



The Pulaski Skyway. A New Jersey Treasure

NJDOT Unveils Traffic Mitigation Strategies

To minimize traffic congestion during the northbound lane closure, NJDOT is developing a Transportation Management Plan (TMP) which will include a range of traffic mitigation measures to help reduce congestion. This prompted NJDOT to make investments in alternative roadways and travel demand management (TDM) strategies including vanpools, ridesharing, telecommuting and flextime programs.

These strategies were vetted by a task force of local, regional and agency officials, and other stakeholders. The evaluation considered cost, perceived benefit, ability to implement within the time frame needed, and operational feasibility.

Travel Demand Management Strategies (TDM)

Travel Demand Management involves strategies aimed at reducing or redistributing demand to other modes of travel. TDM strategies are cost-effective alternatives to increasing capacity.

TDM measures such as telecommuting, flextime, vanpooling and carpooling are low-cost strategies that can reduce the peak period demand on area roadways. Many trips involving the Pulaski Skyway are destined to Jersey City, Hoboken, Newark, or New York, and this focus of destinations promotes the effectiveness of TDM measures.

- Beginning in December 2013 and continuing for several months post-construction, NJDOT will enhance the current NJ TRANSIT Vanpool Sponsorship Program with subsidies for motorists destined to specific zip codes in Hudson County. Motorists who wish to start a vanpool can contact their area Transportation Management Association (TMA) or visit <http://www.state.nj.us/transportation/commuter/rideshare/tma.shtm>
- The TMAs have committed to partnering with NJDOT to educate and encourage the public and businesses to consider alternate modes of travel, vanpool and ridesharing options.
- The TMAs are working with major employers interested in implementing telecommuting/flextime options.

Beginning in early 2014, the northbound travel lanes on the Route 1&9 Pulaski Skyway will be closed for approximately 24 months as the New Jersey Department of Transportation (NJDOT) rehabilitates the deck of the Skyway.

For more information about joining a vanpool see page 4. It's a smart move!

Coming Soon... a Third Lane on the New Jersey Turnpike


NJDOT plans to increase capacity at key locations and roadways expected to receive diverted Skyway traffic.

I-78/NB-HCE


The NJ Turnpike will provide an additional lane from Interchanges 14 to 14C in the existing shoulder during morning and afternoon peak periods on the I-78/Newark Bay-Hudson County Extension. This additional travel lane will help accommodate the additional volume expected on the turnpike when the Skyway is closed in the northbound direction.

The shoulder will become a "managed lane" controlled by overhead LED displays. See shaded box for details:


NJ TURNPIKE MANAGED LANE SYSTEM



GREEN ARROW



YELLOW ARROW



RED X

The **green arrow** will signal to motorists that the shoulder is open for use as a travel lane. The speed limit in all lanes of the NBHCE will be reduced to 45 mph any time the shoulder is open for travel. Because there is always a possibility that a vehicle will be stopped somewhere on the shoulder, motorists will need to exercise caution even when the green arrow is displayed.

The **yellow arrow** will signal to motorists that use of the shoulder for travel is ending, and they must merge into a normal travel lane as soon as safely possible. The yellow arrow will be displayed when traffic volumes have dropped and the NBHCE is returning to normal operation, or when a section of the shoulder ahead is unavailable for travel because of a breakdown or emergency.

The **red X** signals to motorists that the shoulder is closed for use as a travel lane. When the red X is displayed, the shoulder is only to be used for emergency stopping or breakdowns. Traveling in the shoulder while the red X is displayed is prohibited and a violation of state law.

Improvements to Route 1&9T

To accommodate additional traffic, NJDOT plans to make a series of improvements to the Route 1&9T corridor from Route 1&9 to the Tonnele Circle.

- A series of signals along the corridor will be replaced with adaptive signal control technology to reduce or increase green time of each signal phase based on real-time traffic information at each intersection.
- The traffic signals will be optimized to favor the northbound direction.
- The ramp from Route 1&9 to Route 1&9T will be widened from one to two lanes to accommodate the diverted Pulaski northbound traffic.
- Minor geometric changes will be made at Communipaw and Newark Avenues to enhance traffic flow on Route 1&9T.

Highway ITS/Traveler Information

NJDOT is working with its partners to develop efficient and effective communication strategies to keep the public informed during the lane closures. The Department is planning to deploy approximately 40 additional Variable Message Signs (VMS) at key decision points for drivers. The signs will provide motorists with travel times to on diversion area routes. Commuters

can also find construction updates, travel information, as well as links to other agencies and organizations for additional travel information on pulaskiskway.com.

The 511NJ website will be the main source for travel information, travel times and advisories. The 511NJ phone service will also provide project and travel-related information for callers.



Real-time travel times

Transit Mitigation Strategies

To meet anticipated demand, transit strategies to be implemented include:

- **NJ TRANSIT service enhancements on the Morris & Essex (M&E) Line** - Additional morning trains along this line to Hoboken (with connections to Jersey City and NYC) will be added to increase ridership capacity.
- **NJ TRANSIT service enhancements on the Raritan Valley Line** - Coaches will be added in the morning and afternoon peak periods.
- **NJ TRANSIT new express bus service on the Route 22 corridor** - Additional bus service along this corridor to provide connections to PATH or rail at Newark Penn Station. This route will provide access to Jersey City and NYC without adding to traffic on I-78/ NB-HCE.



Tow trucks will help clear incidents efficiently

- **Enhanced service on PATH from Newark to World Trade Center.**

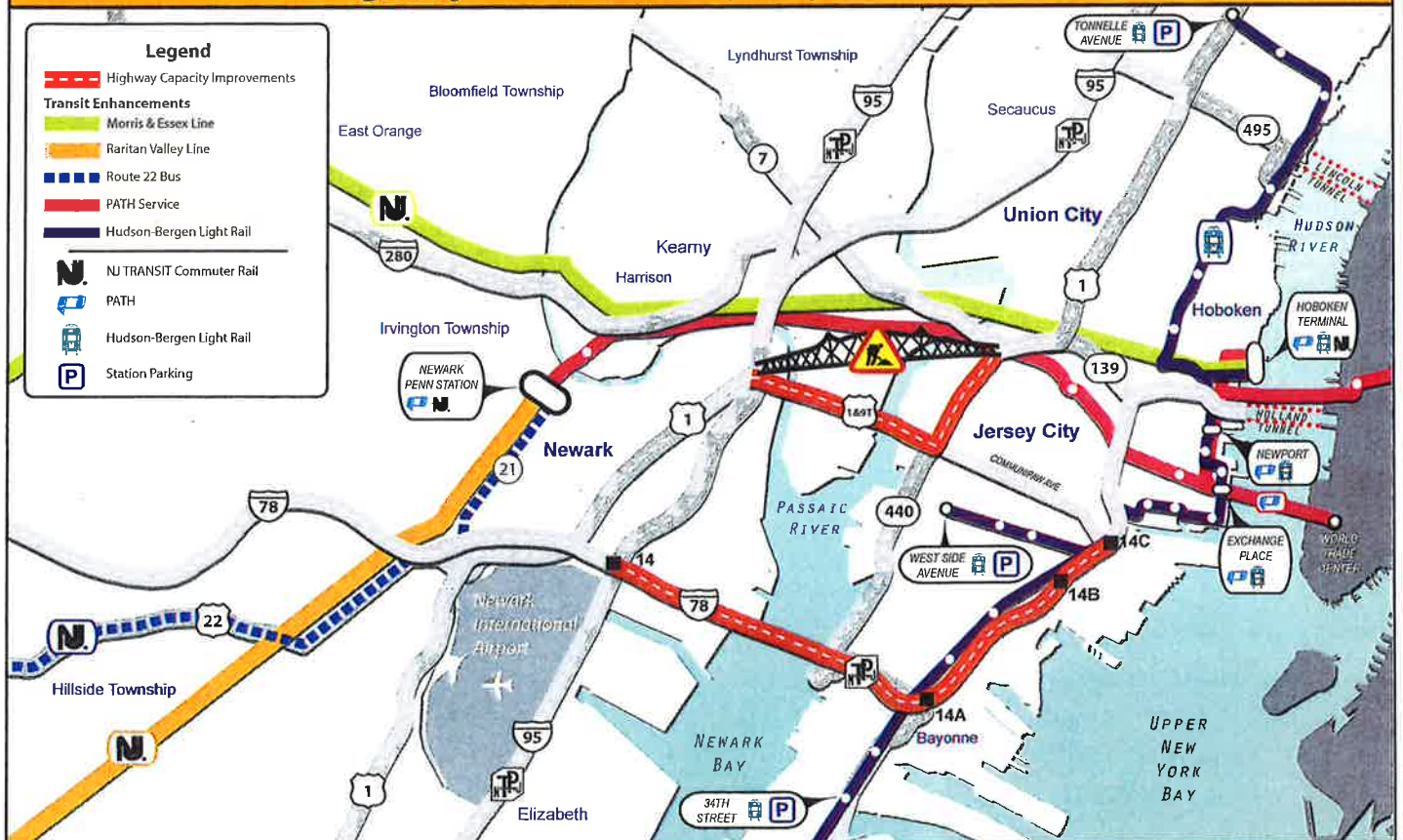
NJDOT will inform the public about transit options that will be available to them.

Incident Management

The TMP Task Force is working to develop strategies that aim to identify and clear incidents as quickly as possible when they occur on the Skyway and on the major

roads expected to handle diverted Skyway traffic. To more easily locate an incident, the Department will be installing cameras to allow first responders to see the full length of the Skyway, mile markers to help motorists better identify and communicate their location and a Response Grid Map to help first responders identify the location of an incident. The plan also calls for on-site tow trucks to clear incidents as efficiently as possible.

Highway and Transit Capacity Improvements



HOW THE SKYWAY GOT ITS NAME

The Pulaski Skyway is named after Kazimierz Michał Wacław Wiktor Pułaski, who was born into a prominent Warsaw, Poland family in 1745. Casimir Pulaski would become one of the central figures in the American War of Independence, serving as a general in the Continental Army and creating the Pulaski Cavalry Legion.

In 1762, Casimir Pulaski began his military career as a page of the Duke of Courland. Fifteen years later, Benjamin Franklin and Marquis de Lafayette recruited Pulaski for service in the American Revolutionary War.

Shortly after his arrival in America in 1777, Pulaski was named a brigadier general in the Continental Army cavalry. He was given the special title of "Commander of the Horse," and was authorized to form a special corps known as the Pulaski Cavalry Legion. Due to the legion's high training standards, Continental Army General Charles Lee referred to Casimir Pulaski as the "Father of the American Cavalry."

Pulaski served in Little Egg Harbor, in New Jersey, where his legion suffered heavy losses. Following a subsequent assignment in Minisink, New Jersey General Washington ordered Pulaski to Charleston, South Carolina in 1779. On October 9, 1779, during a siege on Savannah, Pulaski led a cavalry charge and was shot and mortally wounded.

Later that month the United States Congress passed a resolution that built a monument in his honor. In 1929, Congress dedicated October 11 as "General Pulaski Memorial Day."

In 1933, the New Jersey Legislature honored Pulaski by naming a two-year-old bridge extension of U.S. Route 1 the General Casimir Pulaski Memorial Skyway.

How do I Join a Vanpool?

Any employee who would like to carpool or vanpool should contact the TMA. The TMA will assist vanpoolers in the process of renting a van, mapping a route and receiving the available subsidies. All carpools and vanpools should be registered with the TMA to receive the Free Emergency Ride Home (FERH) and qualify for the Green Incentive Program.

By sharing your ride, you can cut your commuting costs and help reduce traffic and congestion. Vanpools are formed by commuters who live or work near each other and make the same trip on a regular basis. Vanpoolers can use drive time to read, email or listen to music - studies have shown that vanpoolers have less stress. It's a smart move!

To be matched for a vanpool, call **1-800-245-POOL** or visit NJDOT's Ridematching website, or ridematching websites at Hudson TMA or Meadowlink/EZ Ride.

NJDOT - <http://www.state.nj.us/transportation/commuter/rideshare/matchin.shtm>

Hudson TMA - http://www.hudsontma.org/register/matchlist/form_registration.php

Meadowlink/EZ Ride - <http://ezride.org/2-2-6-contact.asp>

At each link you will need to provide information about where you live, work, and basic commuting information such as days and times you work.



Check websites for updates and more info!

**www.pulaskiskyway.com
www.njtransit.com
www.hudsontma.org
www.511nj.org
www.ezride.org**

For More Information

For more information on the Project contact:
Meredith Hammond - 609-530-2110 or
Email - pulaskiskyway@dot.state.nj.us
New Jersey Department of Transportation
1035 Parkway Avenue Trenton, NJ 08625
or visit the project website at:
www.pulaskiskyway.com



Q. Why not reverse traffic on the Skyway so it goes one direction in the morning and the other direction in the afternoon?

- A. Operational issues related to moving the barriers needed to reverse the lane direction make this an infeasible option. Twice each day, the Skyway would need to be closed while traffic on the bridge cleared; then barriers would be moved and detour signs adjusted. While the bridge is being cleared, traffic will back up as if an incident has occurred and it will take time for the congestion to clear. This daily reversal may be confusing to motorists and heighten safety issues, particularly during switching hours. Ramp access would be even more difficult and present additional safety hazards for emergency vehicles.

Q. Why can't one lane in each direction be maintained?

- A. Allowing one lane of travel in each direction is not feasible. With two lanes closed for construction, the bridge is not wide enough to operate with one lane in each direction safely - this would create a long (3.5 mile) stretch with one 10 foot lane in each direction with a middle barrier and no shoulders. During an emergency, there would be no access for emergency vehicles to respond.

Q. Why is the northbound being closed?

- A. A closure of the northbound lanes is better accommodated by the surrounding roadway network. The added shoulder lane on the Turnpike's Newark Bay-Hudson County Extension (NB-HCE) in the northbound/eastbound direction has capacity for half of the diverted Skyway traffic, while the rest of the traffic can be absorbed by other roadways and other modes of transportation. Conversely, existing construction work on the southbound/westbound direction of the NB-HCE currently is reducing its capacity by one lane, so no extra capacity is available in the southbound direction to handle a southbound Skyway closure.

Q. Will the Turnpike's Newark Bay-Hudson County Extension work be completed before the Skyway lanes are closed?

- A. The newly constructed shoulder lane on the Turnpike is scheduled to be opened March 31, 2014, to provide extra capacity to diverted Skyway traffic. NJDOT coordinated with many different agencies regarding regional construction projects. The Turnpike will continue to construct improvements on the southbound/westbound direction of the NB-HCE as there will be no Skyway impact in the southbound direction.



Frequently Asked Questions



Q. Is anything being done at the Jersey Avenue signal where the Turnpike and Route 139 or the Upper Roadway come together in Jersey City?

- A. Yes, since the northbound Skyway lanes will be closed, the traffic volume reaching this signal from Route 139 will be greatly reduced. Therefore, a portion of the green time from Route 139 can be given to the Turnpike to accommodate the diverted traffic coming from the NB-HCE.

Q. How will Rt. 1 & 9T handle additional traffic?

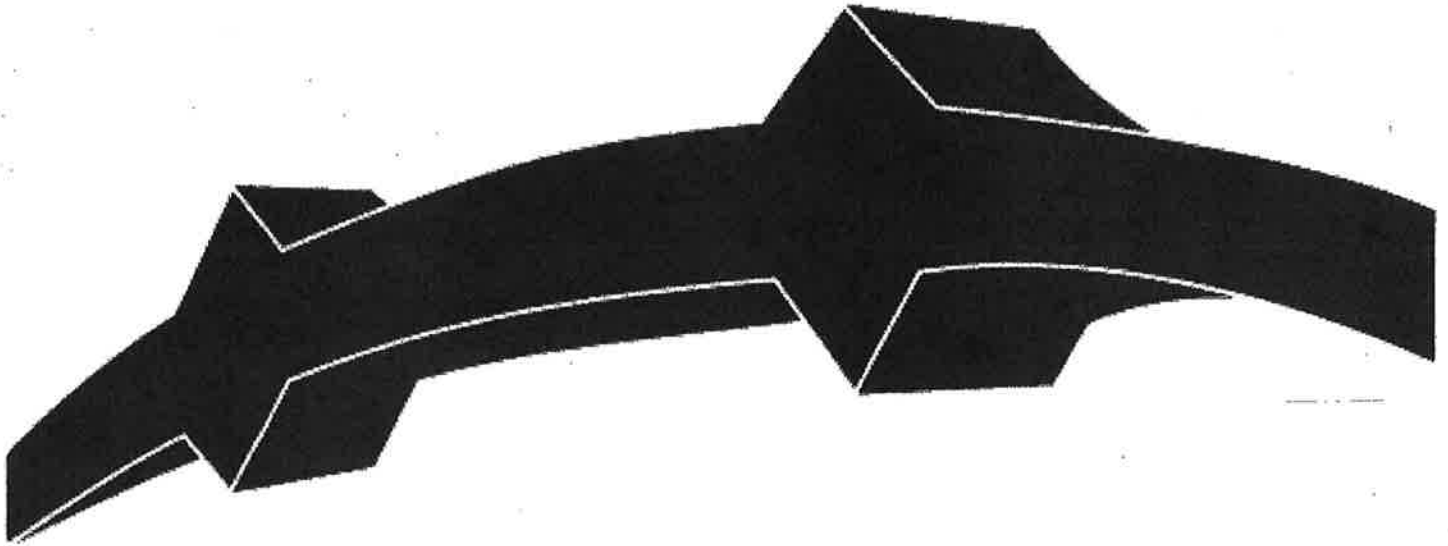
- A. A series of traffic signals along the corridor will be replaced with an adaptive signal control technology to reduce or increase green time of each signal phase based on real-time traffic at each intersection. The biggest changes will be improved flow when the volumes are not at capacity. The traffic signals will be optimized to favor the northbound traffic. The ramp from Route 1&9 to Route 1&9T will be widened from one to two lanes to accommodate the diverted Pulaski northbound traffic. Minor geometric changes will be made at Communipaw and Newark Avenues to enhance traffic flow on Route 1 & 9T.

Q. Can you limit lift bridge openings during the peak period?

- A. The United States Coast Guard has agreed to restrict openings of the Hackensack and Passaic lift bridges for non-tide dependent vessels during peak hours. For vessels that are tide dependent, USGC will give NJDOT a 12 hour notice. This information will be posted to Variable Message Signs deployed in the region for this project and on NJ511 to warn motorists well in advance of when lift bridge openings are anticipated.

Q. Will the construction work be done in two years?

- A. The deck replacement with all the traffic impacts is expected to take two full years. Work on the Pulaski Skyway will continue for many years after this, but closures are expected to be limited to off peak hours such as midday or nights, similar to lane closures that have been on-going for many years. Future work will primarily take place under the deck, but some off-peak lane closures will be needed for access.



PULASKI SKYWAY

REHABILITATION

The Hudson TMA is working to assist commuters and employers in preparing for the impact of the Pulaski Skyway rehabilitation project. Over the past months, TMA staff has been providing presentations to both administrators and employees so all can understand how they will be affected and what should be considered in order to lessen the impact on commuting. These presentations are free and can be tailored to the needs of specific groups. To contact the TMA, call 201-324-6222 ext 3229 or email info@hudsontma.org.

Below is some information which may be helpful.

ON April 12, 2014 the Pulaski Skyway will be closing for repairs in the North/East direction (towards the Holland Tunnel) and will remain closed for two years. Lanes traveling in the South/West direction (towards Newark) will remain open. Of the 35,000 vehicles that travel in the North/East direction each day, approximately 9,600 do so during the morning rush hour period (6am to 9am) and will have to find new ways to reach Jersey City and Hoboken. All commuters traveling to or through Jersey City will be impacted; not just those who currently use the Pulaski Skyway.

The New Jersey Department of Transportation (NJDOT) is working to accommodate these motorists by providing travel alternatives, increasing mode capacity and informing the public of all possible options.

The Hudson TMA is assisting NJDOT in bringing the information directly to Hudson County businesses and their employees.

TRAVEL IMPROVEMENTS / ENHANCEMENTS PROVIDED BY NJDOT

- The eastbound shoulder of the New Jersey Turnpike Newark Bay-Hudson County Extension (I-78) will be converted into a third travel lane during morning and evening peak travel periods. This will enable that route to accommodate about 4,500 additional vehicles per morning peak period.
- Route 1&9 T, will receive adaptive traffic signal control technology and entrance ramp improvements to help accommodate additional traffic heading toward Jersey City which will be able to accommodate nearly 1,700 additional vehicles per morning peak.
- The Jersey Avenue traffic signal will be retimed to favor the Turnpike traffic in order to improve mobility.
- Lift bridge openings over the Hackensack and Passaic Rivers will be restricted to improve mobility on 1&9.
- 25 Dynamic Message Signs are being installed to help motorists make mid-trip route decisions based on current travel times.

- Since crashes, breakdowns and other incidents snarl traffic on congested roadways, the NJDOT is staging NJDOT Safety Service Patrol trucks in critical areas and arranging for tow trucks to respond to incidents as quickly as possible. It is also coordinating with Newark, Kearny and Jersey City emergency services to promote their timely responses.

NEW / IMPROVED MASS TRANSIT OPTIONS

- NJ TRANSIT is operating a new bus line, the #95, which offers service along the Route 22 Corridor between Watchung and Newark Penn Station serving several intermediate communities via Mountain and Morris Avenues. There is a Park and Ride located at Sears at Terrill Ave and Rt 22. The #95 provides 330 seats for customers during each travel period.
- NJ TRANSIT is adding additional seating capacity on the Raritan Valley Line trains operating to Newark Penn Station during the morning peak period (6 a.m. to 10 a.m.) and from Newark Penn Station during the evening (4 p.m. to 8 p.m.) peak. This will add 1,260 seats during each period.
- NJ TRANSIT is adding two train trips each morning and two train trips each evening on the Morris & Essex Lines between Summit and Hoboken Terminal. Two of the trains will operate during the peak periods, with the other two trains operating just outside of peak times, resulting in an additional 900 seats each morning and evening.
- NJ TRANSIT is adding one trip during the morning peak and one trip during the evening peak on the North Jersey Coast Line between Bay Head and Hoboken. This will add an additional 460 seats during each period.
- The Port Authority of New York & New Jersey is increasing the frequency of PATH departures from Newark Penn Station during the peak hours to help accommodate an additional 6,000 passengers.
- NJDOT is working on the possibility of a new Ferry service from Atlantic Highlands to Jersey City.
- NJ DOT is working on the possibility of a Park and Ride in Newark near Rt 78 at Haynes Ave with a shuttle to Jersey City.

RIDESHARE OPPORTUNITIES

- NJDOT will provide \$325-per-month subsidies for vanpools which meet the program criteria
- Hudson TMA will provide ridematching services for commuters willing to consider carpooling or vanpooling by matching them with those who work and live in the same area. Once matched, the TMA will assist the commuter in forming or joining an existing carpool or vanpool.

OTHER OPPORTUNITIES / SUGGESTIONS

- Turnpike Eastern Spur is expected to be able to handle an additional 1,500 vehicles in the morning peak period.
- There are available pay for parking in Harrison and then a trip on the PATH may be a preferred alternative to I-280.
- There are seats available on 12 bus routes traveling from suburban communities to Newark PATH which can be taken to Jersey City.
- Teleworking (working from home) flextime and comp work week identify opportunities for employees to work from home or to flex the start of their workday around the peak morning travel period.
- PATH service in Hoboken will be able to accommodate additional customers for trips to Jersey City or New York City.
- There is parking available at the North Bergen Tonnelle Avenue, Bayonne 34th Street and the Jersey City West Side Avenue Light Rail Station.
- Hudson TMA staff offers free Trip Planning Services to any commuter looking to find a new mass transit route or to simplify an existing one.
- A free Traffic Alert Service is available to all travelers through the Hudson TMA website which will send traffic alerts to a cell phone or email address in real time.
- The Hudson TMA provides education programs which teach how to ride a bike in an urban environment for local commuters willing to bike to work.
- Comments and suggestions are encouraged by visiting the website, www.pulaskiskyway.com.
- Cameras have been placed throughout the corridors. NJDOT will be continuously evaluating the traffic patterns and looking for more enhancements and new options.
- NJ 511 will also have updated information available.



For Immediate Release:

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Pulaski Skyway Deck Replacement Project To Begin April 12, 2014 Alternate Routes and Travel Modes Have Been Developed For Commuters

(Trenton) – The New Jersey Department of Transportation (NJDOT) today announced that Saturday, April 12 will mark the start of an approximate two-year period for construction activity connected to the \$1 billion Pulaski Skyway rehabilitation project, which will improve road and travel conditions in both the northbound and southbound lanes across the deck of the 3.5-mile bridge. Motorists will be unable to travel in the northbound direction, from Newark to Jersey City, for the duration of the construction period.

A complete rehabilitation of the bridge deck will be carried out by way of two separate contracts, with the first contract rebuilding the Skyway's two northbound lanes. When that work is completed, southbound traffic will be shifted to the new northbound bridge deck. This shift will allow workers to rebuild the two travel lanes that normally carry southbound traffic.

NJDOT has worked diligently with other transportation agencies for more than a year to develop alternate routes and travel modes for the motorists who currently travel in the northbound direction on the Skyway, which carries Route 1&9 traffic. It also has worked with local officials, emergency responders, employers, and others to devise strategies to minimize congestion and other negative impacts.

"The Department has invested millions of dollars and thousands of hours of staff time to maximize the capacity of existing roadways, to augment public transportation options, and to anticipate issues before they arise," said NJDOT Commissioner James Simpson. "We will achieve the best possible outcome of these efforts if Skyway motorists are aware of the many options that are available to them. Mapping out several options now will give motorists the agility to try several alternatives in the first days and weeks of the closure."

NJDOT created a [Pulaski Skyway Rehabilitation video](#) that informs viewers of the scope of the project and some of the travel alternatives that will be available to them. It is posted on the [NJDOT's project website](#) and on the Department's YouTube channel. The Department also is producing television and radio advertisements to publicize the alternate routes and travel modes.

NJDOT has worked with elected officials and public safety professionals from Newark, Kearny, and Jersey City to minimize impacts associated with traffic diversions. A major focus has been on developing traffic management strategies in Jersey City because 61 percent of motorists who travel northbound on the Skyway have Jersey City, Hoboken or other Hudson County locations as their destination. Twenty-four percent of northbound Skyway motorists head to New York via the Holland Tunnel, while 19 percent turn from the Skyway onto Route 1&9 T to points north.

The Department and Jersey City are collaborating on detailed plans to minimize congestion on local streets, including Communipaw Avenue and Grand Street.

The busiest time on Skyway northbound lanes is the morning peak period between 6 a.m. and 9 a.m., when approximately 9,600 vehicles head toward Jersey City, Hoboken, and other Hudson County destinations, as well as to New York City.

Travel alternatives

- New Jersey Turnpike Newark Bay-Hudson County Extension (I-78), where an eastbound shoulder will be converted into a third travel lane during morning and evening peak travel periods
- The New Jersey Turnpike Eastern Spur
- Route 1&9 T, where adaptive traffic signal control technology and intersection and entrance ramp improvements will help accommodate additional traffic heading toward Jersey City and New York City
- Public transportation enhancements to accommodate additional passengers on NJ TRANSIT rail and bus, and PATH trains
- Regional Transportation Management Associations (TMAs) (www.hudsontma.org and www.ezride.org) stand ready to assist those who wish to participate in car pools or van pools or need help planning their trip
- The Department continues to explore additional bus and ferry options

Alternate route and mode capacity

The Department's goal is to identify alternate routes and modes that provide capacity that meets or exceeds the morning peak traffic volume of 9,600 vehicles on the Skyway northbound lanes. The combined capacity of the following strategies does so.

Roadways:

- The additional travel lane on the Turnpike Extension will enable that route to accommodate about 4,500 additional vehicles per morning peak period. The third lane also will be available to motorists during evening commute hours
- 1&9 T will be able to accommodate nearly 1,700 additional vehicles per morning peak
- Turnpike Eastern Spur is expected to handle an additional 1,500 vehicles in the morning peak period
- The Department is aware that crashes, breakdowns and other incidents snarl traffic on congested roadways. It is staging NJDOT Safety Service Patrol trucks and tow trucks to respond to incidents as quickly as possible. NJDOT has been coordinating with Newark, Kearny, and Jersey City emergency services to promote their timely responses to incidents and will continue to do so
- Dozens of strategically located Variable Message Signs will provide motorists with best route and trip time information

Public transportation:

- NJ TRANSIT plans to add 1,260 seats on Raritan Valley Line trains operating to Newark Penn Station during the morning peak period (6 a.m. to 10 a.m.) and from Newark Penn Station during the evening (4 p.m. to 8 p.m.) peak

- Efforts are under way to enable NJ TRANSIT to debut a new bus line next week that will offer regular, peak-hour service along the Route 22 Corridor between Watchung and Newark Penn Station serving several intermediate communities via Mountain and Morris avenues. The new bus line (No. 95) would operate exclusively during peak hours, providing an additional 330 seats for customers during each travel period
- The Port Authority of New York & New Jersey plans to increase the frequency of PATH departures from Newark Penn Station to help accommodate as many as 6,000 additional NJ TRANSIT rail and bus customers
- In conjunction with a planned late-February 2014 rail schedule change, NJ TRANSIT will add two train trips each morning and two train trips each evening on the Morris & Essex Lines between Summit and Hoboken Terminal. Two of the trains will operate during the peak periods, with the other two trains operating just outside of peak times, resulting in an additional 900 seats each morning and evening
- Also in conjunction with the planned late-February 2014 rail schedule change, NJ TRANSIT will add one trip during the morning peak and one trip during the evening peak on the North Jersey Coast Line between Bay Head and Hoboken. This will add an additional 460 seats during each period
- Robust PATH service in Hoboken will be able to accommodate additional customers for trips to Jersey City or New York City

Carpools and vanpools:

- NJDOT will provide \$325-per-month subsidies to enable NJ TRANSIT through the Hudson County TMA to support up to 10 new vanpools capable of accommodating approximately 100 commuters
- Carpooling and commuter flexing trips around the peak travel period also are being encouraged by NJDOT to benefit the regional transportation network during peak travel times
- Among the agencies with whom the Department is working are Transportation Management Associations (TMAs), which will work with large employers to promote vanpool or carpool opportunities for employees and help educate employees on other transit options
- TMAs are currently working with large employers in the Jersey City waterfront area to identify opportunities for employees to work from home or to flex the start of their workday around the peak morning travel period
- The Hudson County TMA and NJDOT also are visiting work sites to provide employees with a clear summary of their options, and are encouraging employees to make trial runs of several options prior to the April 12 closure of northbound travel on the Skyway
- 1-800-245-POOL is a state-run hotline that can help connect commuters seeking to start or add to a carpool

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