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# Recommendations for Northern and Central New Jersey

A report  
to Governor Jim Florio  
from the  
Transportation Executive Council  
Tom Downs, Chairman

November 14, 1990

New Jersey State Library



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# Introduction

On September 26, 1990, the Transportation Executive Council (TEC) issued *The Decision-making Framework for Transportation in the 1990s*, a set of policies that the Council will use to shape the capital program of the 13 member agencies and authorities in the coming decade. The report represented the TEC's first step in fulfilling the mission established by Governor Jim Florio of developing an integrated statewide transportation investment plan. A Technical Advisory Group comprised of the executive directors of the Council's member agencies was established to assist the TEC in its efforts.

In issuing the *Framework*, the Council promised that a series of regional reports would follow, detailing specific project recommendations based on the policies. In its first regional report, the Council announced recommendations for southern New Jersey. This report, the second of that series, focuses on recommendations for northern and central New Jersey: Sussex, Warren, Passaic, Morris, Hunterdon, Somerset, Middlesex, Mercer, Monmouth, and Ocean Counties and portions of Bergen, Essex and Union Counties. Future reports will include recommendations for the northeastern portion of the state and goods movement.

These counties represent the economic frontiers of the 1980s and the congestion frontiers of the 1990s. It was in these counties that the surge of speculative development, rapidly expanding housing and the consequent build up of suburban congestion played itself out in the last decade.

## The congestion issue

This section of New Jersey is characterized by increasing traffic congestion which ranges from occasional to constant and severe on all of the major highways in the region. However, in dealing with the congestion issue, the TEC recognized that new federal air quality standards and other state and federal environmental constraints will not permit New Jersey to build its way out of these problems. Residents of these areas understand that more highways spur more sprawl and more congestion creating a need for still wider highways, placing the suburban or rural character of their lives in jeopardy.

Therefore, the TEC has adopted a policy of attacking congestion without encouraging more single passenger vehicles or inappropriate land use. The TEC has reaffirmed the need to move more people, not more vehicles, and recognized the

need to link people to newly emerging suburban job centers, requiring greater emphasis on intra-New Jersey transit connections.

Through its policies, the TEC has stressed the importance of treating transportation planning and development to support tourism differently than we have in the past. This is particularly critical in portions of some of the counties covered in this report.

On weekends, traffic flow in northern and central New Jersey is generally away from urban centers with vacationers heading for the recreational areas in Sussex and Warren Counties and the Poconos in Pennsylvania, which attract thousands of visitors from New Jersey, New York and New England via I-78, I-80, Routes 15, 46 and 206.

To the south and east, still more vacationers use the Garden State Parkway, I-195, Routes 9, 70 and 72 to reach the shore resorts in Monmouth, Ocean, Atlantic and Cape May Counties. At times, seasonal traffic volumes exceed capacity.

# Transportation Profile

The economic activity of this part of New Jersey can be traced along the spokes of its transportation network — the routes of its major highways, toll roads, trains and buses. More recently, the network has been augmented by transportation management associations (TMAs).

## East-west

Two interstates dominate east-west travel in the region. The northernmost, I-80, is one of the most heavily traveled roads in the state. It connects the Delaware River on the west to the Hudson River on the east, the state's Pennsylvania and New York borders. (A portion of I-95 at the George Washington Bridge is actually the final connection.)

Although truck traffic is heavy on I-80, suburban New Jerseyans also use this interstate to get to jobs and shopping. Eastbound motorists may use I-80 to reach uptown Manhattan or connect with the Cross Bronx Expressway to New England destinations, while people going west are frequently bound for vacation resorts in Sussex County and Pennsylvania.

Further south, I-78 also stretches from Pennsylvania to New York and serves suburban commuters, shoppers and interstate travelers. Motorists eastbound on I-78 to New York City can travel to lower Manhattan via the Holland Tunnel, to midtown Manhattan by the Lincoln Tunnel via the New Jersey Turnpike or to uptown Manhattan, the Cross Bronx Expressway and New England via the George Washington Bridge.

## Trans-region

I-287 is the interstate which, when completed, will run through suburban northern and central New Jersey to bypass New York City and connect to the New York State Thruway. The roadway also connects the Turnpike, the Garden State Parkway, Route 1 and Interstates 78 and 80.

As a result of these various connections, traffic on I-287 is drawn from the entire region with increasing numbers of commuters bound for the rapidly growing suburban complexes that have developed along this corridor.

The region's commuter orientation divides along this interstate. East of I-287 commuters are destined for Newark and New York, west of I-287 for employment centers in suburban New Jersey and even Pennsylvania.

## **North-south**

Route 1, Route 9, the **Garden State Parkway** and Interchanges 7 to 18 on the **New Jersey Turnpike** are the most heavily traveled north-south highway links in the area. This densely traveled area has a variety of spokes in its transportation network that link suburban northern and central New Jersey with New York City, Philadelphia and the shore areas.

## **Public transportation**

This region is served by an extensive public transportation infrastructure.

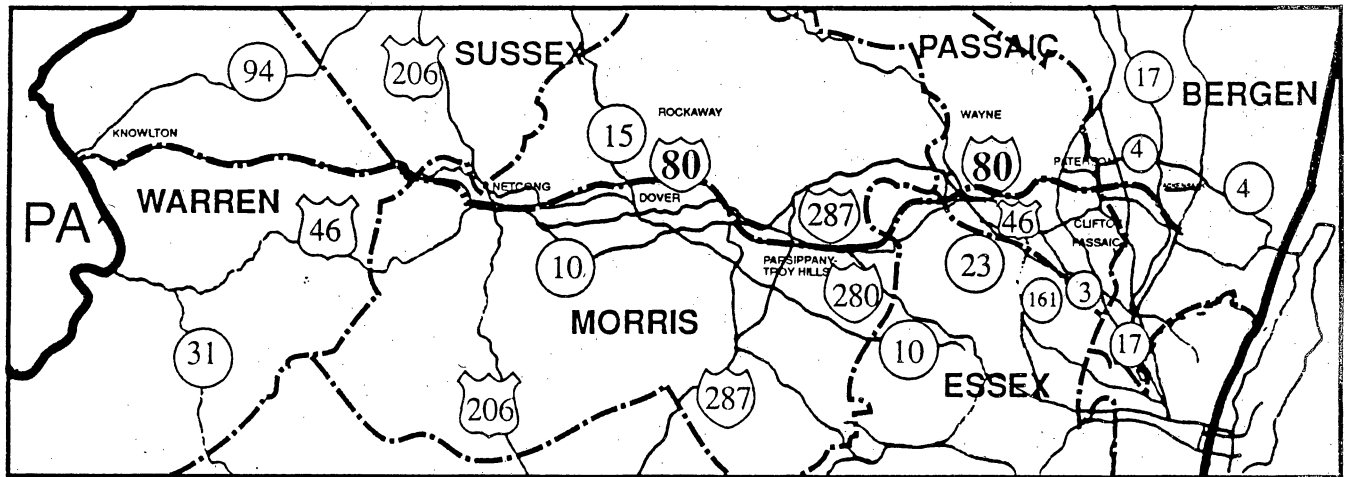
**Rail service** to Hoboken is provided by NJ TRANSIT's Hoboken Division (Bergen, Main, Pascack Valley, Boonton, Morristown, Gladstone and Montclair branches). From Hoboken, connections to Manhattan are provided by PATH or the Hoboken Ferry.

Rail service to Manhattan's Penn Station is provided by Amtrak and by NJ TRANSIT's Newark Division (Northeast Corridor, Raritan Valley and North Jersey Coast Line). Service to downtown Manhattan is available from Newark Penn Station via PATH.

Other transportation to New York City includes extensive **express and local bus service** by NJ TRANSIT and private operators.

There are four TMAs in the area covered by this report, Greater Princeton TMA, Keep Middlesex Moving (KMM), Morris County Rides (MC Rides) and the Monmouth County TMA. These public/private corporations work directly with employers to encourage and promote the use of ridesharing, public transit and other alternatives to reduce the number of single passenger vehicles and increase high occupancy travel to employment centers.





## I-80 Corridor

### Traffic and growth patterns

The I-80 corridor encompasses Bergen, Passaic, Essex, Morris, Warren and Sussex Counties. Other major highways in the corridor, including I-280, I-287 and state routes 4, 10, 15, 17, 23, 46 and 206, experience heavy traffic volumes and congestion from recreational travelers as well as daily commuters.

I-80 carries commuters from Sussex and Warren Counties and Pennsylvania to the high-density suburban employment complexes in Morristown and Parsippany-Troy Hills. More than 60 percent of the traffic west of I-287 is destined for Morris County locations. Between Route 15 and I-287, the road is at capacity much of the day. Routes 15 and 206 are nearly at capacity during morning rush hours and heavily congested on weekends.

Approximately 50 percent of the commuters heading for Manhattan via I-95 and the George Washington Bridge originate in Bergen and Passaic Counties. Delays at the bridge range from 20 minutes to two hours and severely affect traffic flow throughout northern New Jersey.

Traffic congestion is extremely severe on state and local roads in the Paterson/Passaic/Clifton/Wayne area of Passaic County. The problem is exacerbated by a lack of public transit service to employment centers outside the area and poor north-south access in Essex and Passaic Counties.

In addition, I-80 is used by commuters from Bergen, Passaic, Essex, Morris, Warren and Sussex Counties to reach employment centers within these counties. I-280 or I-287 is used to reach jobs in western Essex and Hudson Counties and in Union County.

The route is also heavily used by vacationers from New York State and adjacent New Jersey counties to reach recreation areas in Sussex and Warren Counties and in the Pocono Mountains via connections with Routes 23, 94, 206 and County Route 515.

Another important travel pattern in this corridor involves residents of New York's Orange and Rockland Counties who commute to jobs in Bergen County and employment centers along I-287. This pattern is expected to increase with the completion of I-287.

## **R e c o m m e n d a t i o n s**

- **Increase the use of public transit and high occupancy vehicles on the sections of I-80 and I-287 serving suburban office complexes in the Morristown/Parsippany-Troy Hills area.**

The density of development in the Morristown/Parsippany-Troy Hills area, combined with the severe congestion on I-80 and I-287, warrants serious consideration of priority lanes for public transit riders and car- and vanpoolers during rush hours. The targeted section on I-80 would be between Route 15 and I-287 and on I-287 between I-78 and I-80.

Widening I-80 offers an immediate opportunity to use this additional lane capacity during the peak period to implement the first phase of what may someday become a major suburban public transit spine. Supported by park and rides at strategic locations on Routes 206 and 15, as well as near the interchange of I-80 and Route 206, this dedicated lane would give buses, carpoolers and vanpoolers from Pennsylvania and Warren and Sussex Counties priority treatment through the congested portion of I-80 during peak rush hours.

In time, these park and rides could be expanded to multimodal transportation centers. To realize the potential of these investments, there must be an aggressive employer-supported promotion of ridesharing. In addition, new bus service to Morris County should be introduced along Routes 206 and 15, along I-80 through Warren County and eastern Pennsylvania, and from Essex and Union Counties.

These investments will substantially increase transportation capacity and permit growth in this major suburban employment complex through the '90s.

- **Implement integrated corridor management along I-80, Routes 46 and 10.**

Peak-hour congestion could be greatly reduced through a traffic management program that quickly detects accidents and breakdowns, diverts traffic to appropriate routes and, in general, provides timely, useful travel information to motorists.

The NJDOT will implement such a system along I-80 and Routes 10 and 46, which run parallel to the interstate and could serve as alternate routes. The TEC recommends linking this east-west system with a similar one for the entire I-80/NJ Turnpike/George Washington Bridge/Cross-Bronx Expressway corridor. The Port Authority of New York and New Jersey will take the lead in implementing this interstate corridor management system.

In addition, the NJDOT will implement a series of transportation system management (TSM) improvements on Route 10 to improve traffic flow.

- **Maximize existing capacity on Routes 206 and 15.**

The widening of Routes 206 and 15 in Sussex County will be difficult because of the numerous parks, lakes, and wetlands in the area. Instead, NJDOT will explore other ways to ease congestion and the severe surges in tourism traffic. Selected intersection improvements, shoulder widenings and the use of shoulders during peak periods are expected to help. A center reversible lane may prove effective because of the directional flow of traffic, particularly during peak recreational seasons.

- **Form a transportation development district (TDD) including Vernon, Hardyston, Franklin and Hamburg.**

The TDD mechanism can be used to fund several intersection improvements needed in this area to improve traffic flow associated with growing recreational development.

- **Implement TSM improvements east of I-287.**

There is no single answer to the congestion problems in the eastern I-80 area, which is one of the most congested areas of the state. Major new alignments are probably not feasible, but NJDOT can begin some local projects to improve traffic flow, such as:

- spot congestion and intersection improvements on Route 3, 4, 17, and 46 and in Essex County;
- improvements to the ramps at the I-80/GSP interchange; and

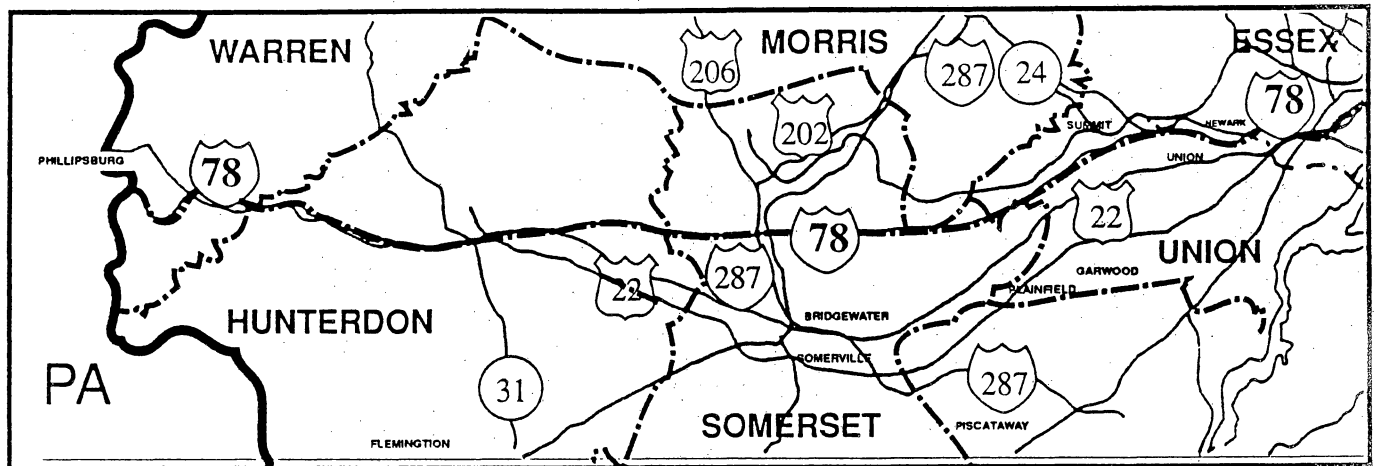
— expansion of Route 23 capacity.

In addition, the NJDOT will develop the Route 3/46 interchange in Clifton. NJDOT will further evaluate ways to increase north/south capacity in western Essex County.

• **Expand ridesharing and public transit service to the eastern end of I-80.**

Many employers in the eastern I-80 area are concerned about a possible labor shortage in the coming decade and their ability to attract workers who do not live near the employment centers. The density of employment in the area warrants serious exploration of a TMA, particularly in the western Essex County and Paterson/Passaic/Clifton area. Emphasis should also be placed on providing reverse transit service.

Beyond this, NJ TRANSIT will continue its evaluation of the Montclair connection in consultation with local communities. A key element of this project must be the development of the project's physical elements in the context of a strong urban design.



## I-78 Corridor

### Traffic and growth patterns

The I-78 corridor includes all or parts of Essex, Union, Morris, Somerset, Hunterdon and Warren Counties. It traverses urban, suburban and rural portions of the state.

Completion of the gaps in I-78 in Union and Warren Counties have made the corridor readily accessible to the New York/Newark area and the Allentown/Bethlehem/Easton, Pennsylvania, (ABE) area.

Within the I-78 corridor, Route 22 also provides east-west connections. While the completion of I-78 has taken a large percentage of long distance trips off Route 22, that relief is expected to be very short-lived. Extensive commercial strip development east of Somerville and more industrial development to the west is expected.

Routes 24, 31, 202, 206 and I-287 and many county roads such as 525 provide north-south movement and are congested. There are particularly bad bottlenecks, such as the Flemington Circle on Routes 202/31 and the Somerville Circle on Routes 202/206.

I-78 crosses an area of the state that experienced some of the most dramatic effects of the relatively uncontrolled development of the 1980s, including all or parts of Warren, Hunterdon, Somerset, Morris, Union and Essex Counties. The corridor varies in character from urban in the east through suburban to rural in the west.

The completion of I-78 through the Watchung Mountains in Union County and its connection to Pennsylvania south of Phillipsburg in Warren County brought rapid suburbanization to a previously rural area. With the completion of I-78 came congestion similar to that found in other, older corridors in the state as the western side of the state became readily accessible to the Newark/New York and the ABE areas.

Although the western section of I-78 has not yet experienced severe congestion problems, nor is it expected to in the next five years, several interchanges already have congestion problems which are expected to become more severe. Others that are currently functioning well will become problematic.

Trip orientation within the corridor is divided by I-287. East of I-287, trips are oriented toward Newark and New York. However, this may change as employment centers continue to grow along I-287. In Hunterdon and Somerset Counties, most trips are eastbound as well but most are destined primarily for the employment centers in the Morristown/Parsippany-Troy Hills and Bridgewater/Somerville areas. As employment centers continue to grow along the I-287 corridor, reverse commute volumes could increase. I-287 congestion has already become a critical bottleneck.

At the western end of the corridor in Warren County, trips are oriented toward Phillipsburg and Pennsylvania. However, this market also appears to be shifting to the Morristown and Somerville areas.

During the last decade, the once rural area of Flemington has become known for its shopping outlets, attracting not only New Jerseyans but also visitors from surrounding states. Meanwhile, surrounding Raritan Township is rapidly transforming from an agricultural area to a residential and employment center. Population has increased 38% in the last six years and it is estimated that an additional 4.5 million square feet of non-residential development will be built by the year 2000.

A recent *New Jersey Business* article estimated that another 8.9 million square feet of planned office development will be built in the area. Since large portions of the corridor have already borne the results of relatively unplanned development, the challenge will be to adopt strategies that solve the arterial congestion without encouraging additional single passenger auto use and inappropriate land development.

## **Recommendations**

- **Develop ridesharing and public transit capacity in the Somerville and Parsippany-Troy Hills employment corridors.**

I-287, which links major employment centers of Parsippany-Troy Hills, Morristown, Bridgewater, Somerville and Piscataway, is already operating at capacity with numerous critical bottlenecks. NJDOT will explore widening this road to provide priority treatment for public transit and ridesharing.

If feasible, these rush hour priority lanes could extend the public transit spine recommended for the I-80 corridor and, in effect, create an I-80/I-287 transit spine in northern New Jersey. This would have to be supported by expanded park and ride facilities and bus service between the corridor's residential areas and the employment centers.

- **Manage growth creatively.**

Examples of ways to manage include:

- Using NJDOT's **State Highway Access Management Code** to preserve capacity on major state roads. Its application will be of highest value in areas which are not fully developed, such as Route 202 between Flemington and Somerville and Route 22 between Pohatcong Township and Somerville. A cooperative effort between NJDOT, the counties and municipalities will be initiated to pursue better land use planning and preservation of rights of way at selected interchanges along I-78.

- Encouraging formation of TDDs in locations ripe for their use, including the Annandale/Lebanon/Clinton area and the Flemington area.

- Expanding existing TMAs or creating a new TMA in Somerset County to foster employer-centered demand management strategies.

- **Increase capacity on major north/south routes.**

NJDOT will study ways to move more people on major north-south routes. Critical sections include Route 31 between Route 202 in Flemington and Route 46 in Warren County, and Route 206 between Princeton and Somerville. This study should include Routes 22, 24, and 202 as well. NJDOT will also advance the Somerville Circle and Flemington bypass projects.

- **Improve the I-78/Garden State Parkway (GSP) connection.**

Among the more critical missing links in the northern part of the state is an interchange between the GSP and I-78 in Union County. There are no ramps to accommodate the GSP northbound to I-78 westbound traffic and the GSP southbound to I-78 eastbound traffic. The New Jersey Highway Authority should construct these ramps.

# Route 1 Corridor

## Travel and growth patterns

This corridor, encompassing Mercer and Middlesex Counties, is defined and served by three parallel high-capacity highways, Routes 1, 130, and the New Jersey Turnpike, and by the Northeast Corridor (NEC) rail line. The massive development that has occurred along this corridor over the past 15 years has shown how uncontrolled suburban development can result in serious traffic congestion.

Portions of the **Route 1 and I-287** corridors have emerged as primary suburban employment centers, exerting powerful influence on commuting and housing patterns. This is particularly true between Princeton and New Brunswick and in the Parsippany-Troy Hills/Morristown and Somerville areas. These new centers have become powerful magnets for Pennsylvania commuters in Bucks, Pike and Northampton Counties who dominate peak-hour traffic flow on the Delaware River crossings from Trenton north.

Overlaid on the suburban commuting patterns which center on Route 1 and I-287 is the Manhattan/Newark/Waterfront commute. Unlike the suburban commuters, the majority of these workers use public transit, including NJ TRANSIT's rail service and express buses operated by NJ TRANSIT and many private bus companies.

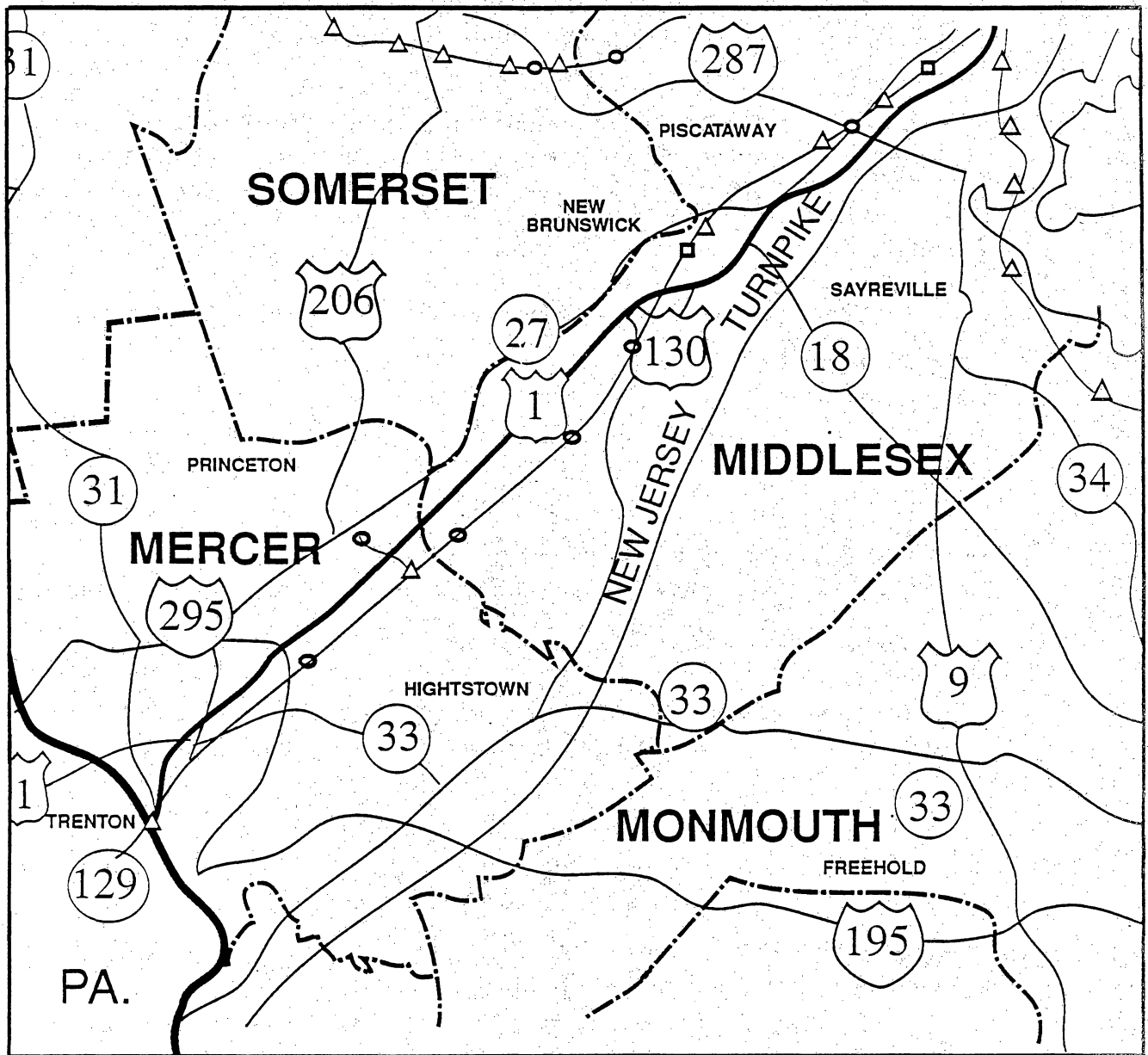
Other major north-south routes in the corridor are Routes 9, 18, 31 and 206 with connections to I-287, I-78, I-95 and the Garden State Parkway. East-west travel is primarily along Routes 33 and I-195.

Despite an explosion in residential development, the Route 1 corridor still imports employees. Growth was expected to continue in this corridor, ultimately yielding a jobs-to-housing ratio as high as four jobs to every one resident by 2005. Though these forecasts may not be realized in this timeframe, the corridor will continue to attract workers living outside the corridor, putting further pressure on already stressed transportation systems.

Travel orientation in the corridor is northbound from Pennsylvania and the residential areas south of Trenton to jobs in Trenton and along Route 1. The dominant flow of traffic reverses in the Plainsboro/Windsor area with workers coming from the northern part of the state to jobs along Route 1.

The corridor also has a large number of commuters bound for Manhattan, Newark and the Hudson River Waterfront, most of whom use public transit. Use of rail service might be higher except for the limited parking.





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## ROUTE 1 CORRIDOR

Commuters destined to the Meadowlands, the Hudson River Waterfront and Newark, many in automobiles, also traverse this corridor, joining the stream of northbound commuters on the Turnpike.

Along the corridor itself, previous travel demand forecasts indicated the need for 12 lanes on Route 1 to accommodate commuters, if all proposed development were to occur. Regardless of the slowdown in development, peak demand will substantially exceed capacity on this highway. That congestion, and the congestion on some of the smaller adjacent roads, is in part symptomatic of the poor connections to Route 130 and to the corridor's highest capacity carrier, the Turnpike.

County Routes 571 and 522 draw regional traffic over rural two-lane roads and through relatively small communities. On Route 522, a key bridge over Amtrak's NEC is structurally deficient.

In the Trenton area, Route 29/129 is incomplete. Access from the Turnpike to Trenton currently involves a circuitous routing along I-195, Route 206 and local streets.

The inadequacy of these connections causes special problems for the high volume of trucks that are now needed to support businesses. Moreover, there are serious capacity problems on the Scudder Falls and Route 1 Delaware River crossings in the Trenton area.

Two of the major rail stations in the corridor, Trenton and Princeton Junction, serve 10,000 northbound passengers a day, 80 percent of whom are destined to Penn Station/New York.

Service at these stations is supported by 5,920 parking spaces under municipal jurisdiction. A measure of the inadequacy of parking capacity is a 1,200 person waiting list for permit parking at Princeton Junction.

Resolution of the corridor's transportation problems rests on the premise that highway capacity cannot be expanded to fully meet the demands. Nevertheless, the capacity of Route 1 to move people will have to be expanded through selected widenings and aggressive demand management strategies. Some of the burden can be relieved if the Turnpike becomes more of a regional carrier by providing better connections to the existing highway network and key high-density employment centers.

## **Recommendations**

- **Relieve Route 1 congestion.**

— Some capacity expansion and congestion relief can be accomplished by continuing the NJDOT's program of replacing signalized intersections with **overpasses**. NJDOT will also assess the applicability of traffic management

technologies to the corridor, including incident management, traffic surveillance and diversion techniques, as well as computerized traffic signal systems.

— NJ TRANSIT will expand **parking** at the Trenton and Metropark Stations and develop new lots at proposed stations in Hamilton and South Brunswick Townships. Additional parking expansion is also being considered at the Princeton Junction station.

— Since the corridor imports so much labor, NJ TRANSIT and Keep Middlesex Moving (KMM) and Greater Princeton TMAs should work together to use the rail service for reverse commuters from the northern part of the state and to improve public transit connections between rail stations and employment centers on Route 1. The **reverse commute** will require expanded parking at the northern end of the NEC and shuttles to link the stations to office complexes near the stations.

- **Aggressively implement demand management strategies.**

The corridor is characterized by a number of large employers, the State of New Jersey and Princeton University being the largest. Congestion relief can be achieved if each major employer, including the State of New Jersey, adopts and implements policies that encourage ridesharing. Such policies may be supported by trip reduction ordinances and by aggressive parking management programs. Implementation of the strategies can be facilitated by the two TMAs in the area, KMM and Greater Princeton.

While the need for demand management strategies is acute in this region of New Jersey, it is clear that the time is right for New Jersey to begin to develop these programs as a means for alleviating congestion statewide. Recognizing the need to systematically implement demand management programs, Senator Walter Rand has introduced a package of bills now being considered by the Legislature. The TEC supports Senator Rand's efforts.

- **Improve the Turnpike's connections to the state highway system.**

— The Turnpike will build the **Hightstown bypass** to alleviate the bottleneck of traffic leaving the Turnpike at Exit 8 bound for destinations in the Route 1 corridor.

— The Turnpike will **advance Route 92**, a connection between Route 1 and the Turnpike at Exit 8A which would provide substantial relief for Route 1 congestion.

— Connections to Trenton from the south are less than optimum. The completion of the Trenton Complex will be an improvement, but construction of the **Route 129** freeway will provide a crucial link between I-

195/I-295 and Trenton. These improvements will reduce delays on the southern approaches to Trenton and improve the Trenton area's connectivity to the Turnpike and points south. NJDOT will advance construction of these connectors.

- **Maintain Route 130.**

Route 130 runs parallel to the Turnpike and serves some of the same traffic demands as a local carrier. NJDOT should maintain this route as an alternate service road with the focus on needed safety and operational improvements.

- **Improve local connections to the trans-Delaware crossings and consider expansion options.**

The Delaware River Joint Toll Bridge Commission should prioritize the planning for both short-term (within five years) and long-term options for expanding the capacity of the Route 1 and Scudder Falls bridges. Consideration should be given to the use of reversible lane technology given the strong directional flow on these bridges.

## **Route 9/Garden State Parkway Corridor**

### **Growth and Traffic Patterns**

Monmouth and Ocean Counties are the fastest growing in New Jersey and that growth is expected to continue. During the past two decades, thousands of people from the older, urban core of New Jersey and New York metropolitan areas have moved to this area. Many of these residents, however, continue to work in the urban areas to the north, placing heavy demands on existing highways and bridges, commuter rail and bus networks, and local roads. In addition, this area experiences significant shore-bound recreational traffic.

The explosion in population in Monmouth and Ocean Counties has turned the Garden State Parkway into a congested urban highway and put severe stress on many of the local arterials, intersections and traffic circles. Routes such as 18, 33, 34, 35, 36, 37, 70 and 72 have become particularly overburdened.

Normal congestion is intensified by seasonal recreational traffic. It is not uncommon for congestion in this corridor to extend from noon Friday to noon Monday during the summer as vacationers head for Sandy Hook and other shore areas. Congestion is heavy on the primary north-south roadways in both Monmouth and Ocean Counties as well as on the major east-west access roads leading to the shore communities.

Much of the transportation infrastructure in this area, especially the bridges, is in disrepair or functionally obsolete. Many of the bridges which provide access to shore communities are subject to coastal weather conditions which cause additional maintenance problems.

## **R e c o m m e n d a t i o n s**

- **Repair infrastructure.**

Several major infrastructure improvements are planned by NJDOT on Routes 34, 35, 36, 70, 71 and 72 in the Monmouth and Ocean County area. These projects consist primarily of bridge repair and roadway and intersection improvements.

- **Program selected highway improvements to expand capacity and improve systems management.**

The TEC supports the proposed widening of the Garden State Parkway between Interchanges 80 and 83 near Toms River. NJDOT's capital program includes dualization of Route 70 in Ocean County, thereby completing the construction work which has already been initiated.

The Department will also proceed with the widening of Route 33 in the vicinity of Corlies Avenue in Neptune, improvements to Route 36 from Eatontown to Monmouth Park, elimination of the Allaire Circle on Route 34 in Wall Township and intersection improvements on Route 35 in Wall Township. The NJDOT will install a computerized signalization system on Route 18 to improve traffic flow.

- **Investigate and implement additional highway advisory radio and advisory signs to better manage recreational traffic destined to the Ocean and Monmouth shore resort areas.**

In particular, this will aid the congestion problems along Routes 35, 36 and the Parkway. The Garden State Parkway will look into such a system.

- NJDOT and NJ TRANSIT will continue to support and implement the creation and expansion of park and ride facilities to support and encourage use of public transportation.

- Study capacity improvements.

- **Route 9.** This corridor will require additional capacity to support public transportation demands. The NJDOT will study various operational alternatives to improve the efficiency of Route 9 north of Freehold and in the Lakewood area.

- **Route 18.** The NJDOT will continue to evaluate the extension of Route 18 southward in Monmouth County to help improve local traffic flows and make better use of the statewide transportation system.

- **Route 33.** The NJDOT will continue to evaluate and design the completion of the Route 33 freeway to improve local traffic flow.

- **Route 35.** This corridor from Middlesex County into Ocean County will be studied to bring the road up to current design standards and to rehabilitate the Shark River Bridge.

- **Route 70.** The NJDOT will continue to study the Route 70 corridor, including improvements from Jack Martin Boulevard to the Brielle Circle in Brick and Wall Townships and Brielle.

- **Garden State Parkway.** The New Jersey Highway Authority should develop a system of service roads between Interchange 88 and Interchange 91 to improve the capacity of the Parkway in this rapidly developing area of Ocean County. These service roads will enable the Parkway to better distribute traffic between Routes 88 and 70.

