

CENTRAL NEW JERSEY ROUTE



Bus Rapid Transit
BRT

ALTERNATIVES ANALYSIS STUDY

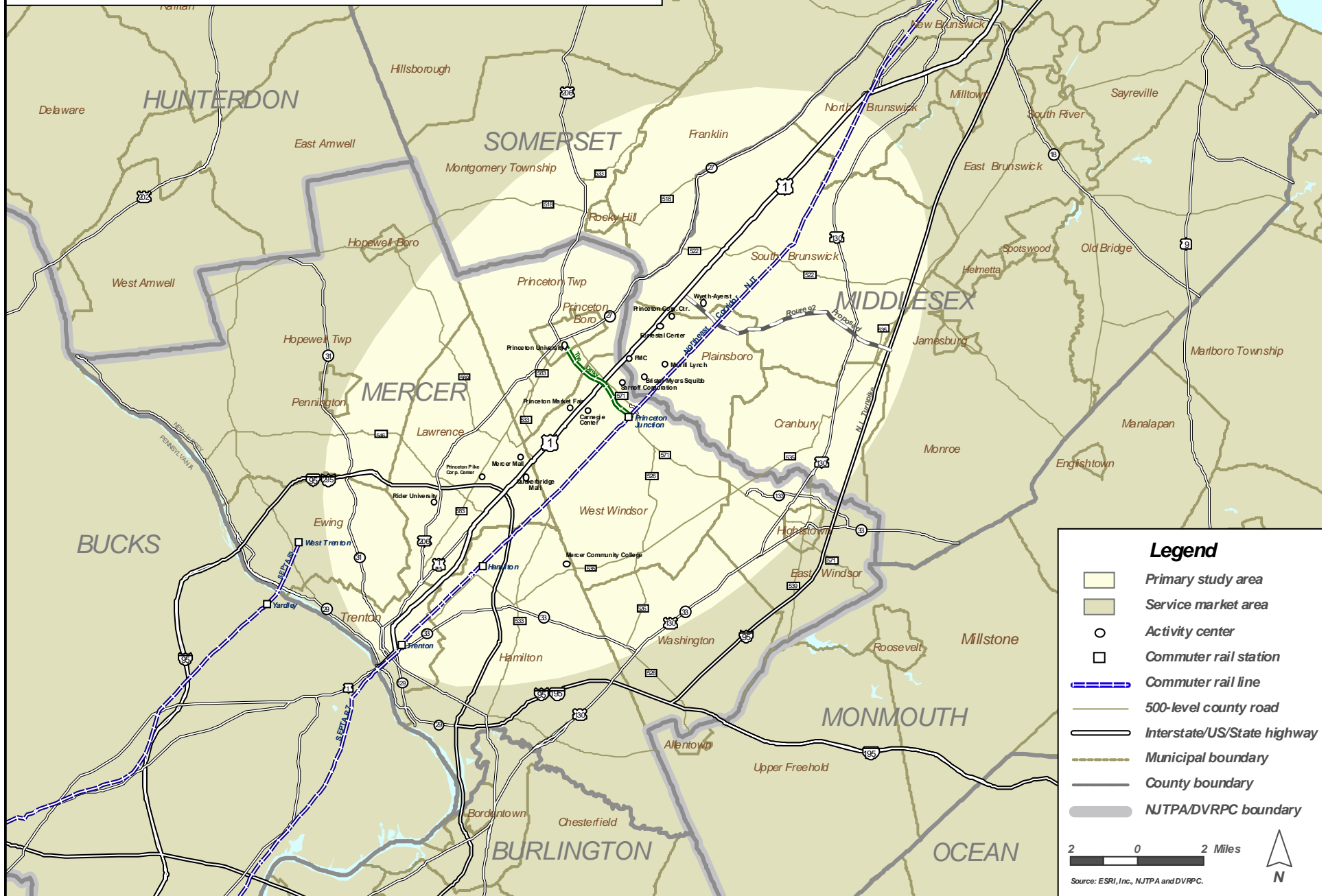


Central Jersey Transportation Forum

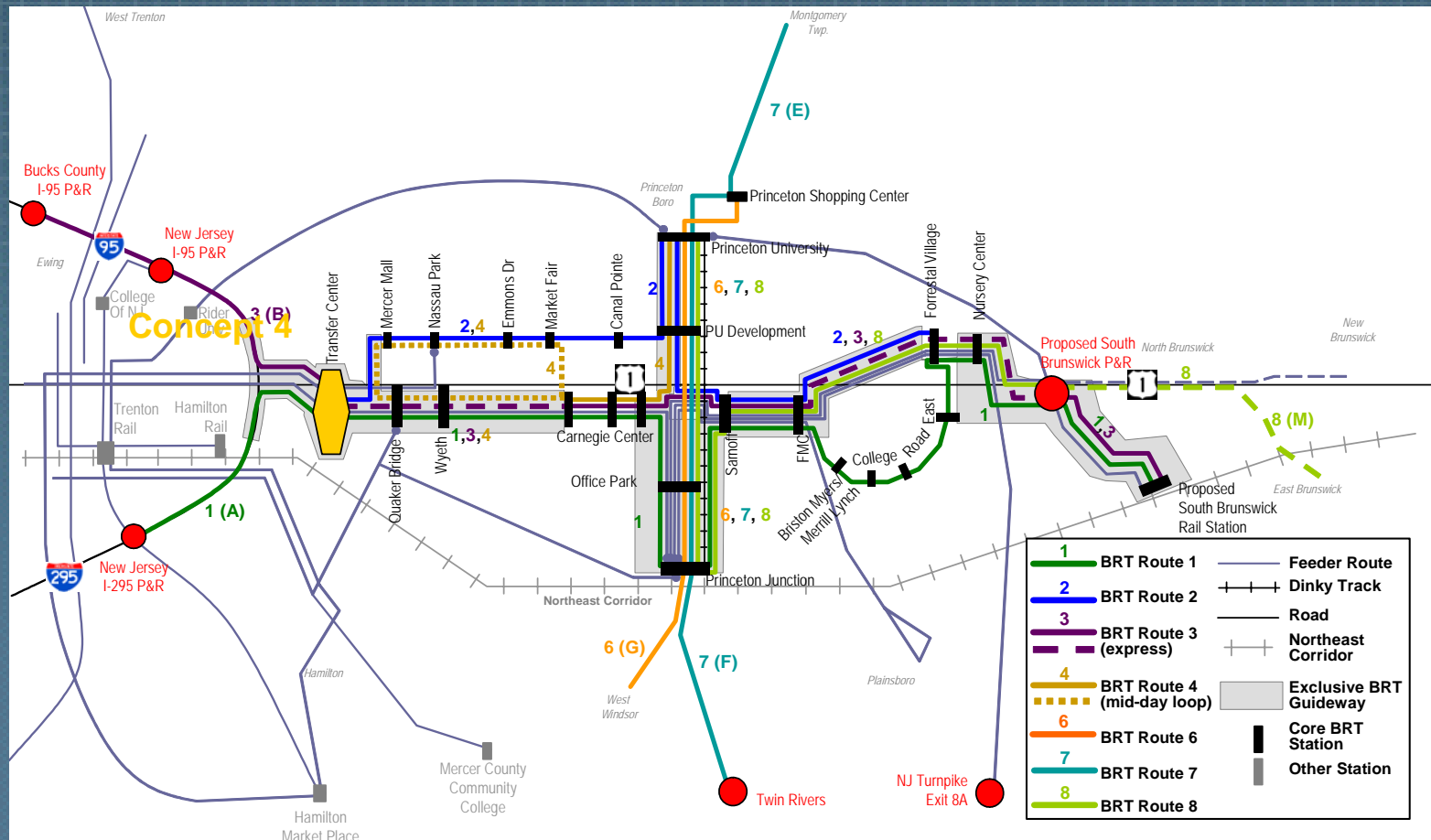
July 20, 2006

Primary Study Area and Service Market Area

US Route 1 Bus Rapid Transit Alternatives Analysis



BRT Core Service Concept



BRT System Infrastructure Elements

→ Rt. 1 Corridor BRT Guideway

- *Most of guideway parallels Route 1*
 - *34.0 miles at grade*
 - *1.2 miles of elevated structure*
 - *0.5 miles of new bridges/flyovers*
- *22 BRT Stations*

→ Park-and-Ride Locations

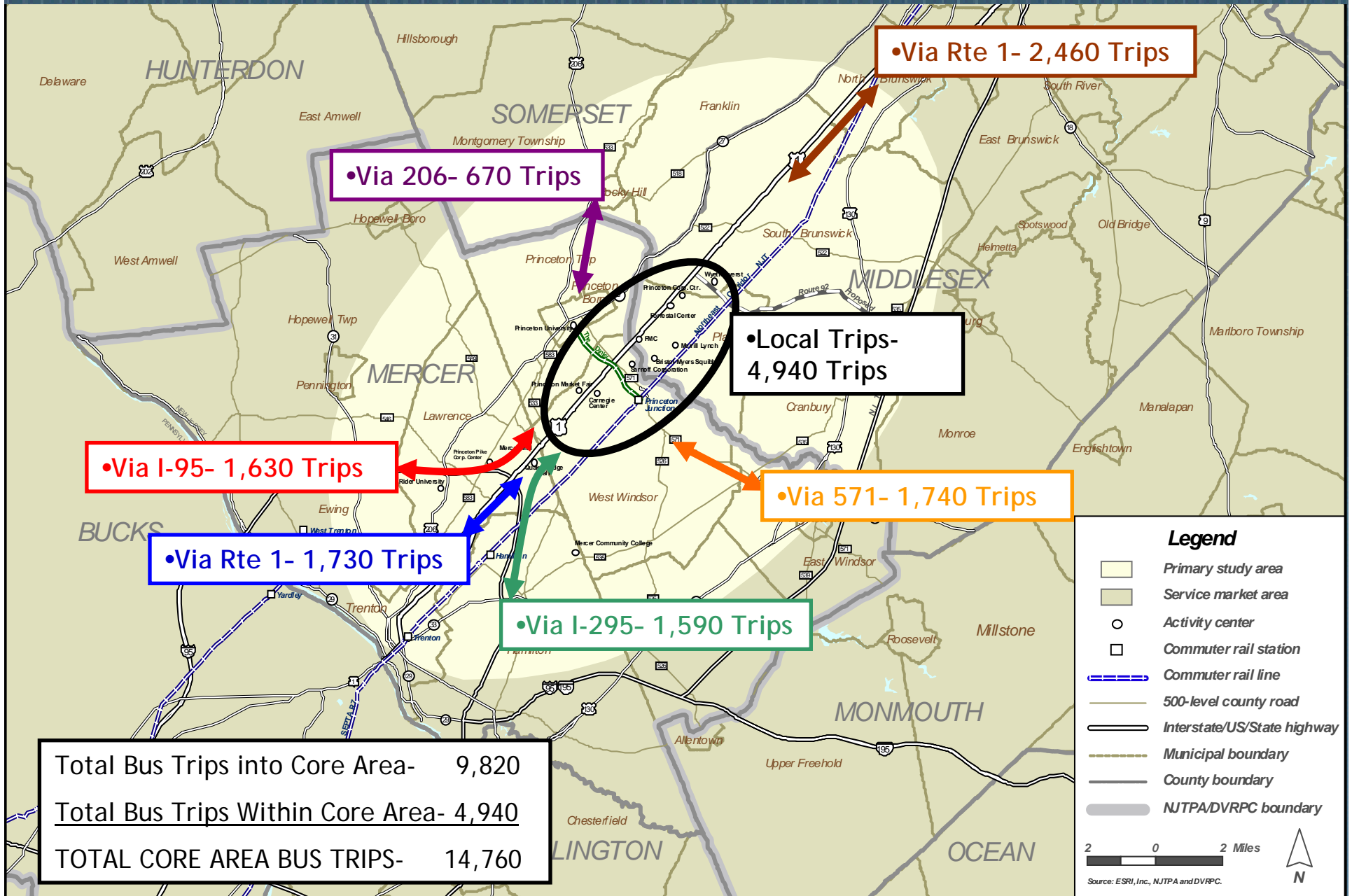
- *New Jersey (5)*
- *Pennsylvania (2)*

Highlights and Results

Year	Description of Service	Regional BRT Routes Ridership	Core Rt. 1 BRT Ridership	Average Weekday Regional Bus Ridership	Reduction in person trips by auto	Reduction in vehicle miles of travel by auto
2004	Existing Service	NA	NA	14,000	NA	NA
2025	No Build Alternative Added frequency to existing routes to accommodate growth in ridership	NA	NA	26,600	No reduction as traffic is projected to grow by 55%*	No reduction as VMT is projected to grow by 118%*
2025	BRT Alternative 4c Dinky retained	30,100	14,760	43,500	11,100	368,000

* Estimate is for 2020

BRT ALTERNATIVE 4C: DAILY 2025 CORE AREA BUS TRIPS



Highlights and Results

- BRT system cost in \$600 to 700 million range to implement all at one time
 - *System can be implemented in segments by being integrated into area projects*
- DVRPC and NJTPA have included BRT project in long-range plans
 - *Facilitates advancement and implementation of system*

Next Steps

- **NJDOT Route 1 Regional Growth Strategy Study**
 - *Discussions with Rt. 1 area municipalities should utilize the BRT system as a key part of the mobility improvement plan that supports growth in the region.*
 - *NJDOT Strategy Study can provide a venue for working closely with each municipality to devise a growth and transportation strategy that recognizes and incorporates the BRT system.*

- **Assist municipalities with preservation of right-of-way for future implementation**

- **Continue coordination with the NJDOT on the Penn's Neck Area Improvements to facilitate future BRT**
 - *Millstone River Bridge Replacement Project*
 - *Vaughn Drive Connector at Princeton Junction*

Next Steps

- Continue coordination with DRJTBC on the Scudder Falls Bridge Replacement Project to establish BRT treatments
- Coordinate with private redevelopment to establish BRT stations and guideway
 - *Quaker Bridge Mall*
 - *General Growth (former Wyeth site)*
 - *Sarnoff*
 - *Forrestal Center*
 - *Princeton University*
- Coordinate with the University Medical Center and the Capital Health System relocation proposals

Next Steps

- Identify infrastructure and BRT services that can be launched incrementally
 - Establish a pre-BRT service to supplement the Dinky (“Dinky Bus”)
- Establish park & ride facilities in coordination with existing services and future BRT services
 - Along I-95 with service between Bucks County and Route 1 corridor
 - In East Windsor area with service to Princeton along County Route 571. Include bus treatments in planned construction for Route 571.
 - In South Brunswick area with service along Route 1 corridor

Next Steps

- Pursue appropriate environmental analysis and engineering as BRT segments are adopted
- Develop a marketing and outreach plan to establish a “brand” for the BRT system that can be applied as services and facilities are developed



Thank You