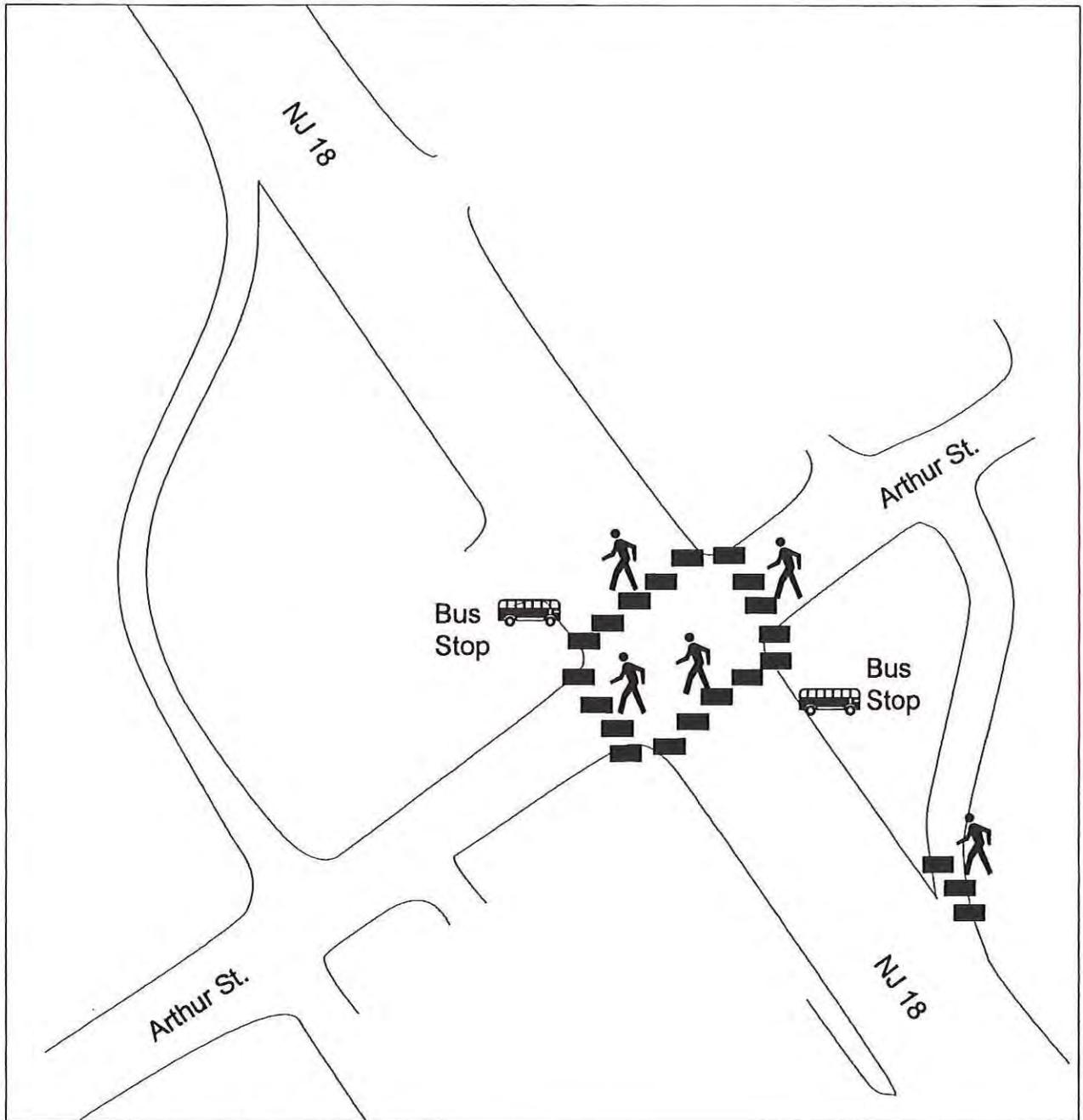


Figure 4 Arthur Street East Brunswick Twp.



-  Bus Stop
-  Crosswalk
-  Sidewalk
-  Stairs
-  Structure

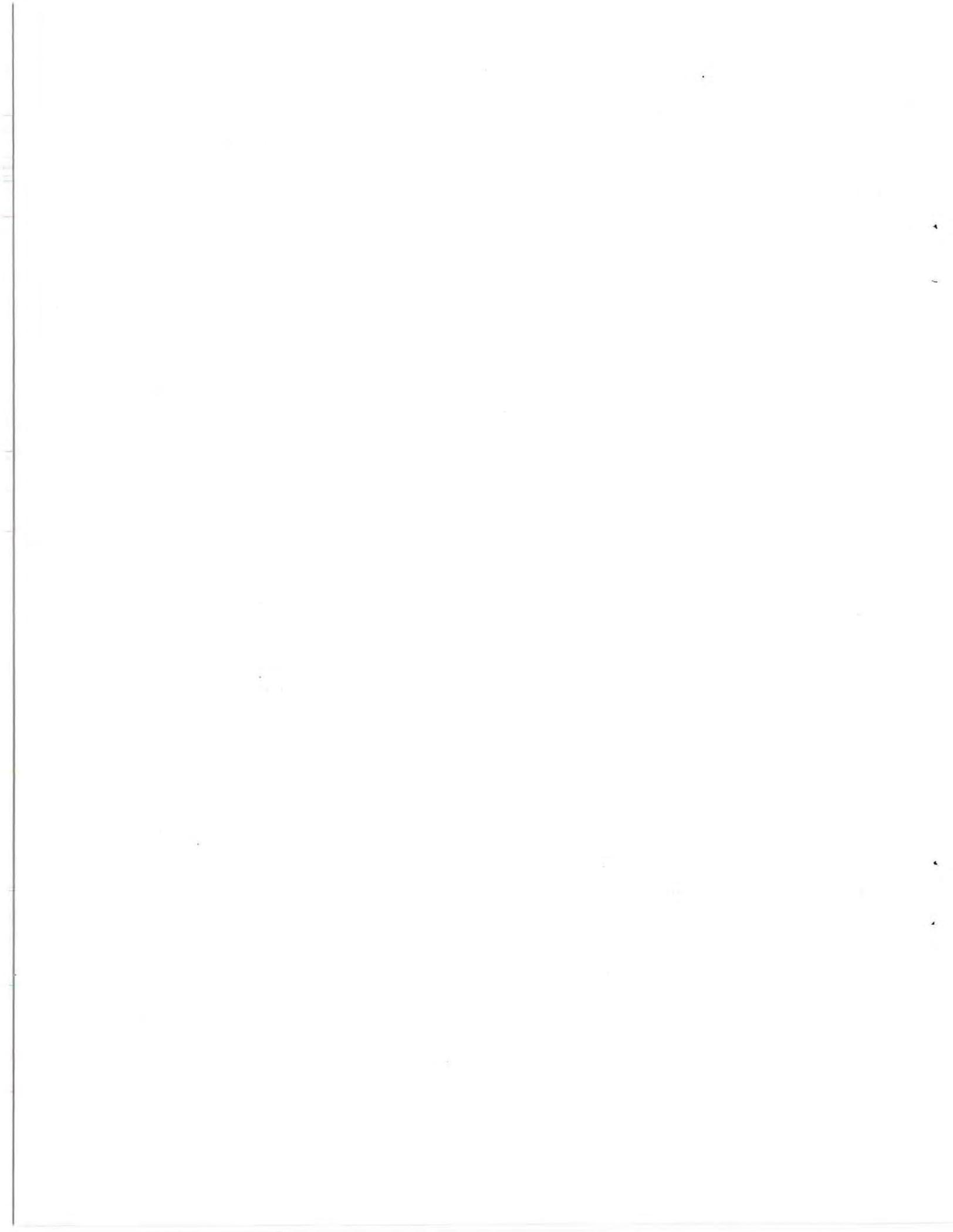
**Table 1
NJ 18 Accidents
East Brunswick
1999 - 2003**

Location (Intersection with NJ 18)	Year	Number of Accidents	Comments
Naricon Place	2003	94	
	2002	89	
	2001	120	
	2000	76	
	1999	61	
		440	Total accidents 1999 - 2003
South Woodland Avenue & Eggers Street	2003	53	One motorcycle
	2002	54	
	2001	53	1 pedestrian; 1 bus
	2000	78	
	1999	42	1 bicyclist
		280	Total accidents 1999 - 2003
Edgeboro Road	2003	91	
	2002	118	
	2001	130	
	2000	85	
	1999	86	
		510	Total accidents 1999 - 2003
Tices Lane	2003	59	3 pedestrians
	2002	55	
	2001	54	
	2000	64	1 pedestrian
	1999	50	
		282	Total accidents 1999 - 2003
West Prospect Street	2003	40	
	2002	57	
	2001	40	
	2000	55	
	1999	32	
		224	Total accidents 1999 - 2003
West Ferris Street	2003	42	
	2002	55	
	2001	40	
	2000	48	
	1999	40	
		225	Total accidents 1999 - 2003
Milltown Road	2003	51	
	2002	35	
	2001	15	
	2000	30	
	1999	34	
		165	Total accidents 1999 - 2003
Cranbury Road	2003	22	
	2002	8	
	2001	26	
	2000	24	
	1999	15	
		95	Total accidents 1999 - 2003

**Table
NJ 18 Accidents
East Brunswick
1999 - 2003**

Location (Intersection with NJ 18)	Year	Number of Accidents	Comments
Arthur Street	2003	32	
	2002	37	
	2001	41	
	2000	28	
	1999	28	
		166	Total accidents 1999 - 2003
Race Track Road	2003	28	
	2002	44	1 pedestrian
	2001	40	1 bus; 2 cars behind the bus
	2000	36	1 bus; 3 cars behind the bus
	1999	26	
		174	Total accidents 1999 - 2003
Cindy Way	2003	24	
	2002	25	
	2001	23	
	2000	25	
	1999	31	
		128	Total accidents 1999 - 2003
Rues Lane	2003	55	
	2002	30	
	2001	62	2 pedestrians
	2000	41	
	1999	45	
		233	Total accidents 1999 - 2003
Hillsdale Road	2003	21	
	2002	25	
	2001	39	
	2000	23	
	1999	22	
		130	Total accidents 1999 - 2003
Main Street	2003	5	
	2002	36	
	2001	37	
	2000	70	
	1999	29	
		177	Total accidents 1999 - 2003
Total accidents NJ 18 corridor East Brunswick 1999 - 2003		2651	8 pedestrians; 1 bicycle; 1 motorcycle; 3 buses

Source: East Brunswick Police Department



**NEW JERSEY DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PROBLEM STATEMENT**

***PLEASE SEND THIS COMPLETED FORM TO MARK STOUT, CAPITAL
PROGRAMMING & FUNDING MANAGEMENT***

The following information is to be completed by the Division of Capital Programming & Funds Management

DB Number:

Legislative District:

Congressional District:

CIS Text and CIS No.:

Program Category:

Information contained on this form has been verified by:

LOCATION (To be completed by initiator)

Route (if applicable): NJ Route 18 and Race Track Road. Proposed Project: Install ramp treatments; Install crosswalks; Provide pedestrian-activated crossing countdown traffic signals; Provide pedestrian signage. (See Attachment 1).

Mileposts (if applicable): 36.21

Structure number (if applicable): N/A

Limits: NJ Route 18 north and southbound at Race Track Road; ramps from south and northbound NJ 18 to Race Track Road.

County(s): Middlesex

Municipality(s): East Brunswick

DESCRIPTION OF PROBLEM (To be completed by initiator)

NOTE: Please attach related correspondences, map of the area, and other appropriate support material.

The following maps are attached:

1. Figure 1, entitled "Pedestrian Crossings NJ 18 Corridor," which shows the project site. Figure 1 also shows all problem intersections along the NJ 18 corridor.
2. Figure 2, entitled "Race Track Rd. East Brunswick Twp.," which is an aerial photograph showing the project site.
3. Figure 3, entitled "Traffic Volumes NJ 18 Corridor East Brunswick and Old Bridge Townships

4. Figure 4, entitled "Proposed Improvements – Race Track Road."

Check those items that best describe the problem:

Existing Highway

Capacity problem

Operational problem

Physical condition problem

Safety problem

Other (specify)

Existing Bridge

Capacity problem

Physical condition problem

Safety problem

Corridor/area Capacity Problem

Need for corridor study

Possible highway on new alignment

Possible new transit line

Need for park and ride development

DESCRIBE THE PROBLEM:

There is a park and ride lot at Race Track Road and NJ Route 18 southbound in the strip mall where the Home Depot is located, and there are bus stops on NJ 18 north and southbound. The majority of pedestrians crossing NJ 18 and Race Track Road are bus commuters. There is a bus ticket agent in the Windsor Pharmacy on NJ 18 northbound, north of Race Track Road. Motorists access Race Track Road, and make U-turns, via jug handle ramps on north and southbound NJ 18. Off loading buses leave commuters to cross the ramp into the park and ride lot. Commuters must cross the ramp and NJ 18 at the crosswalks to board New York City bound buses. There is a crosswalk across NJ 18 to the bus ticket agent; however, there are no crosswalks at the Race Track Road ramps.

Motorists are not aware of pedestrians crossing the ramps. Pedestrians are not aware of the green time for crossing Route 18.

If an outside group actively supports this problem, please identify:

This problem is supported by the East Brunswick Traffic Safety Committee.

Other comments (if any) by initiator:

Initiator (Please print or type): Middlesex County

Division: Department of Planning

Date of Initiation:

Signature

Anthony Gambilonghi, Supervising Planner, Transportation

Concurrence by Division Director

(Signature) _____

George M. Ververides, Director of County Planning, Middlesex County

Date of Concurrence _____

ATTACHMENT 1

Information required on Transportation Problem Statements

- **Concise Statement of Need**

Land uses and commuter bus routes along NJ 18 in East Brunswick generate significant pedestrian traffic, yet many of the facilities along this corridor are virtually inaccessible to transit users, pedestrians and bicyclists because the intersections are not pedestrian friendly. The lack of sidewalks along NJ 18 further exacerbates the problem. Although the corridor is served by a number of local and New York bound commuter buses, access to many of the commercial, retail and employment areas is currently very hazardous. It is difficult for people to walk between these areas and bus stops along NJ 18. The need for improved pedestrian facilities to facilitate the crossing of this divided highway is made clear by the presence of public transit through this corridor, which includes the two local bus routes serving New Brunswick, East Brunswick, South River, Sayreville, South Amboy, Perth Amboy and Woodbridge; and five New York commuter routes which pick up and discharge passengers on NJ 18. The need for safe pedestrian access at NJ 18 and Race Track Road is evident. (See Figure 4)

- **Proposed concept and/or scope of work of a capital improvement project to address the identified need where appropriate**

Recommended improvements to address the identified need on north and southbound NJ 18 and Arthur Street include:

- Provide ramp treatments, including curb ramps and pedestrian crosswalks at the on ramp from Route 18 north to Racetrack Road and at the southbound NJ 18 ramp to Race Track Road. Also provide signage to alert motorists that pedestrians may be crossing the ramps.
 - Enhance the crosswalks across NJ 18 at the north side of the intersection at Race Track Road.
 - Add crosswalk on Racetrack Road at the east and west sides of the intersection.
 - Provide pedestrian-activated crossing countdown (30-0 seconds) traffic signals on NJ 18 north and southbound at Race Track Road to clearly show pedestrians how much time they have to cross the highway.
- Statement of the extent to which the proposed capital improvement project or removal of the identified deficiency would advance the Department's objectives as identified in the Capital Investment Strategy.

ATTACHMENT 1

PAGE 2

This project conforms to NJDOT Capital Investment Strategy objectives in that it would require a “reasonable financing scenario” that could be implemented within the fiscal years 2004 – 2009 funding limits.

- Current traffic counts and accident rates, with respect to the following program categories: Bridge Rehabilitation and Replacement, Highway Rehabilitation and Reconstruction, Safety Intersection Improvements.

Traffic counts along the NJ 18 corridor are shown in Figure 3 (attached). Accidents at intersections along the NJ 18 corridor are shown in Table 1 (attached).

- Identification of individuals or groups who may be sponsoring or supporting the proposed project.

The project is sponsored by the Middlesex County Department of Planning and is supported by the Middlesex County Transportation Coordinating Committee (TCC) and the East Brunswick Traffic Safety Committee.

- Summary of identified environmental issues within the probably footprint of the proposed project, especially including the identification of any historic or potentially historic properties, historic or potentially historic structures, historic districts, and wetlands.

The project area contains no wetlands, no historic or potentially historic properties and no historic or potentially historic structures.

- To assure proper quality control, all Transportation Problem Statements must be signed by a division director.

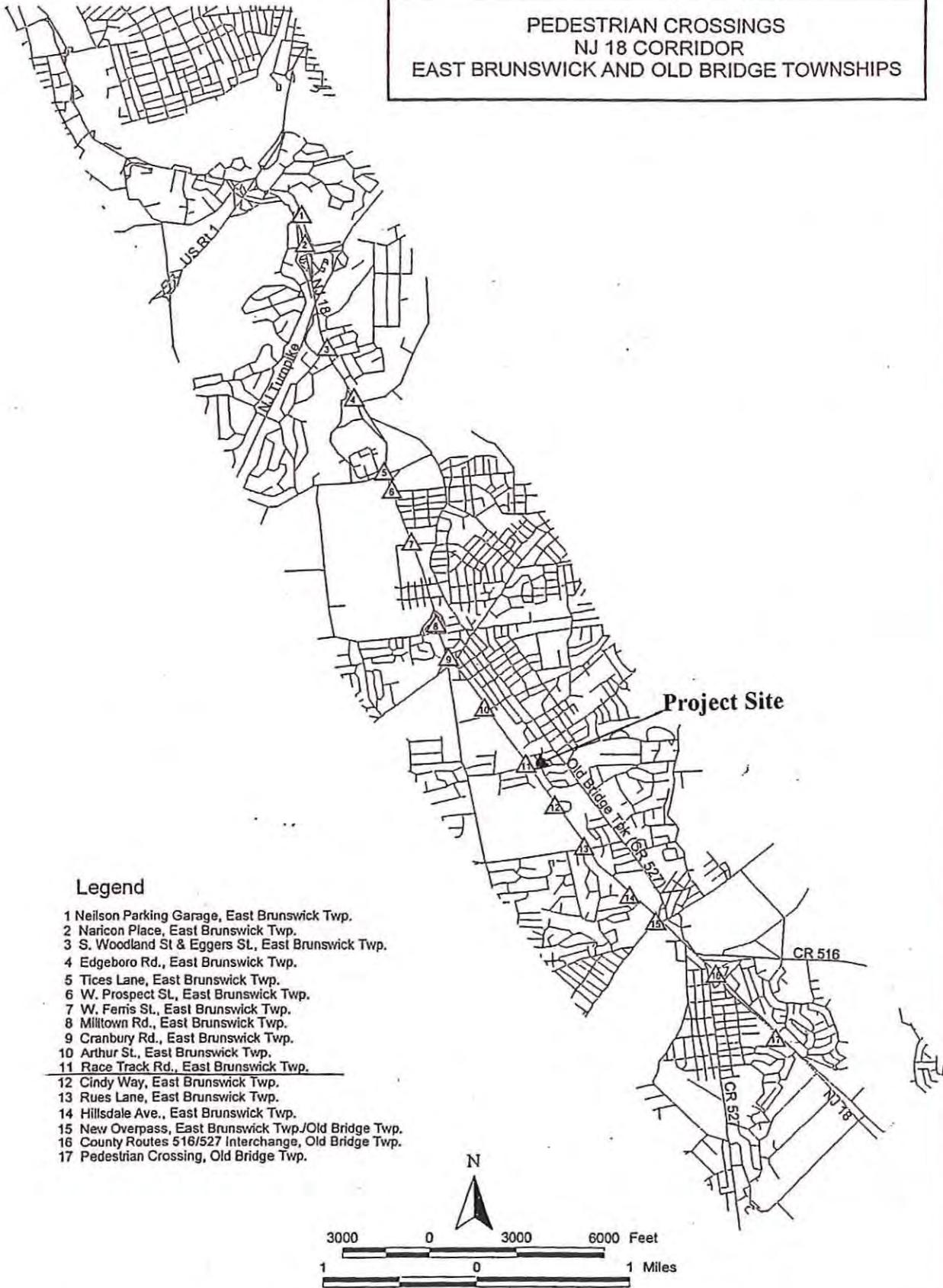
NOTE: In the case of a Transportation Problem Statement originating from outside the Department, the Bureau of Capital Program Development may request the Department unit which transmitted the problem statement, and/or any other appropriate unit within the Department, to complete the necessary information.

The Bureau of Capital Program Development may return a Transportation Problem Statement to the initiator with a request to complete missing or inadequate items of information.

The Bureau of Capital Program Development may request the Division of Design Services to undertake an environmental screening to identify pertinent environmental issues involving Transportation Problem Statements, as appropriate.

Figure 1

PEDESTRIAN CROSSINGS
NJ 18 CORRIDOR
EAST BRUNSWICK AND OLD BRIDGE TOWNSHIPS



Legend

- 1 Neilson Parking Garage, East Brunswick Twp.
- 2 Naricon Place, East Brunswick Twp.
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- 17 Pedestrian Crossing, Old Bridge Twp.



Figure 2 Race Track Rd. East Brunswick Twp.

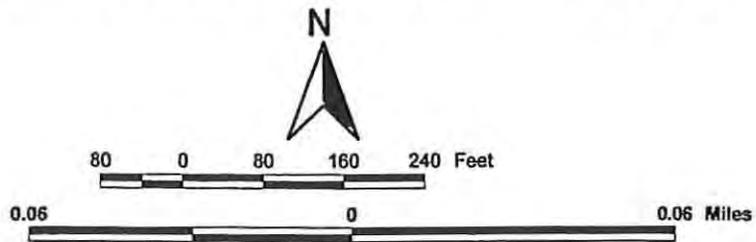
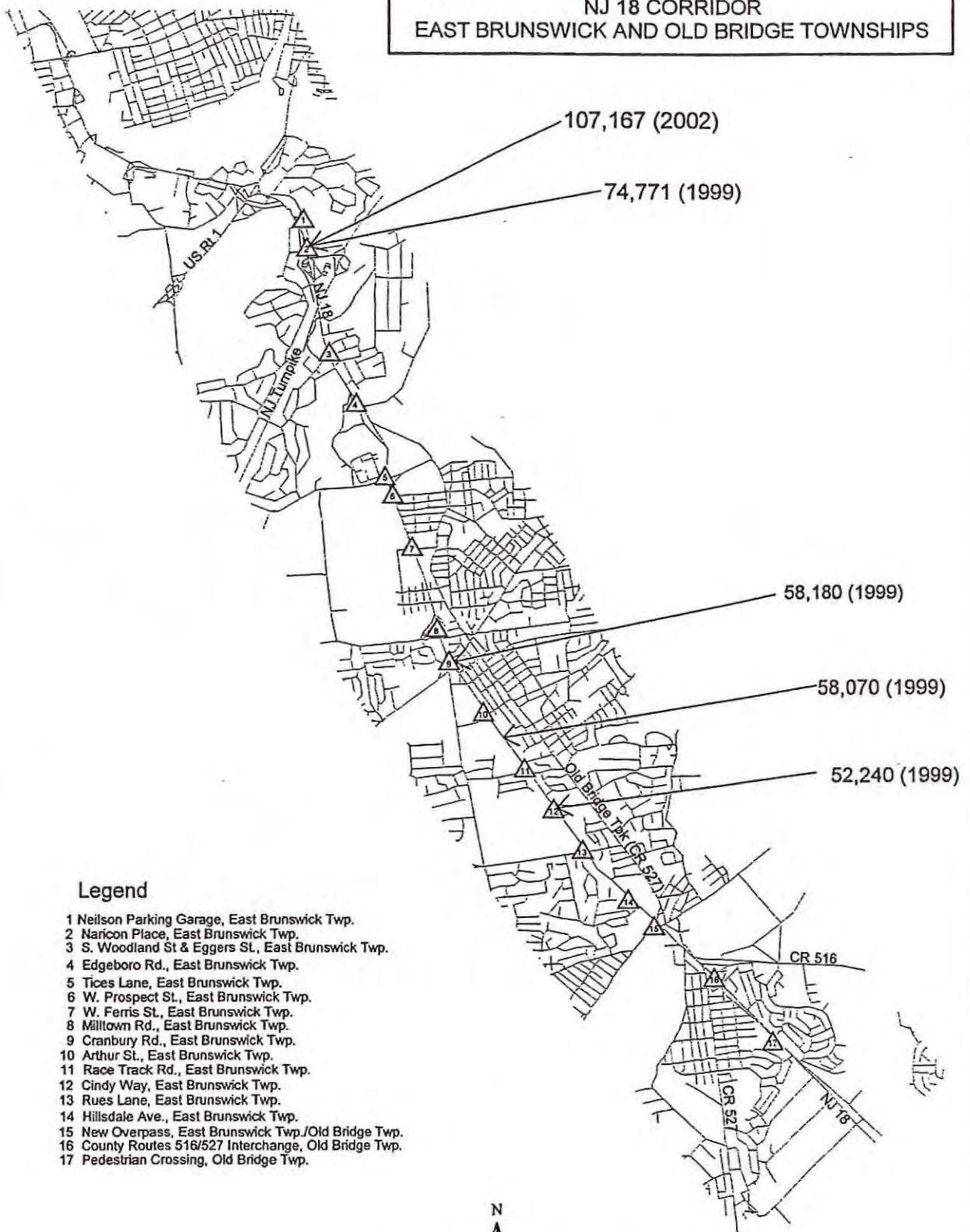


Figure 3
Traffic Volumes
NJ 18 CORRIDOR
EAST BRUNSWICK AND OLD BRIDGE TOWNSHIPS



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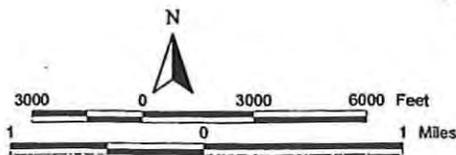
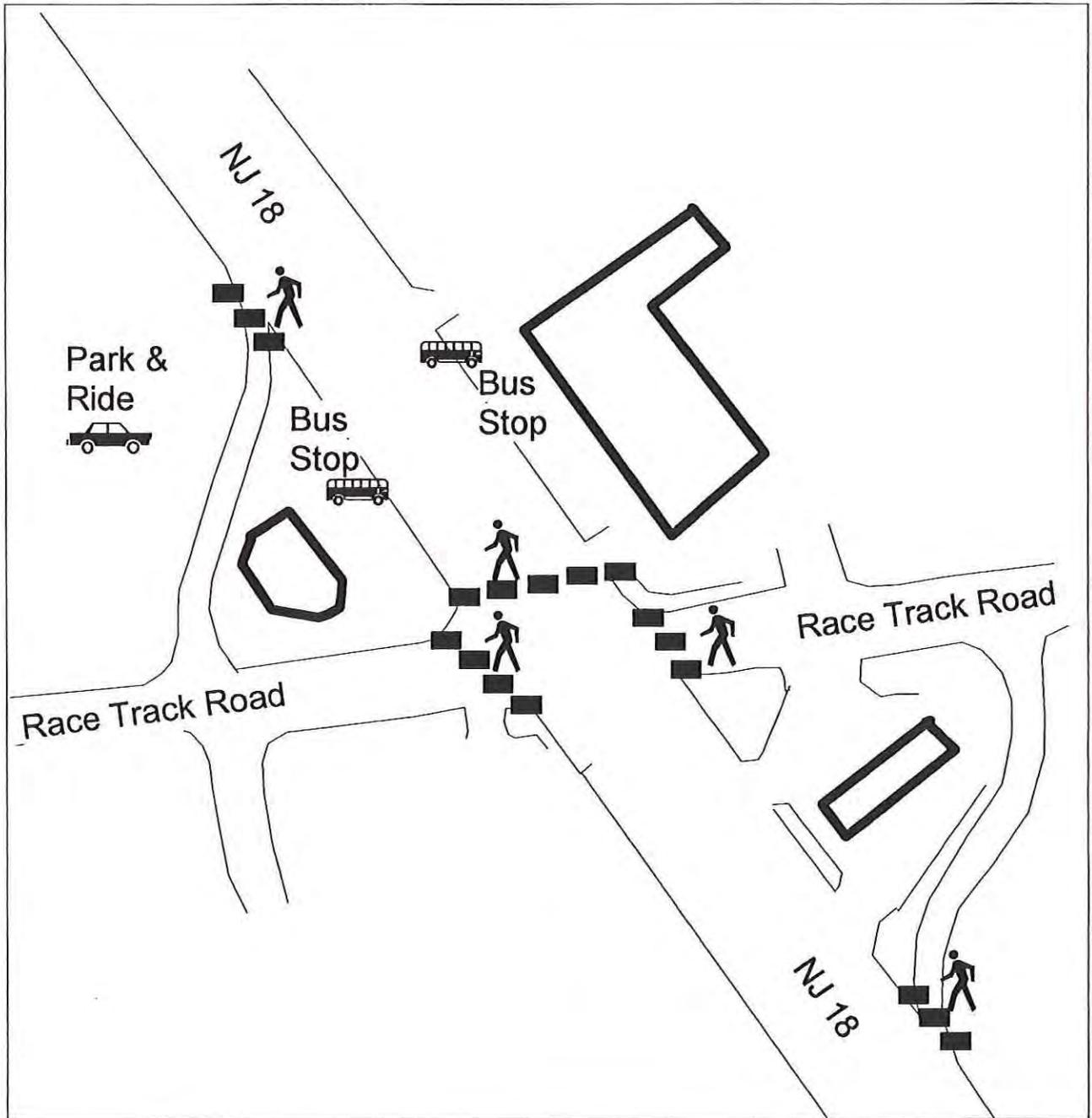


Figure 4 Race Track Road East Brunswick Twp.



-  Bus Stop
-  Crosswalk
-  Sidewalk
-  Stairs
-  Structure

**Table 1
NJ 18 Accidents
East Brunswick
1999 - 2003**

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	1999	61	
		440	Total accidents 1999 - 2003
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	2001	53	1 pedestrian; 1 bus
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	1999	86	
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		282	Total accidents 1999 - 2003
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	2002	57	
	2001	40	
	2000	55	
	1999	32	
		224	Total accidents 1999 - 2003
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	2002	55	
	2001	40	
	2000	48	
	1999	40	
		225	Total accidents 1999 - 2003
Milltown Road	2003	51	
	2002	35	
	2001	15	
	2000	30	
	1999	34	
		165	Total accidents 1999 - 2003
Cranbury Road	2003	22	
	2002	8	
	2001	26	
	2000	24	
	1999	15	
		95	Total accidents 1999 - 2003

**Table
NJ 18 Accidents
East Brunswick
1999 - 2003**

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Arthur Street	2003	32	
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	2001	39	
	2000	23	
	1999	22	
		130	Total accidents 1999 - 2003
Main Street	2003	5	
	2002	36	
	2001	37	
	2000	70	
	1999	29	
		177	Total accidents 1999 - 2003
Total accidents NJ 18 corridor East Brunswick 1999 - 2003		2651	8 pedestrians; 1 bicycle; 1 motorcycle; 3 buses

Source: East Brunswick Police Department



**NEW JERSEY DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PROBLEM STATEMENT**

***PLEASE SEND THIS COMPLETED FORM TO MARK STOUT, CAPITAL
PROGRAMMING & FUNDING MANAGEMENT***

The following information is to be completed by the Division of Capital Programming & Funds Management

DB Number:

Legislative District:

Congressional District:

CIS Text and CIS No.:

Program Category:

Information contained on this form has been verified by:

LOCATION (To be completed by initiator)

Route (if applicable): NJ Route 18, Cindy Way and the Brunswick Square Mall.
Proposed Project: Enhance the crosswalks; Install sidewalks; Provide bus stop; Provide park and ride facilities; Provide pedestrian-activated countdown (30-0 seconds) traffic signal (See Attachment 1).

Mileposts (if applicable): 35.93

Structure number (if applicable): N/A

Limits: NJ Route 18 northbound and Cindy Way; Route 18 southbound and the Brunswick Square Mall

County(s): Middlesex

Municipality(s): East Brunswick

DESCRIPTION OF PROBLEM (To be completed by initiator)

NOTE: Please attach related correspondences, map of the area, and other appropriate support material.

The following maps are attached:

1. Figure 1, entitled "Pedestrian Crossings NJ 18 Corridor," which shows the project site. Figure 1 also shows all problem intersections along the NJ 18 corridor.
2. Figure 2, entitled "Cindy Way/Brunswick Square Mall., East Brunswick Twp.," which is an aerial photograph showing the project site.

3. Figure 3, entitled "Traffic Volumes NJ 18 Corridor East Brunswick and Old Bridge Townships
4. Figure 4, entitled "Proposed Improvements – Cindy Way/Brunswick Square Mall

Check those items that best describe the problem:

Existing Highway

- Capacity problem
- Operational problem
- Physical condition problem
- Safety problem
- Other (specify)

Existing Bridge

- Capacity problem
- Physical condition problem
- Safety problem

Corridor/area Capacity Problem

- Need for corridor study
- Possible highway on new alignment
- Possible new transit line
- Need for park and ride development

DESCRIBE THE PROBLEM:

The major pedestrian generator is the Brunswick Square Mall, located on southbound Route 18. The mall is served by two NJ Transit bus lines, the 811 and 818. The bus stops are located outside the mall building. There are no sidewalks on north or southbound Route 18. There is a crosswalk at the Cindy Way jug handle across Route 18, opposite the mall, but it is not very visible, particularly at night. Pedestrians also need safe and visible ramp treatments across the three ramps of the Cindy Way loop

with Route 18 North. There is a pedestrian-activated traffic signal on Route 18 at Cindy Way; however, pedestrians are not aware of the green time needed for crossing the highway. There is a lack of integration of local and commuter bus services that operate in this area.

If an outside group actively supports this problem, please identify:

This problem is supported by the East Brunswick Traffic Safety Committee.

Other comments (if any) by initiator:

Initiator (Please print or type): Middlesex County

Division: Department of Planning

Date of Initiation:

Signature

Anthony Gambilonghi, Supervising Planner, Transportation

Concurrence by Division Director

(Signature) _____

George M. Ververides, Director of County Planning, Middlesex County

Date of Concurrence _____

ATTACHMENT 1

Information required on Transportation Problem Statements

- **Concise Statement of Need**

Land uses and commuter bus routes along NJ 18 in East Brunswick generate significant pedestrian traffic, yet many of the facilities along this corridor are virtually inaccessible to transit users, pedestrians and bicyclists because the intersections are not pedestrian friendly. The lack of sidewalks along NJ 18 further exacerbates the problem. Although the corridor is served by a number of local and New York bound commuter buses, access to many of the commercial, retail and employment areas is currently very hazardous. It is difficult for people to walk between these areas and bus stops along NJ 18. The need for improved pedestrian facilities to facilitate the crossing of this divided highway is made clear by the presence of public transit through this corridor, which includes the two local bus routes serving New Brunswick, East Brunswick, South River, Sayreville, South Amboy, Perth Amboy and Woodbridge; and five New York commuter routes which pick up and discharge passengers on NJ 18. This need is evident at the pedestrian crossings at NJ 18, Cindy Way and the Brunswick Square Mall. (See Figure 4)

- **Proposed concept and/or scope of work of a capital improvement project to address the identified need where appropriate**

Recommended improvements to address the identified need on NJ 18, Cindy Way and the Brunswick Square Mall include:

- Enhance the crosswalk across NJ 18 connecting Cindy Way and the Brunswick Square Mall.
 - Provide ramp treatments at the three ramps on Route 18 northbound to Cindy Way.
 - Install crossing countdown (30 – 0 seconds) at the traffic signal on NJ 18 to clearly show pedestrians how much time they have to cross the highway.
 - Install continuous sidewalks on north and southbound NJ 18 in the vicinity of Brunswick Square Mall.
 - Provide bus stops on Route 18 northbound and southbound that will allow existing commuter bus service to interface with existing local bus service in this area.
 - Provide park and ride facilities at existing underutilized parking locations and/or at new designated locations with easy access to local and commuter bus service.
- Statement of the extent to which the proposed capital improvement project or removal of the identified deficiency would advance the Department's objectives as identified in the Capital Investment Strategy.

This project conforms to NJDOT Capital Investment Strategy objectives in that it would require a "reasonable financing scenario" that could be implemented within the fiscal years 2004 – 2009 funding limits.

ATTACHMENT 1

PAGE 2

- Current traffic counts and accident rates, with respect to the following program categories: Bridge Rehabilitation and Replacement, Highway Rehabilitation and Reconstruction, Safety Intersection Improvements.

Traffic counts along the NJ 18 corridor are shown in Figure 3 (attached). Accidents at intersections along the NJ 18 corridor are shown in Table 1 (attached).

- Identification of individuals or groups who may be sponsoring or supporting the proposed project.

The project is sponsored by the Middlesex County Department of Planning and is supported by the Middlesex County Transportation Coordinating Committee (TCC) and the East Brunswick Traffic Safety Committee.

- Summary of identified environmental issues within the probable footprint of the proposed project, especially including the identification of any historic or potentially historic properties, historic or potentially historic structures, historic districts, and wetlands.

The project area contains no wetlands, no historic or potentially historic properties and no historic or potentially historic structures.

- To assure proper quality control, all Transportation Problem Statements must be signed by a division director.

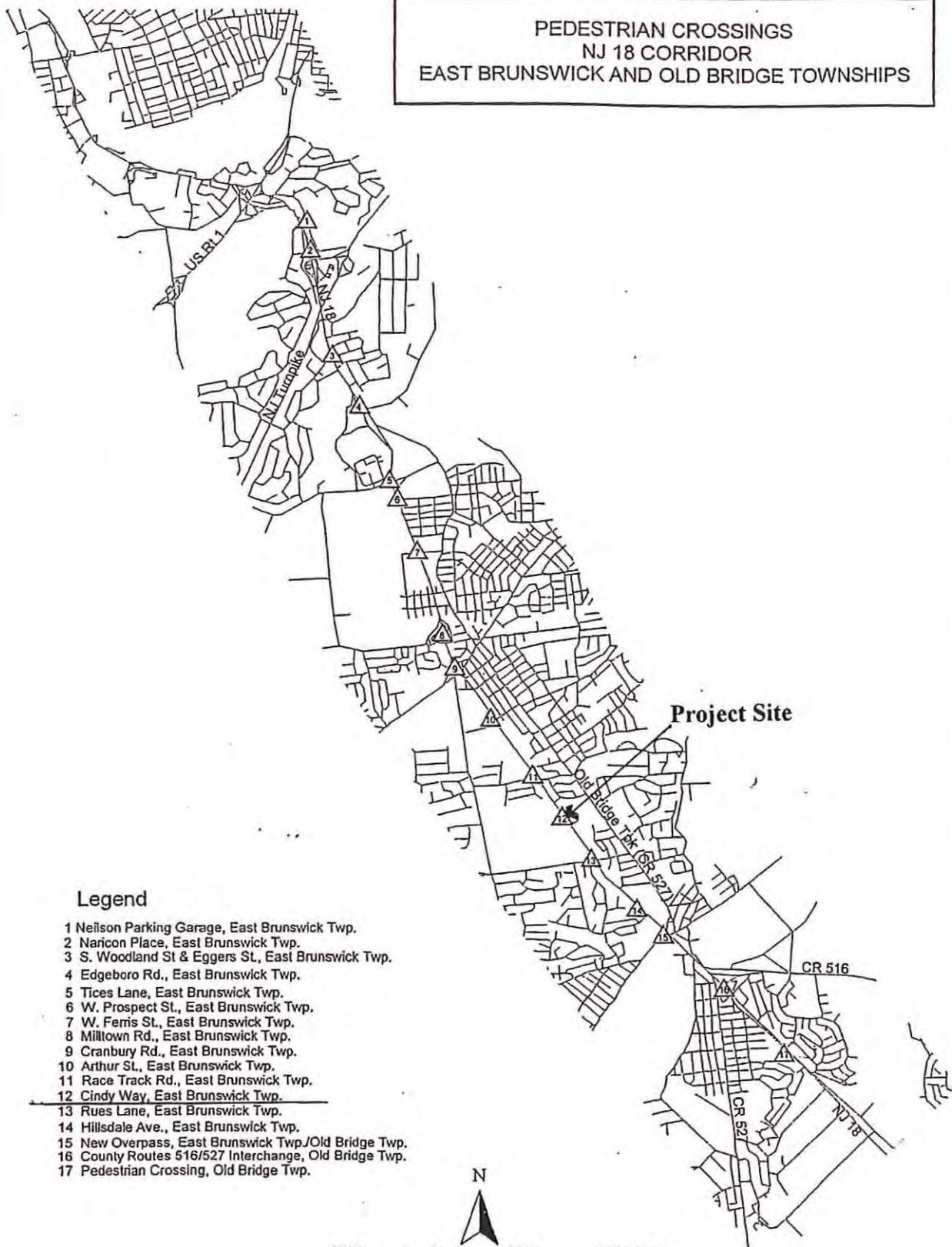
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Figure 1

PEDESTRIAN CROSSINGS
NJ 18 CORRIDOR
EAST BRUNSWICK AND OLD BRIDGE TOWNSHIPS



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Figure 2
Cindy Way/ Brunswick Square Mall
East Brunswick Twp.

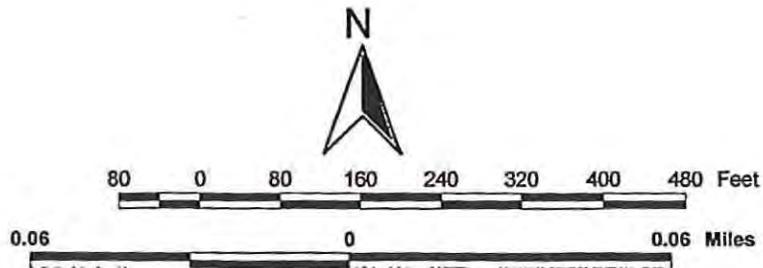
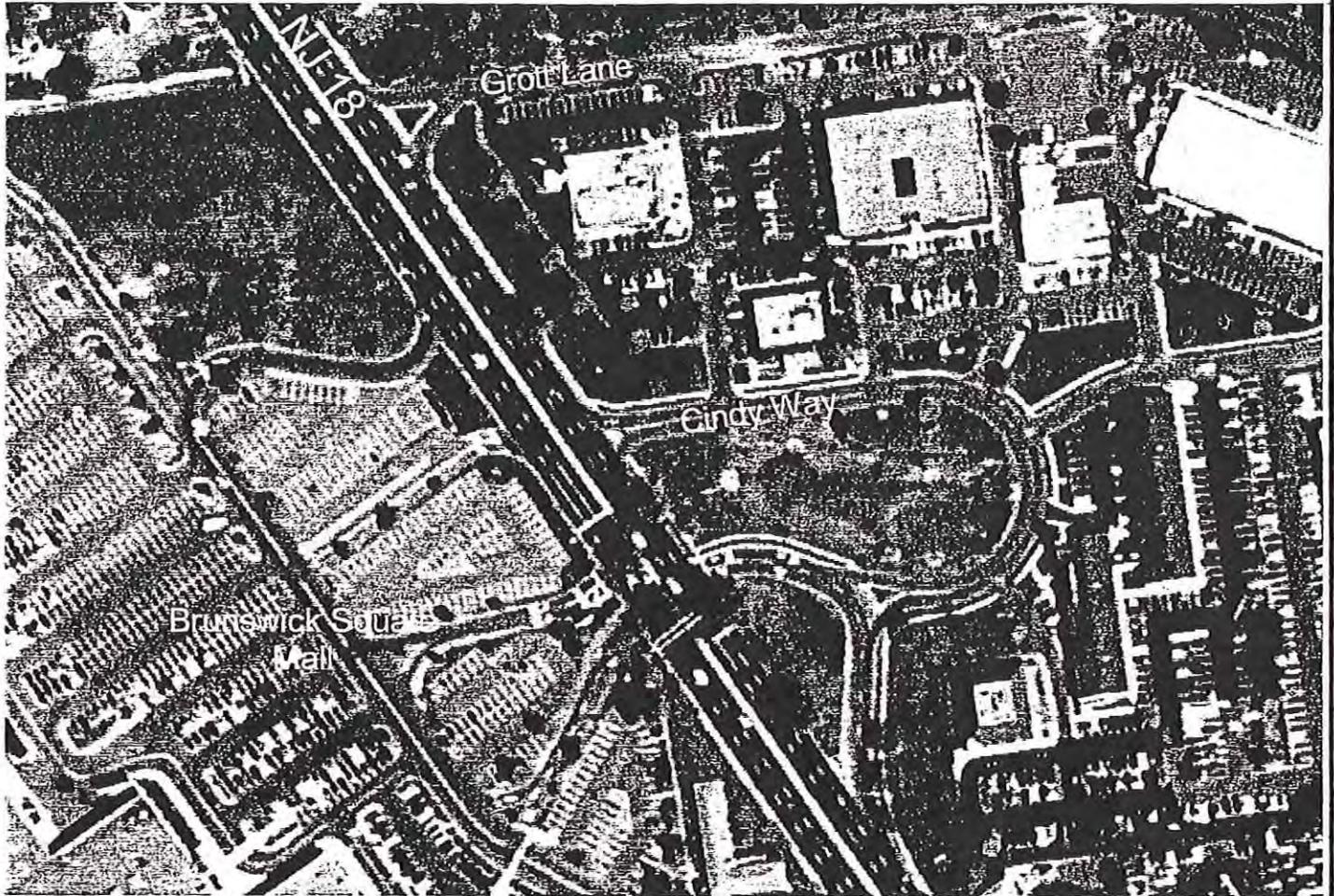
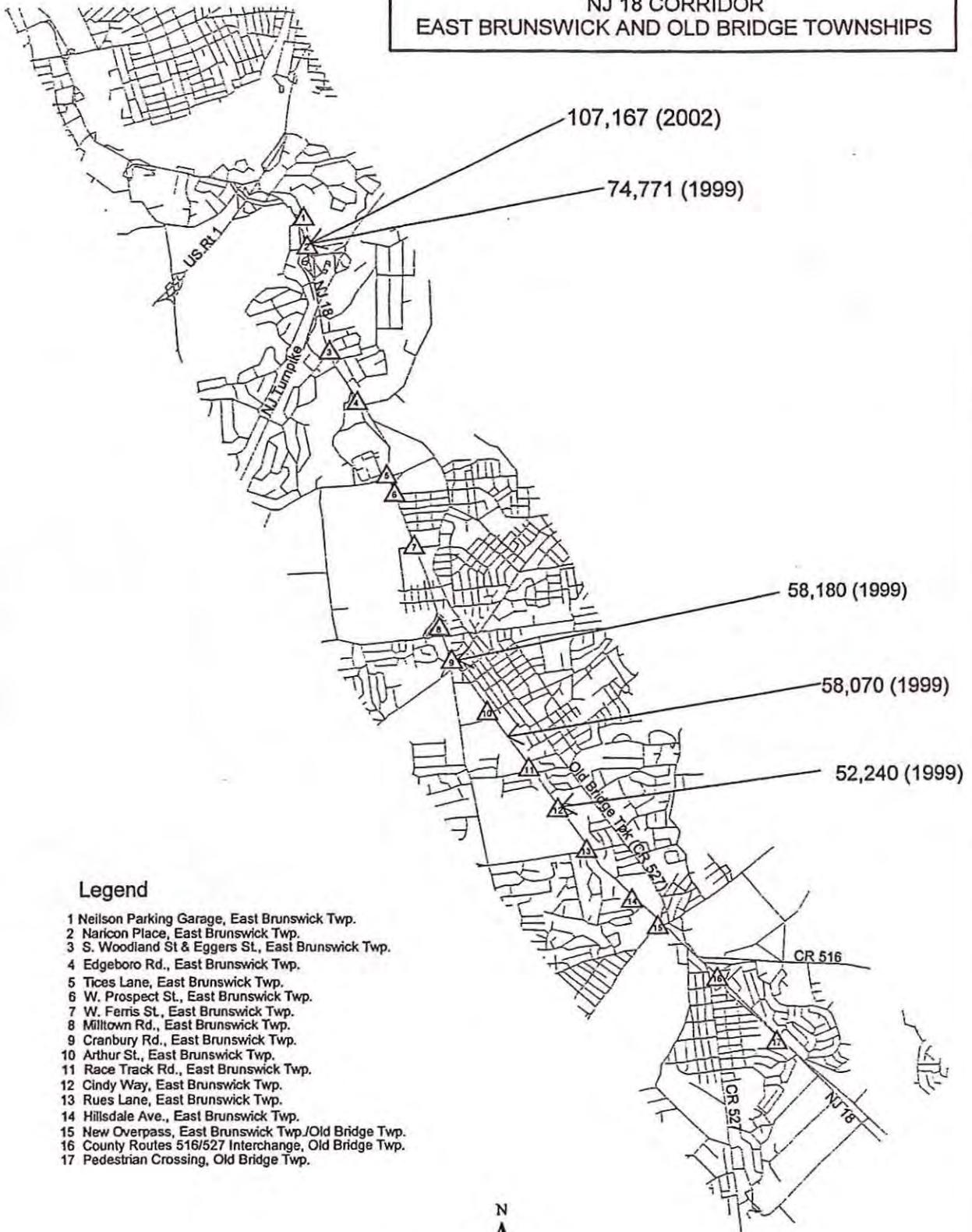


Figure 3
Traffic Volumes
NJ 18 CORRIDOR
EAST BRUNSWICK AND OLD BRIDGE TOWNSHIPS



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- 10 Arthur St., East Brunswick Twp.
- 11 Race Track Rd., East Brunswick Twp.
- 12 Cindy Way, East Brunswick Twp.
- 13 Rues Lane, East Brunswick Twp.
- 14 Hillsdale Ave., East Brunswick Twp.
- 15 New Overpass, East Brunswick Twp./Old Bridge Twp.
- 16 County Routes 516/527 Interchange, Old Bridge Twp.
- 17 Pedestrian Crossing, Old Bridge Twp.

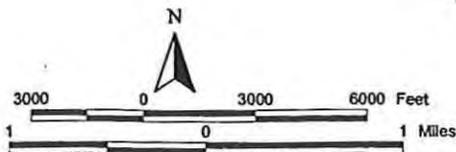
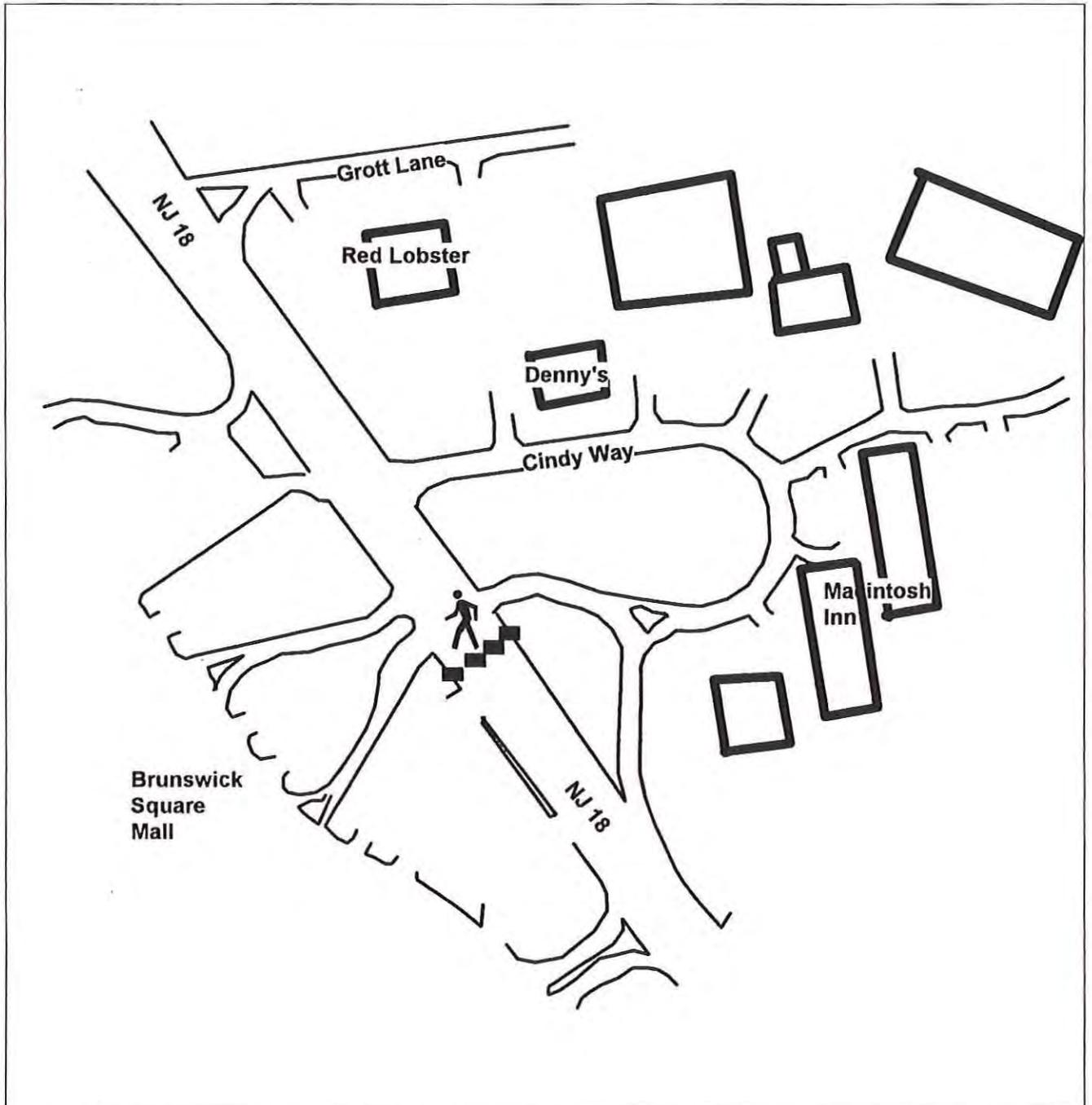


Figure 4 Cindy Way East Brunswick Twp.



-  Bus Stop
-  Crosswalk
-  Sidewalk
-  Stairs
-  Structure

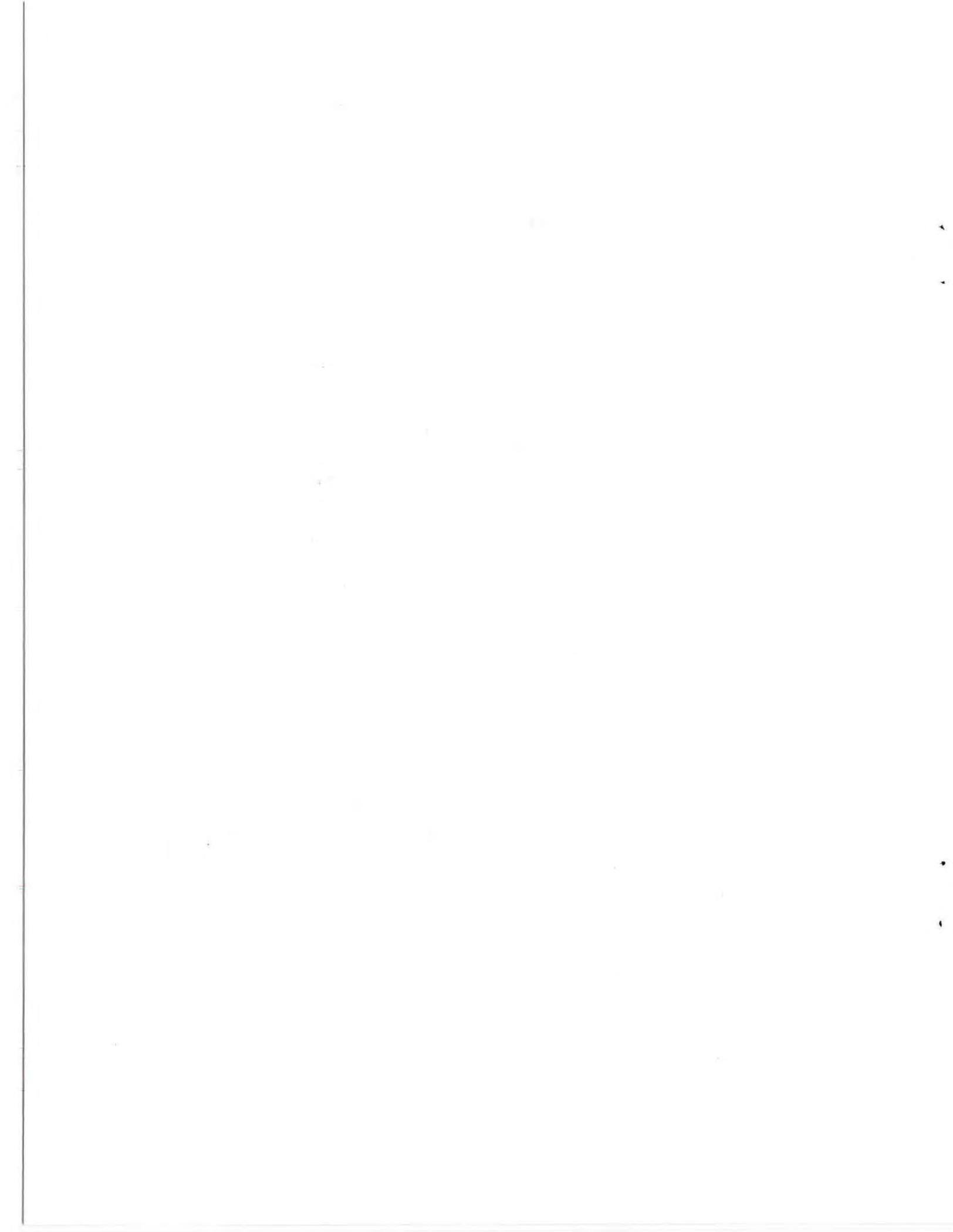
**Table 1
NJ 18 Accidents
East Brunswick
1999 - 2003**

Location (Intersection with NJ 18)	Year	Number of Accidents	Comments
Naricon Place	2003	94	
	2002	89	
	2001	120	
	2000	76	
	1999	61	
		440	Total accidents 1999 - 2003
South Woodland Avenue & Eggers Street	2003	53	One motorcycle
	2002	54	
	2001	53	1 pedestrian; 1 bus
	2000	78	
	1999	42	1 bicyclist
		280	Total accidents 1999 - 2003
Edgeboro Road	2003	91	
	2002	118	
	2001	130	
	2000	85	
	1999	86	
		510	Total accidents 1999 - 2003
Tices Lane	2003	59	3 pedestrians
	2002	55	
	2001	54	
	2000	64	1 pedestrian
	1999	50	
		282	Total accidents 1999 - 2003
West Prospect Street	2003	40	
	2002	57	
	2001	40	
	2000	55	
	1999	32	
		224	Total accidents 1999 - 2003
West Ferris Street	2003	42	
	2002	55	
	2001	40	
	2000	48	
	1999	40	
		225	Total accidents 1999 - 2003
Milltown Road	2003	51	
	2002	35	
	2001	15	
	2000	30	
	1999	34	
		165	Total accidents 1999 - 2003
Cranbury Road	2003	22	
	2002	8	
	2001	26	
	2000	24	
	1999	15	
		95	Total accidents 1999 - 2003

**Table
NJ 18 Accidents
East Brunswick
1999 - 2003**

Location (Intersection with NJ 18)	Year	Number of Accidents	Comments
Arthur Street	2003	32	
	2002	37	
	2001	41	
	2000	28	
	1999	28	
		166	Total accidents 1999 - 2003
Race Track Road	2003	28	
	2002	44	1 pedestrian
	2001	40	1 bus; 2 cars behind the bus
	2000	36	1 bus; 3 cars behind the bus
	1999	26	
		174	Total accidents 1999 - 2003
Cindy Way	2003	24	
	2002	25	
	2001	23	
	2000	25	
	1999	31	
		128	Total accidents 1999 - 2003
Rues Lane	2003	55	
	2002	30	
	2001	62	2 pedestrians
	2000	41	
	1999	45	
		233	Total accidents 1999 - 2003
Hillsdale Road	2003	21	
	2002	25	
	2001	39	
	2000	23	
	1999	22	
		130	Total accidents 1999 - 2003
Main Street	2003	5	
	2002	36	
	2001	37	
	2000	70	
	1999	29	
		177	Total accidents 1999 - 2003
Total accidents NJ 18 corridor East Brunswick 1999 - 2003		2651	8 pedestrians; 1 bicycle; 1 motorcycle; 3 buses

Source: East Brunswick Police Department



**NEW JERSEY DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PROBLEM STATEMENT**

PLEASE SEND THIS COMPLETED FORM TO MARK STOUT, CAPITAL PROGRAMMING & FUNDING MANAGEMENT

The following information is to be completed by the Division of Capital Programming & Funds Management

DB Number:

Legislative District:

Congressional District:

CIS Text and CIS No.:

Program Category:

Information contained on this form has been verified by:

LOCATION (To be completed by initiator)

Route (if applicable): NJ Route 18 and Rues Lane. Proposed Project: Enhance crosswalks on the south side of Route 18 and on Rues Lane. Provide bus stops, including a southbound near side stop. Provide pedestrian-activated crossing countdown (30-0 seconds) traffic signal. (See Attachment 1).

Mileposts (if applicable): 35.57

Structure number (if applicable): N/A

Limits: NJ Route 18 north and southbound and Rues Lane.

County(s): Middlesex

Municipality(s): East Brunswick

DESCRIPTION OF PROBLEM (To be completed by initiator)

NOTE: Please attach related correspondences, map of the area, and other appropriate support material.

The following maps are attached:

1. Figure 1, entitled "Pedestrian Crossings NJ 18 Corridor," which shows the project site. Figure 1 also shows all problem intersections along the NJ 18 corridor.
2. Figure 2, entitled "Rues Lane, East Brunswick Twp.," which is an aerial photograph showing the project site.
3. Figure 3, entitled "Traffic Volumes NJ 18 Corridor East Brunswick and Old Bridge Townships"

4. Figure 4, entitled "Proposed Improvements – Rues Lane."

Check those items that best describe the problem:

Existing Highway

- Capacity problem
- Operational problem
- Physical condition problem
- Safety problem
- Other (specify)

Existing Bridge

- Capacity problem
- Physical condition problem
- Safety problem

Corridor/area Capacity Problem

- Need for corridor study
- Possible highway on new alignment
- Possible new transit line
- Need for park and ride development

DESCRIBE THE PROBLEM:

Pedestrian activity at NJ 18 north and southbound and Rues Lane is largely from commuter bus passengers. There is a bus stop on the near side of northbound NJ 18, north of the Shell station. There are no signs for a southbound bus stop. There is a crosswalk on NJ 18 on the south side of Rues Lane, and a crosswalk at the Shell station on the east side of Rues Lane; however, the crosswalks are not highly visible, particularly at night. The intersection is signalized; however, pedestrians are not aware of the amount green time for crossing the highway.

If an outside group actively supports this problem, please identify:

This problem is supported by the East Brunswick Traffic Safety Committee.

Other comments (if any) by initiator:

Initiator (Please print or type): Middlesex County

Division: Department of Planning

Date of Initiation:

Signature

Anthony Gambilonghi, Supervising Planner, Transportation

Concurrence by Division Director

(Signature)_____

George M. Ververides, Director of County Planning, Middlesex County

Date of Concurrence_____

ATTACHMENT 1

Information required on Transportation Problem Statements

- **Concise Statement of Need**

Land uses and commuter bus routes along NJ 18 in East Brunswick generate significant pedestrian traffic, yet many of the facilities along this corridor are virtually inaccessible to transit users, pedestrians and bicyclists because the intersections are not pedestrian friendly. The lack of sidewalks along NJ 18 further exacerbates the problem. Although the corridor is served by a number of local and New York bound commuter buses, access to many of the commercial, retail and employment areas is currently very hazardous. It is difficult for people to walk between these areas and bus stops along NJ 18. The need for improved pedestrian facilities to facilitate the crossing of this divided highway is made clear by the presence of public transit through this corridor, which includes the two local bus routes serving New Brunswick, East Brunswick, South River, Sayreville, South Amboy, Perth Amboy and Woodbridge; and five New York commuter routes which pick up and discharge passengers on NJ 18. The need for safe pedestrian access at NJ 18 Rues Lane is evident. (See Figure 4)

- **Proposed concept and/or scope of work of a capital improvement project to address the identified need where appropriate**

Recommended improvements to address the identified need on north and southbound NJ 18 and Rues Lane include:

- Enhance the crosswalk across Route 18 on the south side of NJ 18 and on Rues Lane.
 - Enhance crosswalk across Rues Lane at the east side and west side of the intersection,
 - Provide a southbound near side bus stop on NJ 18.
 - Provide pedestrian-activated crossing countdown (30-0 seconds) traffic signals on NJ 18 north and southbound at Rues Lane to clearly show pedestrians how much time they have to cross the highway.
- Statement of the extent to which the proposed capital improvement project or removal of the identified deficiency would advance the Department's objectives as identified in the Capital Investment Strategy.

This project conforms to NJDOT Capital Investment Strategy objectives in that it would require a "reasonable financing scenario" that could be implemented within the fiscal years 2004 – 2009 funding limits.

ATTACHMENT 1
PAGE 2

- Current traffic counts and accident rates, with respect to the following program categories: Bridge Rehabilitation and Replacement, Highway Rehabilitation and Reconstruction, Safety Intersection Improvements.

Traffic counts along the NJ 18 corridor are shown in Figure 3 (attached). Accidents at intersections along the NJ 18 corridor are shown in Table 1 (attached).

- Identification of individuals or groups who may be sponsoring or supporting the proposed project.

The project is sponsored by the Middlesex County Department of Planning and is supported by the Middlesex County Transportation Coordinating Committee (TCC) and the East Brunswick Traffic Safety Committee.

- Summary of identified environmental issues within the probably footprint of the proposed project, especially including the identification of any historic or potentially historic properties, historic or potentially historic structures, historic districts, and wetlands.

The project area contains no wetlands, no historic or potentially historic properties and no historic or potentially historic structures.

- To assure proper quality control, all Transportation Problem Statements must be signed by a division director.

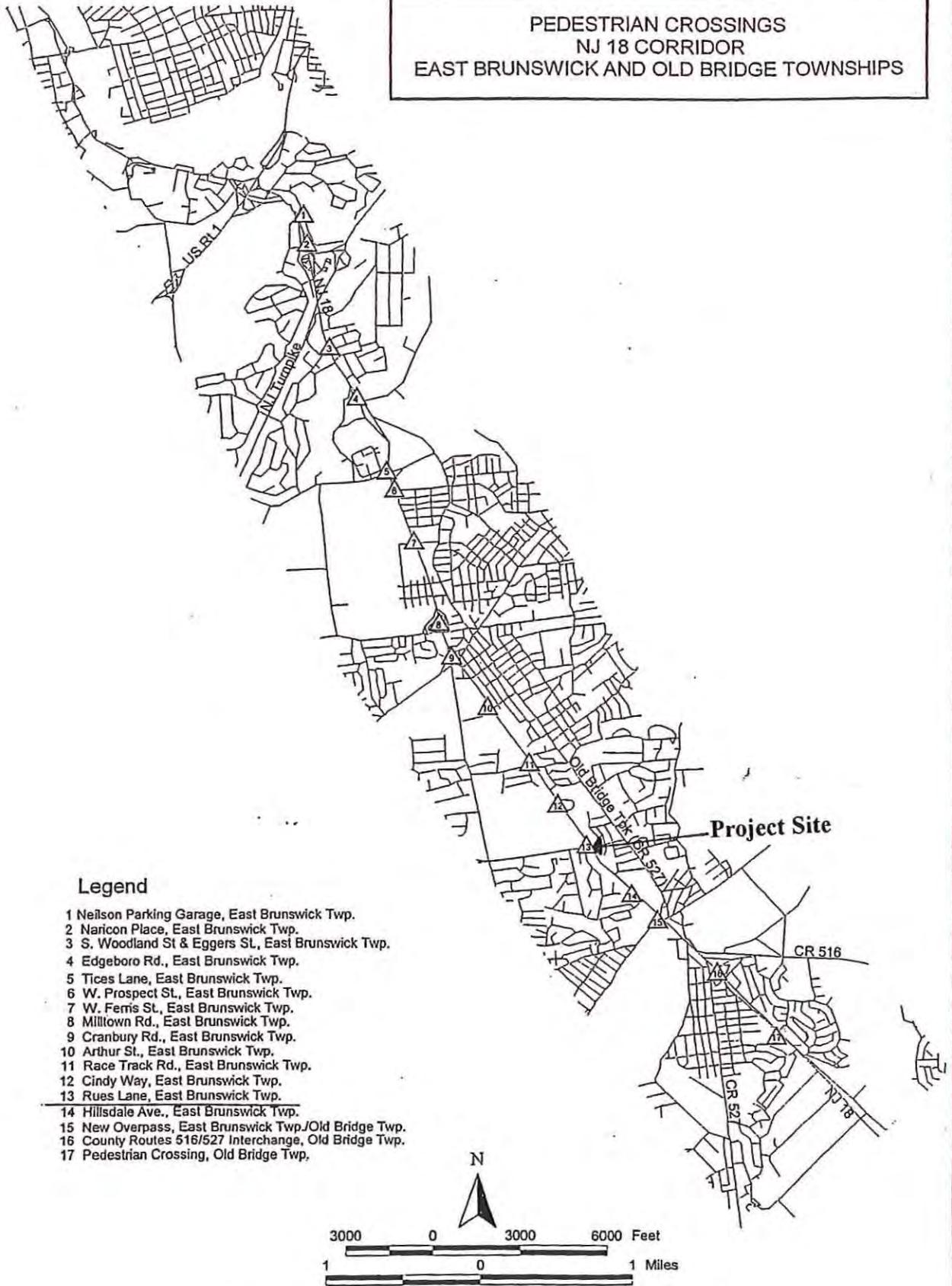
NOTE: In the case of a Transportation Problem Statement originating from outside the Department, the Bureau of Capital Program Development may request the Department unit which transmitted the problem statement, and/or any other appropriate unit within the Department, to complete the necessary information.

The Bureau of Capital Program Development may return a Transportation Problem Statement to the initiator with a request to complete missing or inadequate items of information.

The Bureau of Capital Program Development may request the Division of Design Services to undertake an environmental screening to identify pertinent environmental issues involving Transportation Problem Statements, as appropriate.

Figure 1

PEDESTRIAN CROSSINGS
NJ 18 CORRIDOR
EAST BRUNSWICK AND OLD BRIDGE TOWNSHIPS



Legend

- 1 Neilson Parking Garage, East Brunswick Twp.
- 2 Naricon Place, East Brunswick Twp.
- 3 S. Woodland St & Eggers St., East Brunswick Twp.
- 4 Edgeboro Rd., East Brunswick Twp.
- 5 Tices Lane, East Brunswick Twp.
- 6 W. Prospect St., East Brunswick Twp.
- 7 W. Ferns St., East Brunswick Twp.
- 8 Milltown Rd., East Brunswick Twp.
- 9 Cranbury Rd., East Brunswick Twp.
- 10 Arthur St., East Brunswick Twp.
- 11 Race Track Rd., East Brunswick Twp.
- 12 Cindy Way, East Brunswick Twp.
- 13 Rues Lane, East Brunswick Twp.
- 14 Hillsdale Ave., East Brunswick Twp.
- 15 New Overpass, East Brunswick Twp./Old Bridge Twp.
- 16 County Routes 516/527 Interchange, Old Bridge Twp.
- 17 Pedestrian Crossing, Old Bridge Twp.



Figure 2
Rues Lane
East Brunswick Twp.

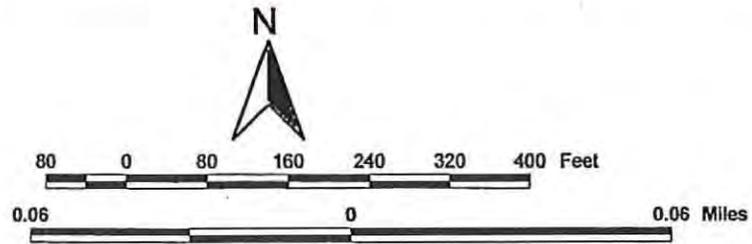
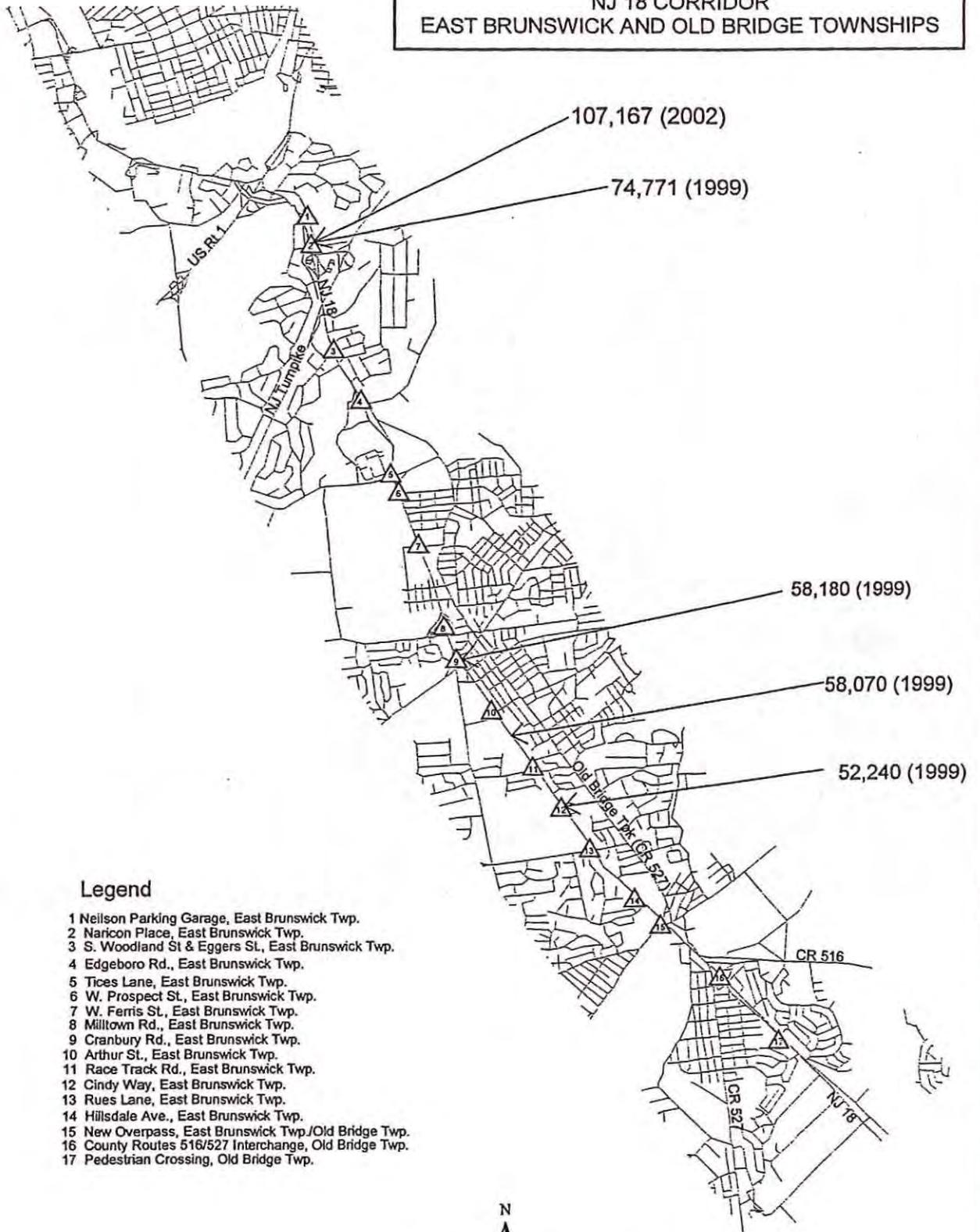


Figure 3
Traffic Volumes
NJ 18 CORRIDOR
EAST BRUNSWICK AND OLD BRIDGE TOWNSHIPS



Legend

- 1 Nelson Parking Garage, East Brunswick Twp.
- 2 Naricon Place, East Brunswick Twp.
- 3 S. Woodland St & Eggers Sl, East Brunswick Twp.
- 4 Edgeboro Rd., East Brunswick Twp.
- 5 Tices Lane, East Brunswick Twp.
- 6 W. Prospect St., East Brunswick Twp.
- 7 W. Ferris St., East Brunswick Twp.
- 8 Milltown Rd., East Brunswick Twp.
- 9 Cranbury Rd., East Brunswick Twp.
- 10 Arthur St., East Brunswick Twp.
- 11 Race Track Rd., East Brunswick Twp.
- 12 Cindy Way, East Brunswick Twp.
- 13 Rues Lane, East Brunswick Twp.
- 14 Hillsdale Ave., East Brunswick Twp.
- 15 New Overpass, East Brunswick Twp./Old Bridge Twp.
- 16 County Routes 516/527 Interchange, Old Bridge Twp.
- 17 Pedestrian Crossing, Old Bridge Twp.

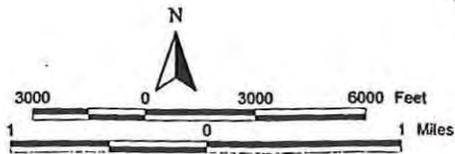
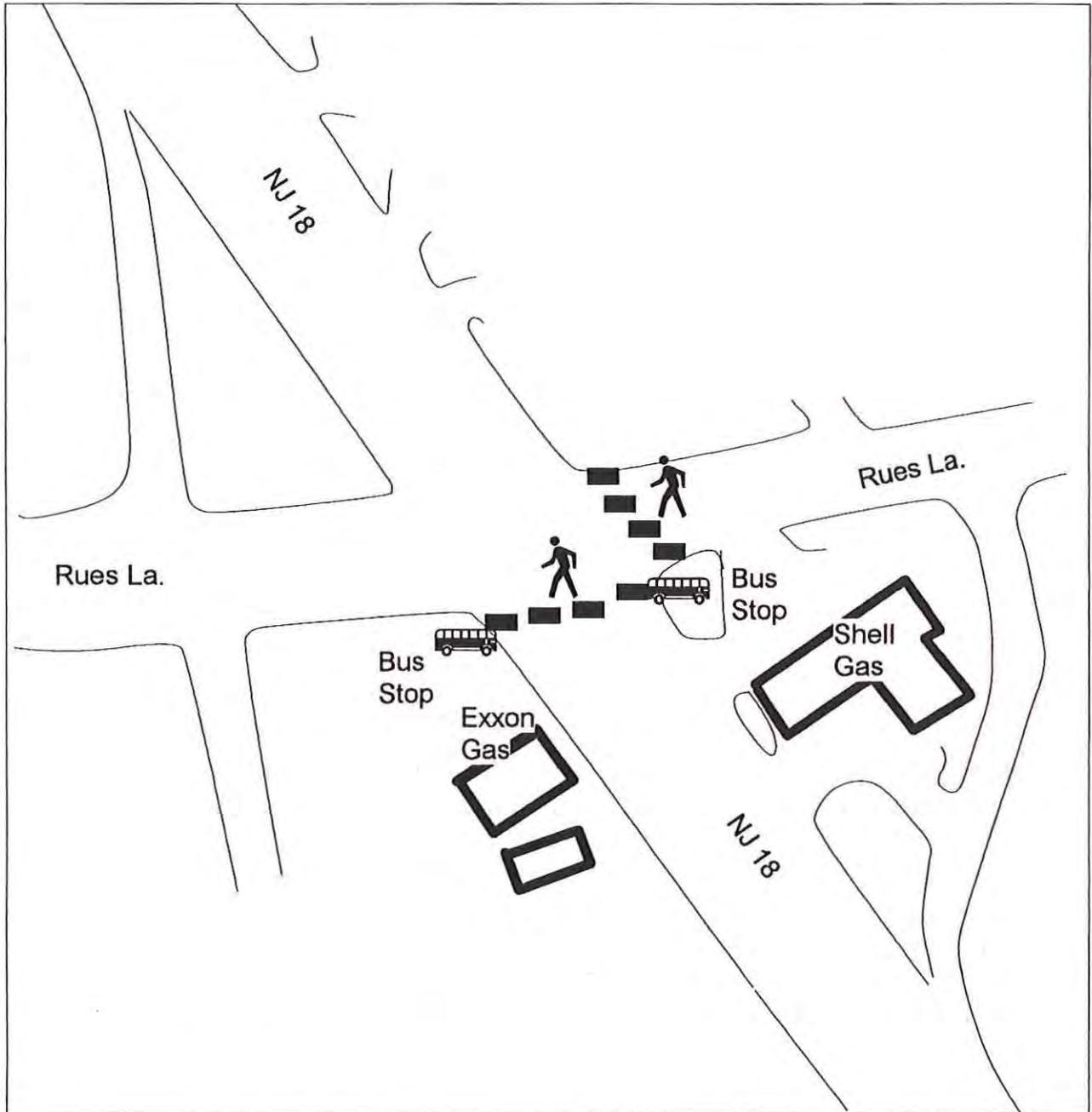


Figure 4 Rues Lane East Brunswick Twp.



-  Bus Stop
-  Crosswalk
-  Sidewalk
-  Stairs
-  Structure

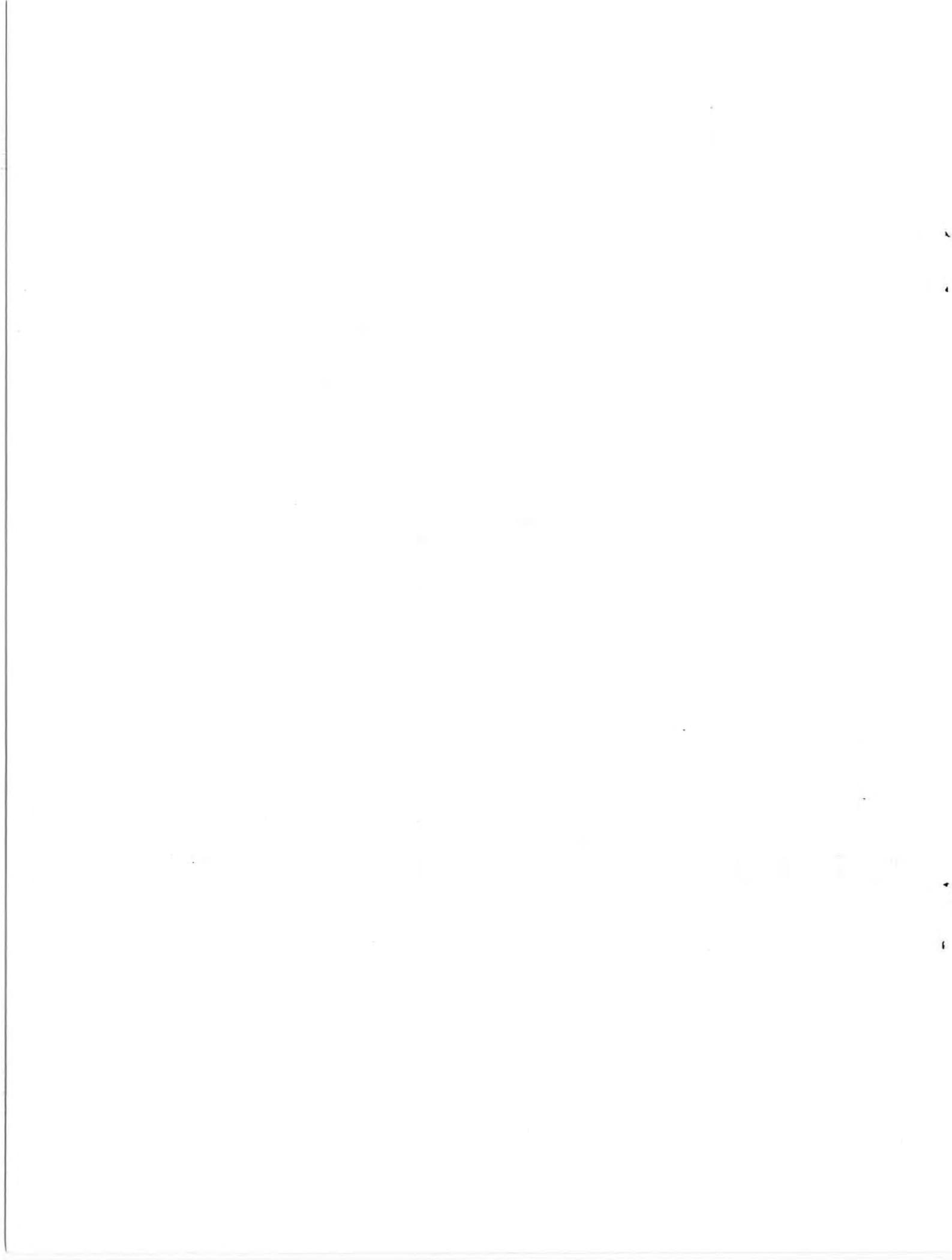
**Table 1
NJ 18 Accidents
East Brunswick
1999 - 2003**

Location (Intersection with NJ 18)	Year	Number of Accidents	Comments
Naricon Place	2003	94	
	2002	89	
	2001	120	
	2000	76	
	1999	61	
			440
South Woodland Avenue & Eggers Street	2003	53	One motorcycle
	2002	54	
	2001	53	1 pedestrian; 1 bus
	2000	78	
	1999	42	1 bicyclist
			280
Edgeboro Road	2003	91	
	2002	118	
	2001	130	
	2000	85	
	1999	86	
			510
Tices Lane	2003	59	3 pedestrians
	2002	55	
	2001	54	
	2000	64	1 pedestrian
	1999	50	
			282
West Prospect Street	2003	40	
	2002	57	
	2001	40	
	2000	55	
	1999	32	
			224
West Ferris Street	2003	42	
	2002	55	
	2001	40	
	2000	48	
	1999	40	
			225
Milltown Road	2003	51	
	2002	35	
	2001	15	
	2000	30	
	1999	34	
			165
Cranbury Road	2003	22	
	2002	8	
	2001	26	
	2000	24	
	1999	15	
			95

**Table
NJ 18 Accidents
East Brunswick
1999 - 2003**

Location (Intersection with NJ 18)	Year	Number of Accidents	Comments
Arthur Street	2003	32	
	2002	37	
	2001	41	
	2000	28	
	1999	28	
		166	Total accidents 1999 - 2003
Race Track Road	2003	28	
	2002	44	1 pedestrian
	2001	40	1 bus; 2 cars behind the bus
	2000	36	1 bus; 3 cars behind the bus
	1999	26	
		174	Total accidents 1999 - 2003
Cindy Way	2003	24	
	2002	25	
	2001	23	
	2000	25	
	1999	31	
		128	Total accidents 1999 - 2003
Rues Lane	2003	55	
	2002	30	
	2001	62	2 pedestrians
	2000	41	
	1999	45	
		233	Total accidents 1999 - 2003
Hillsdale Road	2003	21	
	2002	25	
	2001	39	
	2000	23	
	1999	22	
		130	Total accidents 1999 - 2003
Main Street	2003	5	
	2002	36	
	2001	37	
	2000	70	
	1999	29	
		177	Total accidents 1999 - 2003
Total accidents NJ 18 corridor East Brunswick 1999 - 2003		2651	8 pedestrians; 1 bicycle; 1 motorcycle; 3 buses

Source: East Brunswick Police Department



**NEW JERSEY DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PROBLEM STATEMENT**

PLEASE SEND THIS COMPLETED FORM TO MARK STOUT, CAPITAL PROGRAMMING & FUNDING MANAGEMENT

The following information is to be completed by the Division of Capital Programming & Funds Management

DB Number:

Legislative District:

Congressional District:

CIS Text and CIS No.:

Program Category:

Information contained on this form has been verified by:

LOCATION (To be completed by initiator)

Route (if applicable): NJ Route 18 northbound at the Brunswick Hills mall and southbound at Hillsdale Road. Proposed Project: Enhance crosswalks; install new crosswalk; provide pedestrian-activated crossing countdown 30-0 seconds) traffic signal; provide pedestrian signage; and install bus stop sign on southbound direction. (See Attachment 1).

Mileposts (if applicable): 35.12

Structure number (if applicable): N/A

Limits: NJ Route 18 northbound at the Brunswick Hills mall and southbound at Hillsdale Road.

County(s): Middlesex

Municipality(s): East Brunswick

DESCRIPTION OF PROBLEM (To be completed by initiator)

NOTE: Please attach related correspondences, map of the area, and other appropriate support material.

The following maps are attached:

1. Figure 1, entitled "Pedestrian Crossings NJ 18 Corridor," which shows the project site. Figure 1 also shows all problem intersections along the NJ 18 corridor.
2. Figure 2, entitled "Hillsdale Road East Brunswick Twp.," which is an aerial photograph showing the project site.

3. Figure 3, entitled "Traffic Volumes NJ 18 Corridor East Brunswick and Old Bridge Townships
4. Figure 4, entitled "Proposed Improvements – Hillsdale Road."

Check those items that best describe the problem:

Existing Highway

- Capacity problem
- Operational problem
- Physical condition problem
- Safety problem
- Other (specify)

Existing Bridge

- Capacity problem
- Physical condition problem
- Safety problem

Corridor/area Capacity Problem

- Need for corridor study
- Possible highway on new alignment
- Possible new transit line
- Need for park and ride development

DESCRIBE THE PROBLEM:

The majority of pedestrians crossing NJ 18 and Hillsdale Road are bus commuters, most of whom utilize the park and ride facility in the Brunswick Hills mall. There are bus stops on north and southbound NJ 18; however, there are no near side bus stop signs at NJ 18 southbound and the Hillsdale Road jug handle. There are crosswalks on northbound NJ 18 at the Brunswick Hills mall and the Hillsdale Road jug handles; however, they are not highly visible, especially at night. There is no crosswalk on Hillsdale Road. Motorists are

not aware of pedestrians crossing the jug handle ramps. Pedestrians are not aware of the green time for crossing Route 18.

Note: The attached aerial photograph is for location purposes only. NJDOT redesigned and reconstructed this intersection after the aerial photograph was taken.

If an outside group actively supports this problem, please identify:

This problem is supported by the East Brunswick Traffic Safety Committee.

Other comments (if any) by initiator:

Initiator (Please print or type): Middlesex County

Division: Department of Planning

Date of Initiation:

Signature

Anthony Gambilonghi, Supervising Planner, Transportation

Concurrence by Division Director

(Signature) _____

George M. Ververides, Director of County Planning, Middlesex County

Date of Concurrence _____

ATTACHMENT 1

Information required on Transportation Problem Statements

- **Concise Statement of Need**

Land uses and commuter bus routes along NJ 18 in East Brunswick generate significant pedestrian traffic, yet many of the facilities along this corridor are virtually inaccessible to transit users, pedestrians and bicyclists because the intersections are not pedestrian friendly. The lack of sidewalks along NJ 18 further exacerbates the problem. Although the corridor is served by a number of local and New York bound commuter buses, access to many of the commercial, retail and employment areas is currently very hazardous. It is difficult for people to walk between these areas and bus stops along NJ 18. The need for improved pedestrian facilities to facilitate the crossing of this divided highway is made clear by the presence of public transit through this corridor, which includes the two local bus routes serving New Brunswick, East Brunswick, South River, Sayreville, South Amboy, Perth Amboy and Woodbridge; and five New York commuter routes which pick up and discharge passengers on NJ 18. The need for safe pedestrian access at NJ 18 and Hillsdale Road is evident. (See Figure 4)

- **Proposed concept and/or scope of work of a capital improvement project to address the identified need where appropriate**

Recommended improvements to address the identified need on north and southbound NJ 18 and Hillsdale Road include:

- Enhance the existing crosswalk across NJ 18 at Brunswick Hills jug handle.
 - Install a crosswalk across Hillsdale Road at the south side of to connection to Route 18, and connect this to existing sidewalks.
 - Install enhanced crosswalks across Hillsdale Road north side and south side ramps from Route 18 South.
 - Install near side bus stop signs at NJ 18 southbound and Hillsdale Road jug handle.
 - Provide pedestrian-activated crossing countdown (30-0 seconds) traffic signals on NJ 18 north and southbound at Hillsdale Road to clearly show pedestrians how much time they have to cross the highway.
 - Install signage at Hillsdale Road jug handle to alert motorists that pedestrians are crossing.
- Statement of the extent to which the proposed capital improvement project or removal of the identified deficiency would advance the Department's objectives as identified in the Capital Investment Strategy.

This project conforms to NJDOT Capital Investment Strategy objectives in that it would require a "reasonable financing scenario" that could be implemented within the fiscal years 2004 – 2009 funding limits

ATTACHMENT 1
PAGE 2

- Current traffic counts and accident rates, with respect to the following program categories: Bridge Rehabilitation and Replacement, Highway Rehabilitation and Reconstruction, Safety Intersection Improvements.

Traffic counts along the NJ 18 corridor are shown in Figure 3 (attached). Accidents at intersections along the NJ 18 corridor are shown in Table 1 (attached).

- Identification of individuals or groups who may be sponsoring or supporting the proposed project.

The project is sponsored by the Middlesex County Department of Planning and is supported by the Middlesex County Transportation Coordinating Committee (TCC) and the East Brunswick Traffic Safety Committee.

- Summary of identified environmental issues within the probably footprint of the proposed project, especially including the identification of any historic or potentially historic properties, historic or potentially historic structures, historic districts, and wetlands.

The project area contains no wetlands, no historic or potentially historic properties and no historic or potentially historic structures.

- To assure proper quality control, all Transportation Problem Statements must be signed by a division director.

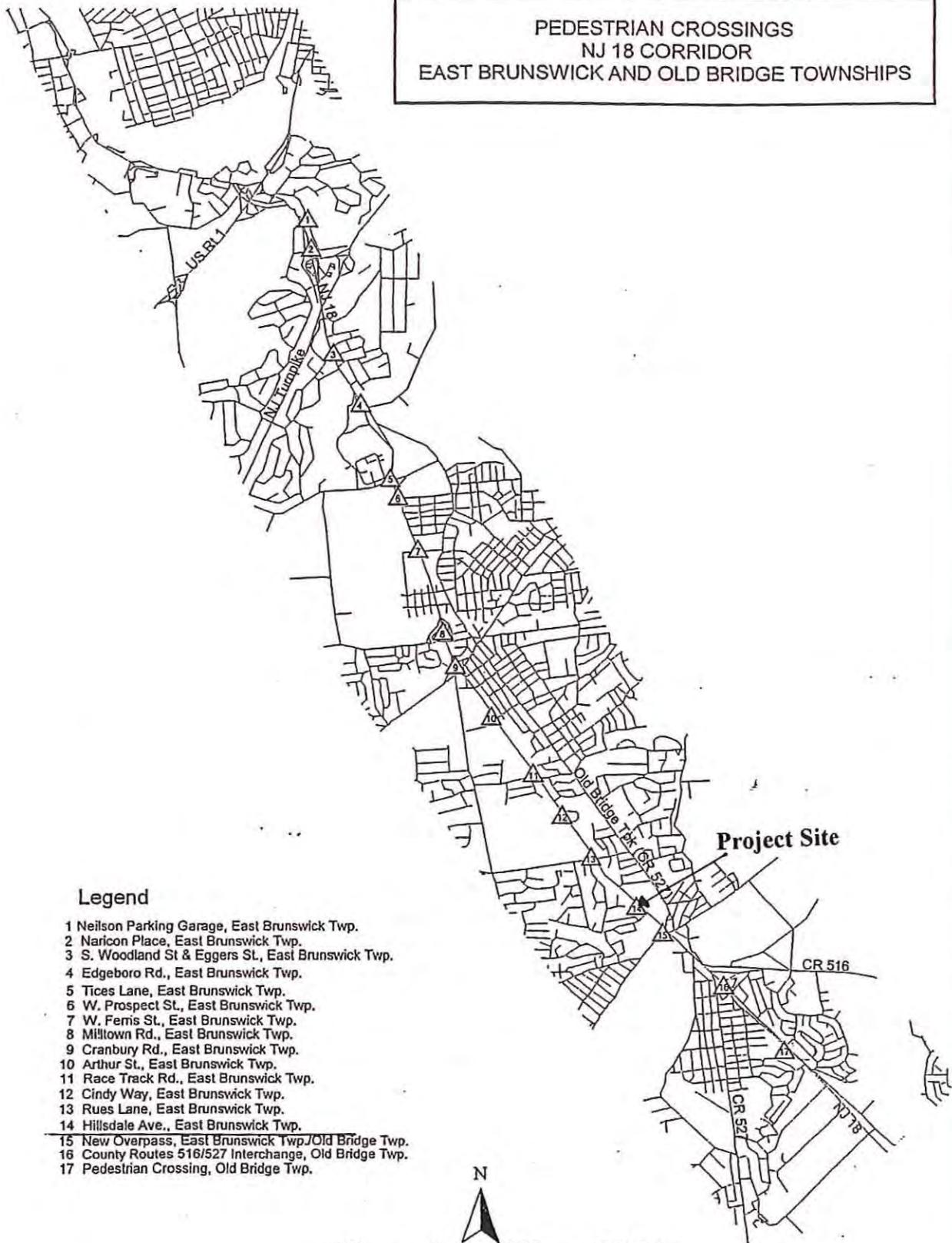
NOTE: In the case of a Transportation Problem Statement originating from outside the Department, the Bureau of Capital Program Development may request the Department unit which transmitted the problem statement, and/or any other appropriate unit within the Department, to complete the necessary information.

The Bureau of Capital Program Development may return a Transportation Problem Statement to the initiator with a request to complete missing or inadequate items of information.

The Bureau of Capital Program Development may request the Division of Design Services to undertake an environmental screening to identify pertinent environmental issues involving Transportation Problem Statements, as appropriate.

Figure 1

PEDESTRIAN CROSSINGS
NJ 18 CORRIDOR
EAST BRUNSWICK AND OLD BRIDGE TOWNSHIPS



Legend

- 1 Neilson Parking Garage, East Brunswick Twp.
- 2 Naricon Place, East Brunswick Twp.
- 3 S. Woodland St & Eggers St., East Brunswick Twp.
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- 7 W. Femis St., East Brunswick Twp.
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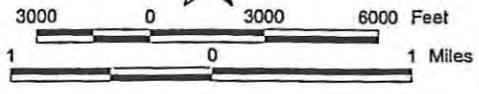


Figure 2 Hillsdale Ave. East Brunswick Twp.

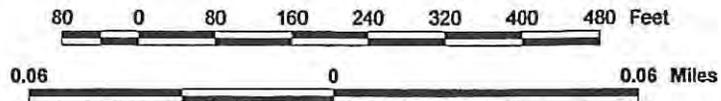
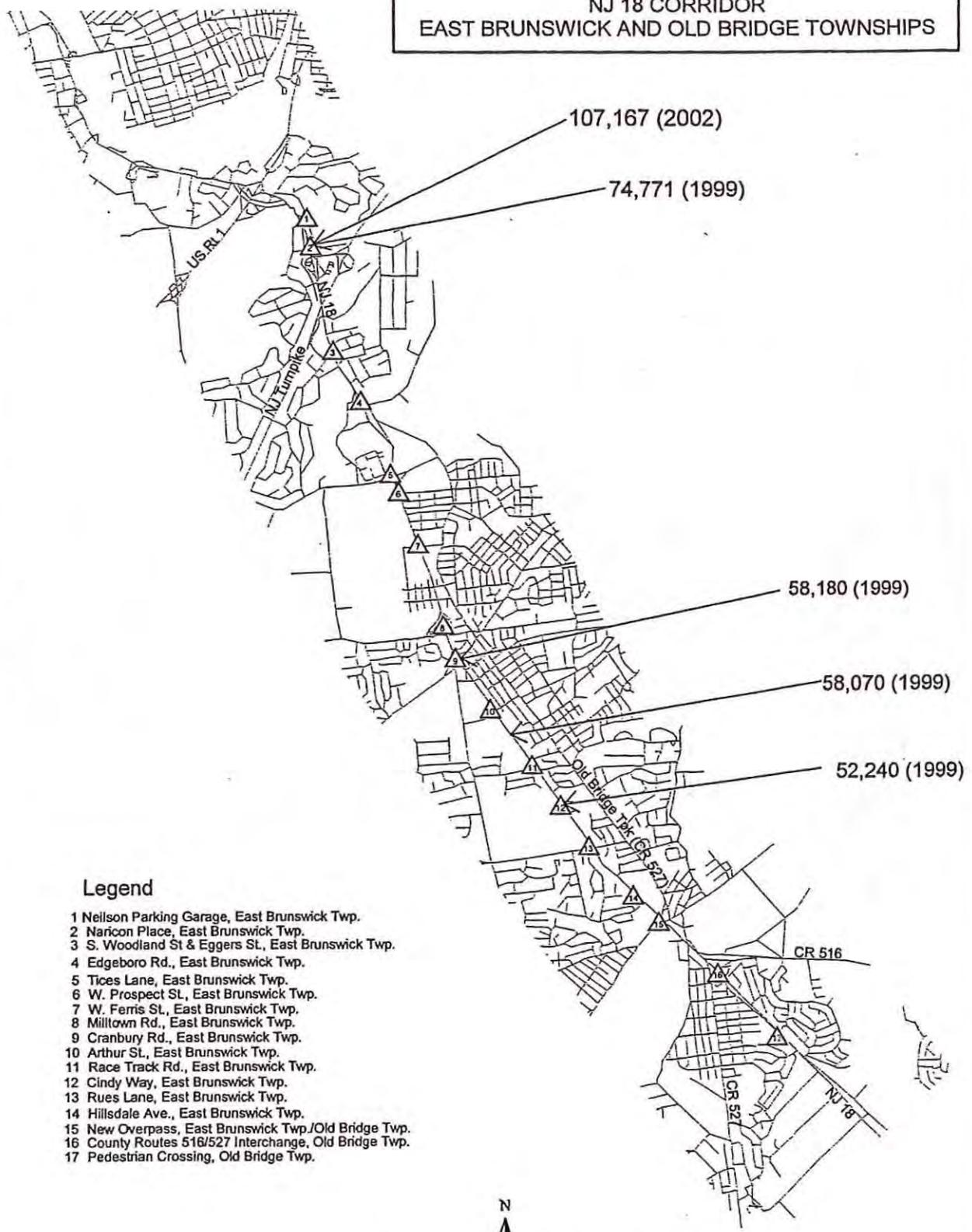


Figure 3
Traffic Volumes
NJ 18 CORRIDOR
EAST BRUNSWICK AND OLD BRIDGE TOWNSHIPS



Legend

- 1 Neilson Parking Garage, East Brunswick Twp.
- 2 Naricon Place, East Brunswick Twp.
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- 17 Pedestrian Crossing, Old Bridge Twp.

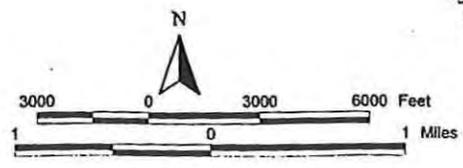
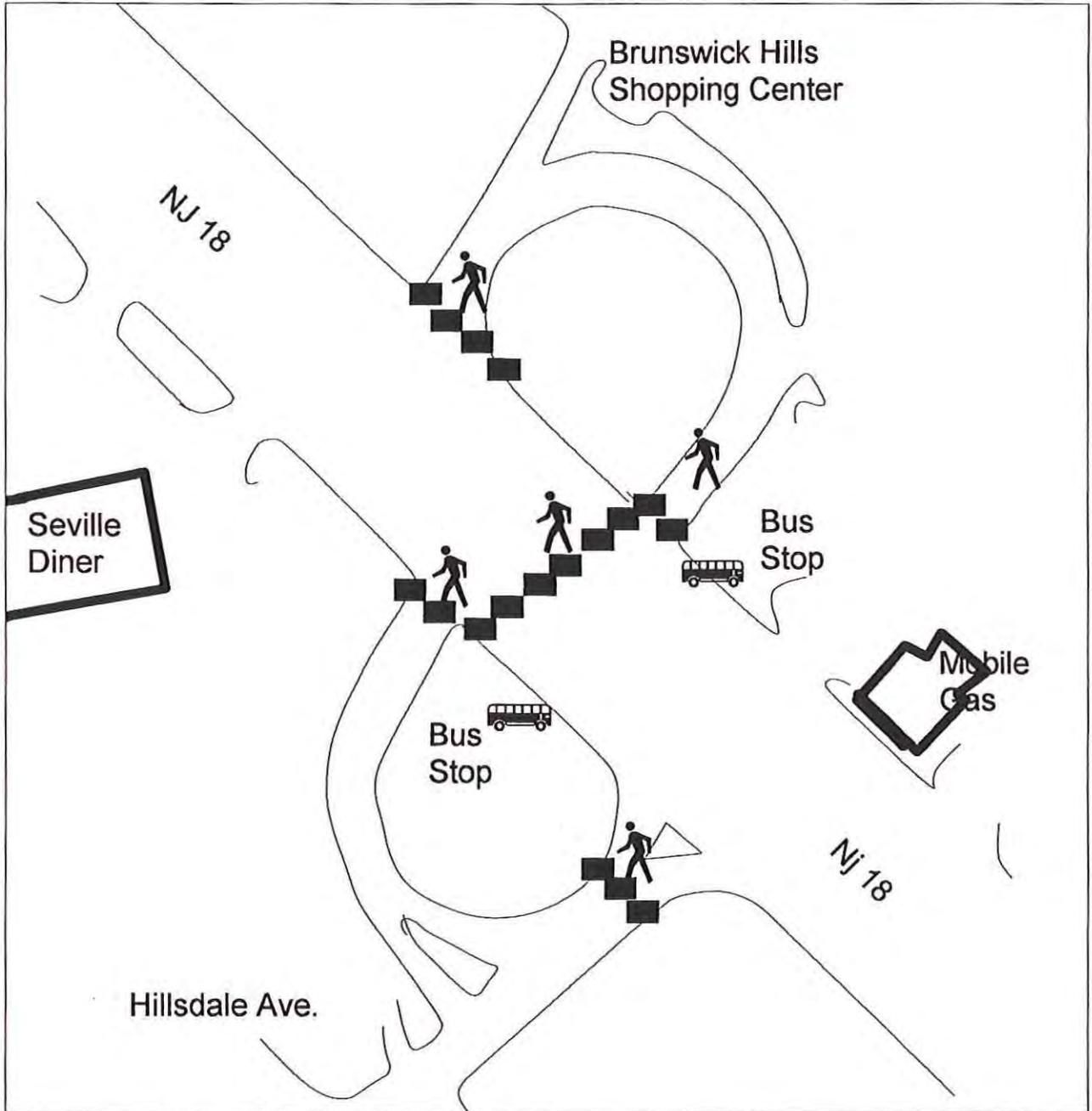
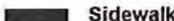


Figure 4 Hillsdale Avenue East Brunswick Twp.



Prepared By: Middlesex County Planning Department
Administration, Data Management & Technical Services Division
40 Livingston Avenue
New Brunswick
NJ 08901

-  Bus Stop
-  Crosswalk
-  Sidewalk
-  Stairs
-  Structure

**Table 1
NJ 18 Accidents
East Brunswick
1999 - 2003**

Location (Intersection with NJ 18)	Year	Number of Accidents	Comments
Naricon Place	2003	94	
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	2001	130	
	2000	85	
	1999	86	
		510	Total accidents 1999 - 2003
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		282	Total accidents 1999 - 2003
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	2002	57	
	2001	40	
	2000	55	
	1999	32	
		224	Total accidents 1999 - 2003
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	2002	55	
	2001	40	
	2000	48	
	1999	40	
		225	Total accidents 1999 - 2003
Milltown Road	2003	51	
	2002	35	
	2001	15	
	2000	30	
	1999	34	
		165	Total accidents 1999 - 2003
Cranbury Road	2003	22	
	2002	8	
	2001	26	
	2000	24	
	1999	15	
		95	Total accidents 1999 - 2003

**Table
NJ 18 Accidents
East Brunswick
1999 - 2003**

Location (Intersection with NJ 18)	Year	Number of Accidents	Comments
Arthur Street	2003	32	
	2002	37	
	2001	41	
	2000	28	
	1999	28	
		166	Total accidents 1999 - 2003
Race Track Road	2003	28	
	2002	44	1 pedestrian
	2001	40	1 bus; 2 cars behind the bus
	2000	36	1 bus; 3 cars behind the bus
	1999	26	
		174	Total accidents 1999 - 2003
Cindy Way	2003	24	
	2002	25	
	2001	23	
	2000	25	
	1999	31	
		128	Total accidents 1999 - 2003
Rues Lane	2003	55	
	2002	30	
	2001	62	2 pedestrians
	2000	41	
	1999	45	
		233	Total accidents 1999 - 2003
Hillsdale Road	2003	21	
	2002	25	
	2001	39	
	2000	23	
	1999	22	
		130	Total accidents 1999 - 2003
Main Street	2003	5	
	2002	36	
	2001	37	
	2000	70	
	1999	29	
		177	Total accidents 1999 - 2003
Total accidents NJ 18 corridor East Brunswick 1999 - 2003		2651	8 pedestrians; 1 bicycle; 1 motorcycle; 3 buses

Source: East Brunswick Police Department



**NEW JERSEY DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PROBLEM STATEMENT**

PLEASE SEND THIS COMPLETED FORM TO MARK STOUT, CAPITAL PROGRAMMING & FUNDING MANAGEMENT

The following information is to be completed by the Division of Capital Programming & Funds Management
DB Number:
Legislative District:
Congressional District:
CIS Text and CIS No.:
Program Category:
Information contained on this form has been verified by:

LOCATION (To be completed by initiator)

Route (if applicable): New Route 18 Bridge over the South River, Conrail (CSX) and Main Street between East Brunswick and Old Bridge Townships. Proposed Project: Install enhanced crosswalk across Main Street at the end of the Route 18 southbound off ramp; and install new sidewalk on Main Street south side extending from this ramp under the Route 18 bridge to Matawan Road - Old Bridge Turnpike (See Attachment 1).

Mileposts (if applicable): 34.90

Structure number (if applicable): N/A

Limits: New Route 18 Bridge over the South River, Conrail (CSX) and Main Street, between East Brunswick and Old Bridge Townships.

County(s): Middlesex

Municipality(s): East Brunswick and Old Bridge Townships.

DESCRIPTION OF PROBLEM (To be completed by initiator)

NOTE: Please attach related correspondences, map of the area, and other appropriate support material.

The following maps are attached:

1. Figure 1, entitled "Pedestrian Crossings NJ 18 Corridor," which shows the project site. Figure 1 also shows all problem intersections along the NJ 18 corridor.
2. Figure 2, entitled "New Overpass, East Brunswick Twp., Old Bridge Twp.," which is an aerial photograph showing the project site.

3. Figure 3, entitled "Traffic Volumes NJ 18 Corridor East Brunswick and Old Bridge Townships
4. Figure 4, entitled "Proposed Improvements – New Overpass, East Brunswick and Old Bridge Townships

Check those items that best describe the problem:

Existing Highway

- Capacity problem
- Operational problem
- Physical condition problem
- Safety problem
- Other (specify)

Existing Bridge

- Capacity problem
- Physical condition problem
- Safety problem

Corridor/area Capacity Problem

- Need for corridor study
- Possible highway on new alignment
- Possible new transit line
- Need for park and ride development

DESCRIBE THE PROBLEM:

Bicycle and pedestrian access is inhibited at this location. There is sidewalk on the south side of the new bridge, but it ends at the off ramp. There are no bicycle facilities on Main Street.

If an outside group actively supports this problem, please identify:

This problem is supported by the East Brunswick Traffic Safety Committee and Old Bridge Township.

Other comments (if any) by initiator:

Initiator (Please print or type): Middlesex County

Division: Department of Planning

Date of Initiation:

Signature

Anthony Gambilonghi, Supervising Planner, Transportation

Concurrence by Division Director

(Signature) _____

George M. Ververides, Director of County Planning, Middlesex County

Date of Concurrence _____

ATTACHMENT 1

Information required on Transportation Problem Statements

- **Concise Statement of Need**

Land uses and commuter bus routes along NJ 18 in East Brunswick and Old Bridge generate significant pedestrian traffic, yet many of the facilities along this corridor are virtually inaccessible to transit users, pedestrians and bicyclists because the intersections are not pedestrian friendly. The lack of sidewalks along NJ 18 further exacerbates the problem. Although the corridor is served by a number of local and New York bound commuter buses, access to many of the commercial, retail and employment areas is currently very hazardous. It is difficult for people to walk between these areas and bus stops along NJ 18. The need for improved pedestrian facilities to facilitate the crossing of this divided highway is made clear by the presence of public transit through this corridor, which includes the two local bus routes serving New Brunswick, East Brunswick, Old Bridge, South River, Sayreville, South Amboy, Perth Amboy and Woodbridge; and five New York commuter routes which pick up and discharge passengers on NJ 18. This need is evident at the new Route 18 Bridge over the South River, Conrail (CSX) and Main Street (See Figure 4)

- **Proposed concept and/or scope of work of a capital improvement project to address the identified need where appropriate**

Recommended improvements to address the identified need on the New Route 18 Bridge Over the South River, Conrail (CSX) and Main Street include:

- Install enhance crosswalk across Main Street at the end of the Route 18 southbound off ramp;
- Install new sidewalk on the south side of Main Street extending from this ramp under the Route 18 bridge to Matawan Road - Old Bridge Turnpike.
- Statement of the extent to which the proposed capital improvement project or removal of the identified deficiency would advance the Department's objectives as identified in the Capital Investment Strategy.

This project conforms to NJDOT Capital Investment Strategy objectives in that it would require a "reasonable financing scenario" that could be implemented within the fiscal years 2004 – 2009 funding limits.

ATTACHMENT 1

PAGE 2

- Current traffic counts and accident rates, with respect to the following program categories: Bridge Rehabilitation and Replacement, Highway Rehabilitation and Reconstruction, Safety Intersection Improvements.

Traffic counts along the NJ 18 corridor are shown in Figure 3 (attached). Accidents at intersections along the NJ 18 corridor are shown in Table 1 (attached).

- Identification of individuals or groups who may be sponsoring or supporting the proposed project.

The project is sponsored by the Middlesex County Department of Planning and is supported by the Middlesex County Transportation Coordinating Committee (TCC) and the East Brunswick Traffic Safety Committee.

- Summary of identified environmental issues within the probably footprint of the proposed project, especially including the identification of any historic or potentially historic properties, historic or potentially historic structures, historic districts, and wetlands.

The project area contains no wetlands, no historic or potentially historic properties and no historic or potentially historic structures.

- To assure proper quality control, all Transportation Problem Statements must be signed by a division director.

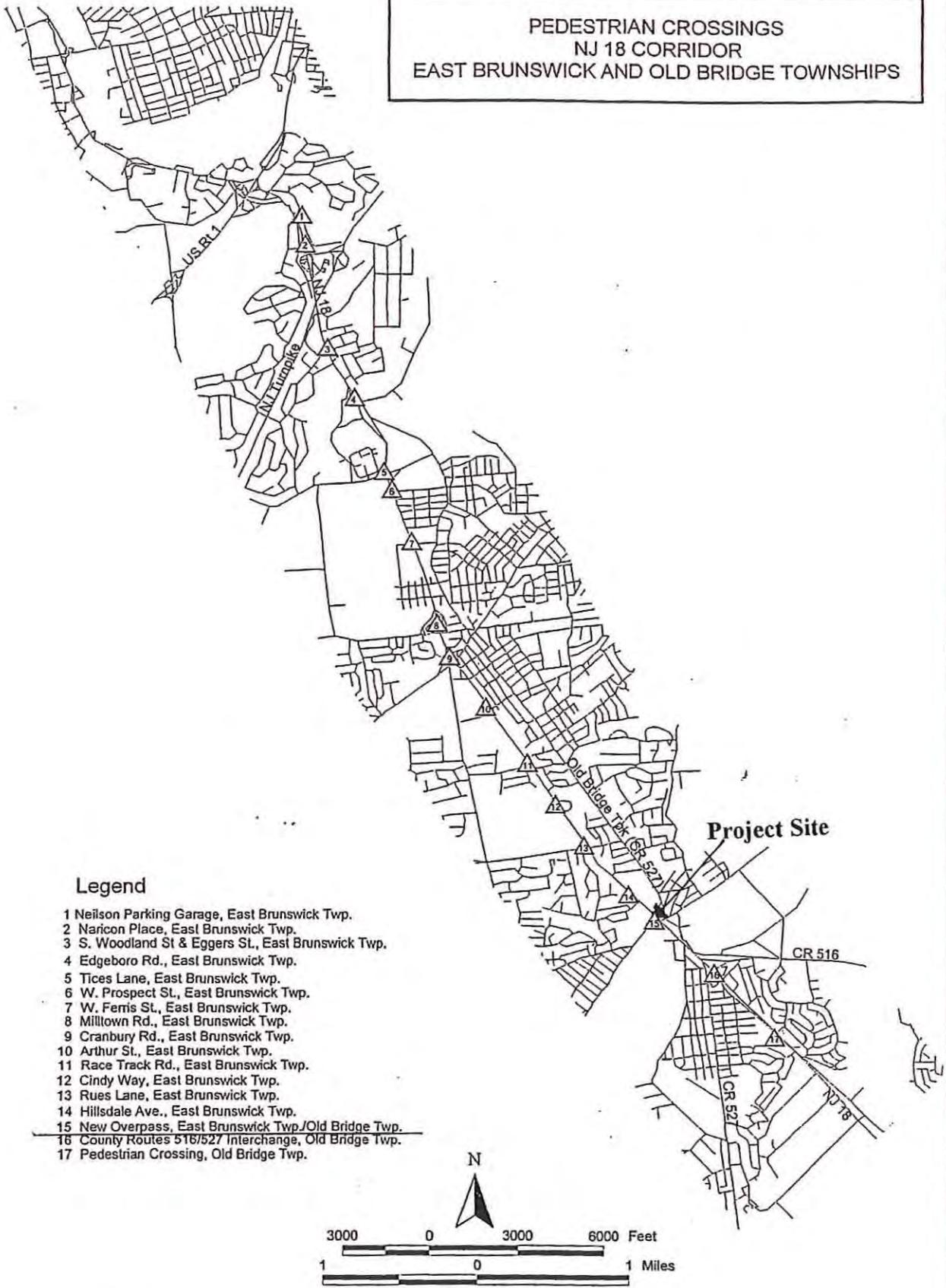
NOTE: In the case of a Transportation Problem Statement originating from outside the Department, the Bureau of Capital Program Development may request the Department unit which transmitted the problem statement, and/or any other appropriate unit within the Department, to complete the necessary information.

The Bureau of Capital Program Development may return a Transportation Problem Statement to the initiator with a request to complete missing or inadequate items of information.

The Bureau of Capital Program Development may request the Division of Design Services to undertake an environmental screening to identify pertinent environmental issues involving Transportation Problem Statements, as appropriate.

Figure 1

PEDESTRIAN CROSSINGS
NJ 18 CORRIDOR
EAST BRUNSWICK AND OLD BRIDGE TOWNSHIPS



Legend

- 1 Neilson Parking Garage, East Brunswick Twp.
- 2 Naricon Place, East Brunswick Twp.
- 3 S. Woodland St & Eggers St., East Brunswick Twp.
- 4 Edgeboro Rd., East Brunswick Twp.
- 5 Tices Lane, East Brunswick Twp.
- 6 W. Prospect St., East Brunswick Twp.
- 7 W. Ferris St., East Brunswick Twp.
- 8 Milltown Rd., East Brunswick Twp.
- 9 Cranbury Rd., East Brunswick Twp.
- 10 Arthur St., East Brunswick Twp.
- 11 Race Track Rd., East Brunswick Twp.
- 12 Cindy Way, East Brunswick Twp.
- 13 Rues Lane, East Brunswick Twp.
- 14 Hillsdale Ave., East Brunswick Twp.
- 15 New Overpass, East Brunswick Twp./Old Bridge Twp.
- 16 County Routes 516/527 Interchange, Old Bridge Twp.
- 17 Pedestrian Crossing, Old Bridge Twp.

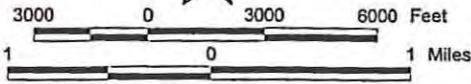


Figure 2 New Overpass East Brunswick Twp. Old Bridge Twp.

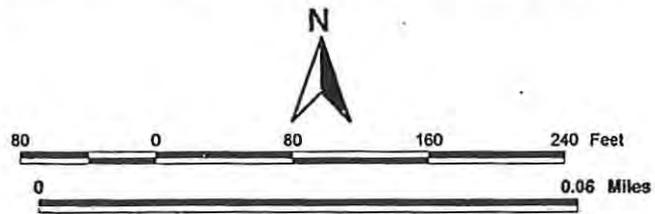
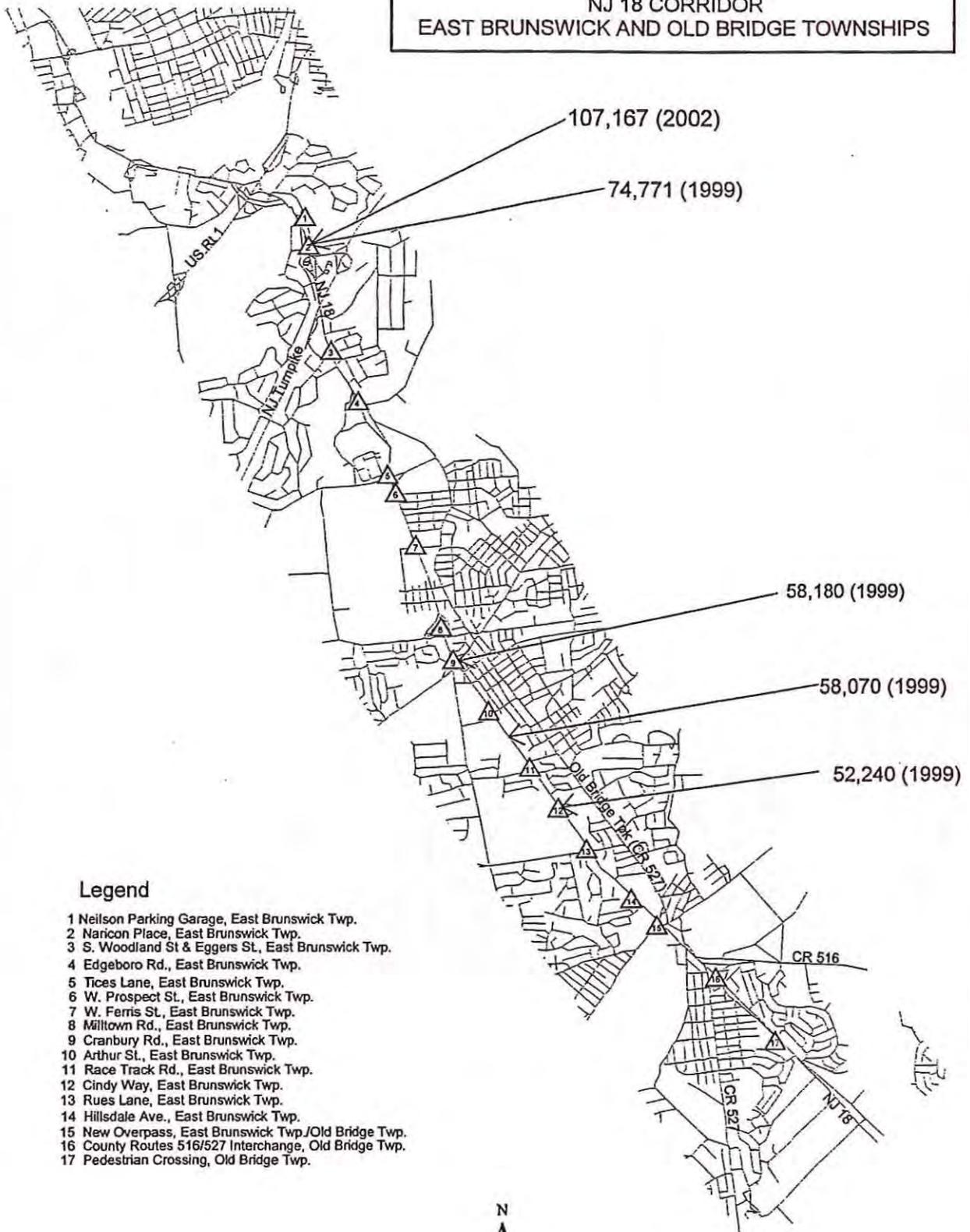


Figure 3
Traffic Volumes
NJ 18 CORRIDOR
EAST BRUNSWICK AND OLD BRIDGE TOWNSHIPS



Legend

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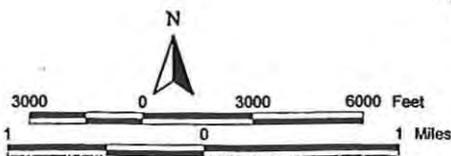
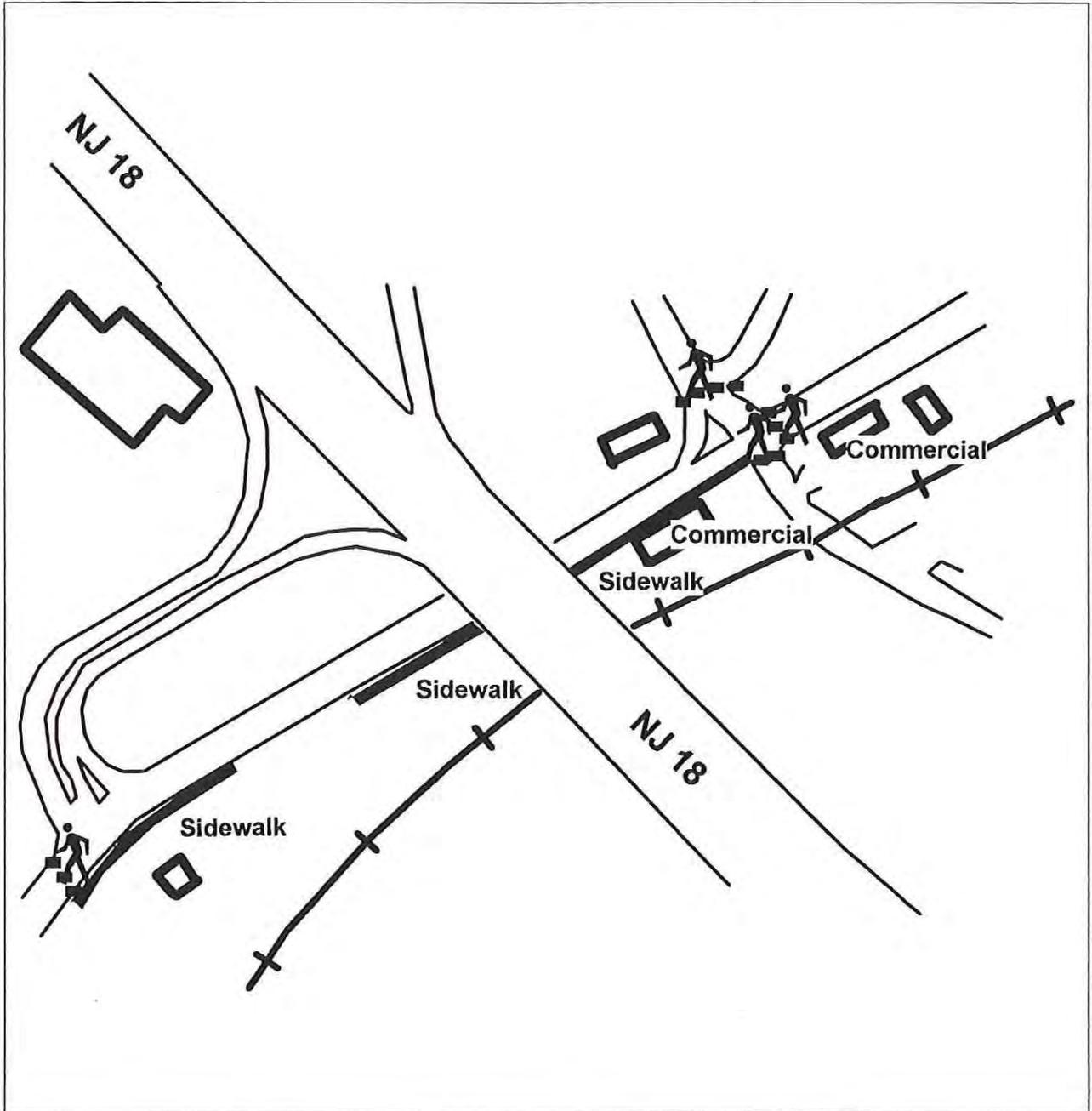


Figure 4 New Overpass East Brunswick Twp.



-  Bus Stop
-  Crosswalk
-  Sidewalk
-  Stairs
-  Structure

Prepared By: Middlesex County Planning Department
 Administration, Data Management & Technical Services Division
 40 Livingston Avenue
 New Brunswick
 NJ 08901

**Table 1
NJ 18 Accidents
East Brunswick
1999 - 2003**

Location (Intersection with NJ 18)	Year	Number of Accidents	Comments
Naricon Place	2003	94	
	2002	89	
	2001	120	
	2000	76	
	1999	61	
		440	Total accidents 1999 - 2003
South Woodland Avenue & Eggers Street	2003	53	One motorcycle
	2002	54	
	2001	53	1 pedestrian; 1 bus
	2000	78	
	1999	42	1 bicyclist
		280	Total accidents 1999 - 2003
Edgeboro Road	2003	91	
	2002	118	
	2001	130	
	2000	85	
	1999	86	
		510	Total accidents 1999 - 2003
Tices Lane	2003	59	3 pedestrians
	2002	55	
	2001	54	
	2000	64	1 pedestrian
	1999	50	
		282	Total accidents 1999 - 2003
West Prospect Street	2003	40	
	2002	57	
	2001	40	
	2000	55	
	1999	32	
		224	Total accidents 1999 - 2003
West Ferris Street	2003	42	
	2002	55	
	2001	40	
	2000	48	
	1999	40	
		225	Total accidents 1999 - 2003
Milltown Road	2003	51	
	2002	35	
	2001	15	
	2000	30	
	1999	34	
		165	Total accidents 1999 - 2003
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