

Appendix V

Planning & Implementation Agenda – Metropark Strategic Planning Area

Activity	Local Effort	State/County Assistance	Time Table
Land Use			
90 – Stormwater Drainage Improvement, Woodbridge	<p>Needed to control storm water flooding along the South Branch of the Rahway River. A series of drainage & stream corridor restoration projects are being investigated along the river.</p> <p>Relationship to State Plan Policies: Reduce impact of flooding & nonpoint source pollution.</p>	<p>Implementing Agencies: US Army Corps of Engineers, NJDEP, Middlesex County, Woodbridge</p> <p>Cost: Requires a detailed storm water/flood control study. The US Army Corps of Engineers is initiating a Phase One Flood Control Reconnaissance Study for this area. Middlesex County is implementing a 319(h) Nonpoint Source Control Project in the Merrill Park area.</p>	<p>Flood Control: To be determined</p> <p>319 Study & Implementation: 2000 - 2006</p>
93 – Sanitary Sewer Capacity Improvement, South Branch, Rahway River, Woodbridge	<p>The sanitary sewer paralleling the river needs increased capacity as a result of continuing development in the Metropark Strategic Planning Area in Woodbridge. The proposed line on the upper reaches of the South Branch would connect to a new line already laid along the lower reaches within the Township.</p> <p>Relationship to State Plan Policies: Plan, design, construct, & maintain infrastructure in accordance with capital plans that protect the functional integrity of natural resources from the impacts of development.</p>	<p>Implementing Agency: Woodbridge</p> <p>Cost: Unavailable</p>	<p>Completion, 2004</p>
98 – Storm Drainage Improvement, Woodbridge	<p>Stormwater control necessary to eliminate pollution & flooding impacts from buildings, parking lots, & roads (compare Item 90).</p> <p>Relationship to State Plan Policies: Plan, design, construct, & maintain infrastructure in accordance with capital plans that protect the functional integrity of natural resources from the impacts of development.</p>	<p>Implementing Agencies: US Army Corps of Engineers, NJDEP, Middlesex County, Edison & Woodbridge</p> <p>Cost: Detailed design plan required.</p>	<p>To be determined</p>
126 – Drainage Along Garden State Parkway, Woodbridge	<p>Drain area prone to flooding along Parkway between US Route 1 and Conrail line.</p> <p>Relationship to State Plan Policies: Plan, design, construct, & maintain infrastructure in accordance with capital plans that protect the functional integrity of natural resources from the impacts of development.</p>	<p>Implementing Agencies: Woodbridge, Middlesex County, NJ Highway Authority</p> <p>Cost: Detailed design plans are required.</p>	<p>2002 - 2010</p>

Activity	Local Effort	State/County Assistance	Time Table
Land Use			
128 – Storm Drainage Improvement, Woodbridge	<p>Improvements are needed along a stretch of Ford Ave. between US 1 & local Conrail line. This is a neighborhood that has experienced significant storm drainage related flooding problems. Some improvements have already been installed.</p> <p>Relationship to State Plan Policies: Alleviate flooding problems.</p>	<p>Implementing Agencies: NJDEP, US Army Corps of Engineers, Woodbridge</p> <p>Cost: Detailed design plan required.</p>	To be determined

Activity	Local Effort	State/County Assistance	Time Table
Housing			
106 – Garden Apartment Housing Development/Single Family Dwellings; Hotel, Edison	<p>Zoned for garden apartments along Evergreen just east of the NE Corridor Line, which will expand an existing development on vacant land to its north. The Township, however, is seeking to change the zone to one for single family development. Adjacently, a hotel is planned for the intersection of Thornall & Evergreen streets.</p> <p>Relationship to State Plan Policies: Encourage mixed use development. Provide housing in proximity to jobs.</p>	<p>Implementing Agency: Private developers</p> <p>Cost: To be determined</p>	Unknown owing to potential change in zoning for multifamily to single family with 40,000 square foot lots. 2004 for the hotel.
146B – Proposed Age-Restricted Assisted Living & Independent Units (Redevelopment of PSE&G Training Facility), Jackson Ave., Edison	<p>This would complement the Amboy Ave. Redevelopment Area (Item 146A) & is adjacent to the greenway planned for the Conrail line right-of-way (Item 28). The eastern end of the site will probably remain occupied by PSE&G, but a right-of-way is sought across their property to access US 1.</p> <p>Relationship of State Plan Policies: Provide a broad band of housing types suited to different needs.</p>	<p>Implementing Agencies: Edison, private developer</p> <p>Cost: To be determined</p>	Subject to redevelopment plan & acquisition of properties. Development is not expected until 2003-2004, at least.

Activity	Local Effort	State/County Assistance	Time Table
Economic Development			
107 – Development Area, Edison	Edison plans to devote this area to nonresidential development. Relationship to State Plan Policies: A “Revitalization Area” is a planning concept (known in the State Plan as a “node”) that designates areas with a high concentration of a few land uses with the goal of adding other uses to create a center with more balanced development.	Implementing Agencies: Edison, Private developers Cost: Undetermined Coordinate with State & County Economic Development Programs.	To be determined
121 – Retail Development, Woodbridge	The Crosspoint development of 400,000 square feet of retail space. Relationship to State Plan Policies: Promote mixed use development & economic revitalization.	Implementing Agencies: Woodbridge, private interests Cost: Unknown	2003 - 2004

Activity	Local Effort	State/County Assistance	Time Table
Transportation			
86 – Route 27 & Route 35 Intersection Improvement, Woodbridge, Rahway	This intersection is outside the County in Rahway, but affects traffic in Woodbridge. This inefficient intersection includes a Northeast Corridor Amtrak rail underpass that constrains turning movements & limits sight distances. Relationship to State Plan Policies: Improve existing transportation infrastructure for greater efficiency in the movements of people & goods.	Implementing Agencies: NJDOT, Amtrak, Rahway, Woodbridge, Union & Middlesex Counties Cost: Requires detailed feasibility study	To be determined
87 – U.S. Route 1 & Randolph Ave. (County Route 602) Interchange Improvement, Woodbridge, Rahway	This partial interchange connects Route One & the Carteret area. There are constricted turning movements & poor sight distances. This improvement would benefit redevelopment of the surrounding area (See Item 88). Relationship to State Plan Policies: Facilitate economic development. Eliminate hazardous traffic conditions.	Implementing Agencies: NJDOT, Federal Highway Administration, Rahway, Woodbridge, Union & Middlesex Counties Cost: Requires detailed feasibility study	To be determined
89 – Route 1 Widening, Edison, Woodbridge	The state proposes widening US 1 from Pierson Ave. in Edison to Green Street in Woodbridge. Includes bridge replacement over Conrail line near Green Street. Cost below includes only the portion in the SPA. Plans to extend this project to Linden in Union County have been reduced to intersection improvements because of high costs. Relationship to State Plan Policies: Improve existing transportation infrastructure for greater efficiency in the movement of people & goods.	Implementing Agencies: NJDOT, Federal Highway Administration Cost: \$136,400,000 (See Item 88)	2000-2004

Activity	Local Effort	State/County Assistance	Time Table
Transportation			
92 – Interchange Improvement, US Route 1 & Route 35, Woodbridge	<p>This incomplete cloverleaf needs an additional loop.</p> <p>Relationship to State Plan Policies: Improve existing transportation infrastructure for greater efficiency in the movement of people & goods.</p>	<p>Implementing Agencies: NJDOT, Federal Highway Administration</p> <p>Cost: To be determined</p>	To be determined
94 – Underpass, NE Corridor Line & Green Street, Edison, Woodbridge	<p>One of a number of rail underpass widenings needed to provide adequate access through the Northeast Corridor line within this area.</p> <p>Relationship to State Plan Policies: Improve existing transportation infrastructure for greater efficiency in the movement of people & goods. Eliminate hazardous traffic conditions.</p>	<p>Implementing Agencies: Amtrak, Edison, Woodbridge, Middlesex County</p> <p>Cost: Detailed design plans are required. (See Items 100, 104, & 111)</p>	To be determined
95 – Intersection Improvements, Oak Tree Rd. & Green St., Wood Ave., Route 27 & Thornall Streets Edison, Woodbridge	<p>To improve traffic flows resulting from expansions of Metropark Rail Station parking facilities & office/commercial development.</p> <p>Relationship to State Plan Policies: Improve existing transportation infrastructure for greater efficiency in the movement of people & goods.</p>	<p>Implementing Agencies: NJDOT, Middlesex County</p> <p>Cost: \$3,803,000. (See Items 101 & 108)</p>	To be determined
97 – Pedestrian-Bicycle Improvements, Woodbridge	<p>Link bicycle-pedestrian route into local neighborhood.</p> <p>Relationship to State Plan Policies: Promote the use of transportation modes alternative to the automobile.</p>	<p>Implementing Agency: Woodbridge</p> <p>Cost: Detailed design plan required</p>	To be determined
99 – Prepare & Implement a Long Term Improvement Plan for the Metropark Rail Station, Woodbridge	<p>As a regional resource, the Metropark Rail Station should provide improvements to assure bike-pedestrian access to the station, improved shuttle services to office, shopping & residential areas; expand parking as needed, improve the physical appearance/design of the rail station & ticket office, provide on-site retail & office space to serve rail commuters & Amtrak travelers. The improvement plan should facilitate future expansion of high-speed rail service that may be developed as an alternative to crowded airports. Conceptual design completed. There will also be a Garden State Parkway offramp to the Metropark Station. This offramp will provide a direct link between the Metropark Rail Station's parking decks & the Parkway South.</p> <p>Relationship to State Plan Policies: Promote the use of mass transit & other alternatives to the automobile & foster mixed use economic development.</p>	<p>Implementing Agencies: NJ Transit, NJDOT, NJ Highway Authority, Amtrak, private interests</p> <p>Cost: Detailed design plans required for the Metropark plan; \$3,090,000 for the Parkway off ramp (See Item 108)</p>	2001 – 2015

Activity	Local Effort	State/County Assistance	Time Table
Transportation			
100 – Underpass Improvement, NE Corridor Line & Wood Avenue, Woodbridge, Edison	To facilitate vehicular traffic across the Northeast Corridor line. Relationship to State Plan Policies: Improve existing transportation infrastructure for greater efficiency in the movement of people & goods; eliminate hazardous traffic conditions.	Implementing Agencies: Amtrak, NJ Transit, Middlesex County, Edison, Woodbridge Cost: Detailed design plan required. (See Items 94, 104 & 111)	2003 - 2005
101 – Grade Separated Interchange, Wood Ave. & Route 27, Edison, Woodbridge	Will convert the present signalized intersection to a grade separated intersection with loop ramps to reduce present congestion & traffic increases expected from Metropark Rail Station parking expansion. Relationship to State Plan Policies: Improve existing transportation infrastructure for greater efficiency in the movement of people & goods.	Implementing Agencies: NJDOT, Edison, Woodbridge, Middlesex County Cost: To be determined (See Item 95)	To be determined
102 – Pedestrian-Bicycle Improvement, Edison	Extension of the strategic planning area's bicycle-pedestrian route system to link with Edison residential area, JF Kennedy Hospital & the Oak Tree Rd. area. (See related Items 97, 91, 119, 131) Relationship to State Plan Policies: Provide modes of transportation alternative to the automobile.	Implementing Agencies: Middlesex County, Edison Cost: Detailed design plan required	To be determined
104 – Underpass Improvement NE Corridor Line & Evergreen Road, Edison	Expansion will allow for widening of Evergreen Rd. & improved auto traffic flow. Relationship to State Plan Policies: Improve existing transportation infrastructure for greater efficiency in the movement of people & goods; eliminate hazardous traffic conditions.	Implementing Agencies: NJDOT, Amtrak, NJ Transit, Edison Cost: \$17,118,000. (See Items 94, 100, 105 & 111)	To be determined
105 – Intersection Improvement, Route 27 & Evergreen, Edison	In conjunction with Item 104, will reduce congestion on Evergreen and Route 27. Relationship to State Plan Policies: Improve existing transportation infrastructure for greater efficiency in the movement of people & goods.	Implementing Agencies: NJDOT, Middlesex County Cost: Detailed design plan required.	To be determined
109 – Gill Lane Widening, Woodbridge	Widen Gill Lane to four lanes to accommodate increased traffic. Relationship to State Plan Policies: Improve existing transportation infrastructure for greater efficiency in the movement of people & goods.	Implementing Agencies: Middlesex County, Woodbridge Cost: Detailed design plan required.	To be determined
110 – Pedestrian-Bicycle Improvements, Wood, Inman, & Maple Aves., Edison, Woodbridge & South Plainfield	Extend pedestrian-bike access up to Wood Avenue to Inman Avenue & westerly to Maple Avenue in South Plainfield. Special concerns are difficult crossings & intersections such as the Northeast Corridor Rail Line underpass. (See related items 9, 20, 33, 40) Relationship to State Plan Policies: Promote the use of transportation modes as alternatives to the automobile.	Implementing Agencies: Amtrak, Edison, Woodbridge, Middlesex County Cost: Detailed design plans are required.	To be determined

Activity	Local Effort	State/County Assistance	Time Table
Transportation			
111 – Underpass, Port Reading Branch Line & Gill Lane, Woodbridge	<p>Underpass will be widened and its overhead clearance increased.</p> <p>Relationship to State Plan Policies: Improve existing transportation infrastructure for greater efficiency in the movement of people & goods; eliminate hazardous traffic conditions.</p>	<p>Implementing Agencies: CSX/Norfolk Southern, Woodbridge</p> <p>Cost: Detailed design plan required. (See Items 94, 100 & 104)</p>	To be determined
112 – Grade Separated Interchange, US 1 & Route 9, Woodbridge	<p>Existing ramps with narrow turn radii & low overhead clearance to be replaced with diamond interchange to facilitate all movements. Construction is under way.</p> <p>Relationship to State Plan Policies: Improve existing transportation infrastructure for greater efficiency in the movement of people & goods.</p>	<p>Implementing Agencies: NJDOT, Federal Highway Administration</p> <p>Cost: \$59,000,000.</p>	Completion, 2003
113 – Grade Separated Interchange, US 1 & Green Street, Woodbridge	<p>Green Street is one of a series of grade separations that will be necessary to facilitate traffic on US Route 1. Existing conditions present major conflicting movements. (See items 114, 115)</p> <p>Relationship to State Plan Policies: Improve existing transportation infrastructure for greater efficiency in the movements of people & goods.</p>	<p>Implementing Agencies: NJDOT, Federal Highway Administration, Middlesex County</p> <p>Cost: Detailed design plan required.</p>	To be determined
114 – Green Street Upgrade, Woodbridge	<p>The present road is inadequate in its role as a major east-west arterial & requires improvement. The extent of improvements depends on the design of the US 1 & 9 interchange & the determination if Green Street will provide for the link of Route 9 to Route 1 southbound. (Compare Items 113, 115)</p> <p>Relationship to State Plan Policies: Improve existing transportation infrastructure for greater efficiency in the movements of people & goods.</p>	<p>Implementing Agencies: Middlesex County, NJDOT, Woodbridge</p> <p>Cost: Detailed plans required</p>	2011
115 – Grade Separated Interchange, Route 9 & Green Street, Woodbridge	<p>This improvement will reduce traffic congestion & allow improved access to regional shopping centers & office developments. (Compare Items 113, 114)</p> <p>Relationship to State Plan Policies: Improve existing transportation infrastructure for greater efficiency in the movements of people & goods.</p>	<p>Implementing Agencies: NJDOT, Middlesex County, Woodbridge</p> <p>Cost: Detailed design plan required.</p>	To be determined.
117 – Route 9 Widening, Woodbridge	<p>Route 9 is to be widened from the NJ Turnpike to Green Street.</p> <p>Relationship to State Plan Policies: Improve existing transportation infrastructure for greater efficiency in the movements of people & goods.</p>	<p>Implementing Agencies: NJDOT, Federal Highway Administration</p> <p>Cost: Detailed design plan required.</p>	To be determined

Activity	Local Effort	State/County Assistance	Time Table
Transportation			
118 – Pedestrian-Bicycle Improvements, Woodbridge Center, Woodbridge	<p>Create accessibility to this major commercial shopping terminus with linkage through Gill Lane to Roosevelt & Merrill Parks. (See Item 119)</p> <p>Relationship to State Plan Policies: Promote the use of transportation modes alternative to the automobile.</p>	<p>Implementing Agencies: Woodbridge, private interests, Middlesex County</p> <p>Cost: Detailed design plan required</p>	To be determined
119 – Pedestrian-Bicycle Improvements, Gill Lane-Woodbridge Center Drive, Woodbridge	<p>A pedestrian-bicycle path is proposed along this route, with special attention to appropriate crossing points at Route 1 & connections to residential areas & existing parks. An application to install sidewalks along this route has been filed. (See related Items 97, 91, 102, 131)</p> <p>Relationship to State Plan Policies: Promote the use of transportation modes alternative to the automobile.</p>	<p>Implementing Agencies: Woodbridge, private interests, Middlesex County</p> <p>Cost: Detailed design plan required.</p>	To be determined
120 – Grade Separated Interchange, US 1 & Gill Lane, Woodbridge	<p>This existing intersection has high traffic volumes & poses major turning conflicts, especially in left turn movements onto Route 1. (See Items 109 & 111)</p> <p>Relationship to State Plan Policies: Improve existing transportation infrastructure for greater efficiency in the movement of people & goods.</p>	<p>Implementing Agencies: NJDOT, Federal Highway Administration, Woodbridge</p> <p>Cost: Detailed design plan required.</p>	To be determined
122 – Interchange Improvement, Route 9 & Main Street (Route 514), Woodbridge	<p>Present access between these routes is partial & incomplete.</p> <p>Relationship to State Plan Policies: Improve existing transportation infrastructure for greater efficiency in the movement of people & goods.</p>	<p>Implementing Agency: NJDOT, Federal Highway Administration, Woodbridge</p> <p>Cost: Detailed design plan required.</p>	To be determined
123 – Grade Separated Interchange, Main Street Over Woodbridge Center Drive, Woodbridge	<p>This interchange would reduce congestion on these two busy routes & serve adjacent future development (See Item 121 above). To be completed in two phases.</p> <p>Relationship to State Plan Policies: Improve existing transportation infrastructure for greater efficiency in the movement of people & goods & facilitate economic development.</p>	<p>Implementing Agencies: Middlesex County, Woodbridge & private developers</p> <p>Cost: Detailed design plan required.</p>	Both phases, 2001-2003
125 – Garden State Parkway & Route 1 Interchange Improvement, Woodbridge	<p>The present interchange is a patchwork of interchange elements that need to be converted to a standard interchange. This improvement also needs to be developed in conjunction with Item 127.</p> <p>Relationship to State Plan Policies: Improve existing transportation infrastructure for greater efficiency in the movement of people & goods; eliminate hazardous conditions.</p>	<p>Implementing Agencies: NJ Highway Authority, NJDOT, Federal Highway Administration</p> <p>Cost: Detailed design plan required.</p>	To be determined

Activity	Local Effort	State/County Assistance	Time Table
Transportation			
127 – Intersection Improvement, US 1 & Ford Ave., Woodbridge	<p>This intersection requires improvement to address conflicts between traffic leaving the Garden State Parkway & traffic on Route 1 using the left turn & u-turn jug handle at Ford Ave. (This should be coordinated with Item 125).</p> <p>Relationship to State Plan Policies: Improve existing transportation infrastructure for greater efficiency in the movement of people & goods.</p>	<p>Implementing Agencies: NJDOT, Federal Highway Administration. Woodbridge</p> <p>Cost: Detailed design plan required.</p>	To be determined
129 – Wood Ave. Reconstruction, Edison, Woodbridge	<p>Edison & Woodbridge are working on plans to widen & make operational improvements in Wood Ave. along their mutual border. Detailed planning underway by County Engineer's Office.</p> <p>Relationship to State Plan Policies: Improve existing transportation infrastructure for greater efficiency in the movement of people & goods.</p>	<p>Implementing Agencies: Edison, Woodbridge, Middlesex County</p> <p>Cost: Detailed design plan required. (See Items 95, 100, 101 & 110)</p>	Preliminary plan completed in 2000.
130 – Intersection Improvement, US 1 & Parsonage Rd., Edison	<p>Serving a major mall & access to US 1 from Route 27, this intersection experiences major congestion & needs upgrading. (See Items 113, 135, 136 & 137)</p> <p>Relationship to State Plan Policies: Improve existing transportation infrastructure for greater efficiency in the movement of people & goods.</p>	<p>Implementing Agencies: NJDOT, Federal Highway Administration, Edison, Middlesex County</p> <p>Cost: Detailed design plan required.</p>	To be determined
131 – Pedestrian-Bicycle Improvements, Menlo Park Mall, Edison	<p>As a major commercial terminus for bike & pedestrian traffic, appropriate access should be provided to the mall. This will include access from Roosevelt Park & along the South Branch of the Rahway River from Merrill Park. (See related items 97, 91, 102, 119, 132)</p> <p>Relationship to State Plan Policies: Promote the use of transportation modes that provide alternatives to the automobile.</p>	<p>Implementing Agencies: Edison, private interests, Middlesex County</p> <p>Cost: Detailed design plan required</p>	To be determined
132 – Pedestrian-Bicycle Improvements, Roosevelt Park, Edison	<p>As needed, existing pedestrian & bicycle trails should be expanded in the park as a major terminus of such traffic & connections with adjacent areas & bicycle paths in Edison should be provided. (See Item 131)</p> <p>Relationship to State Plan Policies: Promote the use of transportation modes alternative to the automobile.</p>	<p>Implementing Agencies: Middlesex County, Edison</p> <p>Cost: Detailed design plan required.</p>	To be determined
133 – Intersection Improvement, Parsonage Rd. & Roosevelt Drive, Edison	<p>Improvements to a narrow, difficult intersection with poor sight distances & turning movement conflicts. This intersection also serves as a major entrance to the County Park. (See Items 130, 135, 136 & 137)</p> <p>Relationship of State Plan Policies: Improve existing transportation infrastructure for greater efficiency in the movement of people & goods.</p>	<p>Implementing Agency: Middlesex County</p> <p>Cost: Detailed design plan required.</p>	To be determined

Activity	Local Effort	State/County Assistance	Time Table
Transportation			
134 – Underpass Improvement & Roadway Improvement, Port Reading Branch Line & Evergreen, Edison	<p>Underpass expansion needed to improve vehicular access across this rail line & improvement to remove dangerous curve & widen roadway.</p> <p>Relationship to State Plan Policies: Improve existing transportation infrastructure for greater efficiency in the movement of people & goods, eliminate hazardous traffic conditions.</p>	<p>Implementing Agencies: CSX/Norfolk Southern, Middlesex County</p> <p>Cost: Detailed design plan required.</p>	To be determined
135 – Underpass Improvement, Port Reading Branch Line & Parsonage Rd., Edison	<p>This underpass is a serious problem due to the very low clearance that causes frequent truck accidents & traffic delays. (See Items 130, 133, 134, 136 & 137)</p> <p>Relationship to State Plan Policies: Improve existing transportation infrastructure for greater efficiency in the movement of people & goods, eliminate hazardous traffic conditions.</p>	<p>Implementing Agencies: CSX/Norfolk Southern, Middlesex County</p> <p>Cost: Detailed design plan required.</p>	To be determined
136 – Underpass Improvement, NE Corridor Line & Parsonage Rd., Edison	<p>Increase the clearance & width of the railroad bridge. This & the following project are designed to increase the efficiency of a road segment & intersection that are seriously deficient. (See Items 130, 133, 135 & 137)</p> <p>Relationship to State Plan Policies: Improve existing transportation infrastructure for greater efficiency in the movement of people & goods; eliminated hazardous traffic conditions.</p>	<p>Implementing Agencies: Amtrak, NJ Transit, Middlesex County</p> <p>Cost: Detailed design plan required.</p>	To be determined
137 – Intersection Improvement, Parsonage Rd. & Route 27, Edison	<p>(See Items 130, 135 & 136)</p> <p>Relationship to State Plan Policies: Improve existing transportation infrastructure for greater efficiency in the movement of people & goods.</p>	<p>Implementing Agencies: NJDOT, Middlesex County, Edison</p> <p>Cost: Detailed design plan required.</p>	To be determined

Activity	Local Effort	State/County Assistance	Time Table
Transportation			
138 – Central Ave. Corridor Improvements, Metuchen	<p>Central Ave., especially the south end, once primarily a county road that was a traffic feeder to other points, is becoming a major downtown street. Traffic calming devices, pedestrian safety improvements, & possible bicycle lanes are proposed along Central Ave. & the existing neighborhood business district. Parallel street parking has been partially installed; more would be beneficial. Also proposed are trees & other devices to shield pedestrians from the noise & pollution of adjacent traffic. Near the Metuchen border, the Central underpass beneath the CSX-Norfolk Southern line is a narrow 2 lanes. There is small-truck traffic on Central from industrial & distribution businesses at Liberty Park in the northwest corner of Metuchen. Zoning changes to insure appropriate development are a possibility. The Borough has received a grant to prepare a comprehensive bicycle & pedestrian plan to promote the public health benefits of exercise in an active community environment.</p> <p>Relationship to State Plan Policies: Redevelop existing core areas to continue their usefulness & economic viability. A component of the State Plan Endorsement process.</p>	<p>Implementing Agencies: Middlesex County, Metuchen, private interests, CSX-Norfolk Southern</p> <p>Cost: To be determined</p>	Commencing 2002.
140 – Main St./Rail Station Alternate Mode Access, Metuchen	<p>In conjunction with their center designation from the State Planning Commission, Metuchen is emphasizing alternate mode access to downtown & the rail station. Traffic calming devices, safer pedestrian crosswalks, sidewalk bump outs, shuttle buses as an alternative to arriving by car are among the measures being considered or already under installation. (See Item 145)</p> <p>Relationship to State Plan Policies: Encourage alternate mode transportation & development of urban cores,</p>	<p>Implementing Agency: Metuchen</p> <p>Cost: To be determined</p> <p>Coordination needed with Middlesex County, NJDOT & NJ Transit.</p>	Ongoing

Activity	Local Effort	State/County Assistance	Time Table
Transportation			
142 – Expand Interchange, Routes 27 & 287, Metuchen, Edison	<p>This half-complete interchange needs a second loop in its northeast corner to provide a full-service interchange. Presently, traffic for Route 287 Northbound uses residential streets (Bridge to New Durham) to reach the next interchange at New Durham Rd. Heavy truck traffic exacerbates the problem. Edison has passed a resolution supporting the full interchange.</p> <p>Relationship to State Plan Policies: Improve existing transportation infrastructure for greater efficiency in the movement of people & goods.</p>	<p>Implementing Agencies: NJDOT, Federal Highway Administration, Edison, Metuchen</p> <p>Cost: To be determined</p>	Proposal
145 – South Main Street Corridor Improvements, Metuchen	<p>Metuchen proposes traffic calming devices, pedestrian safety improvements, & possible bicycle lanes on South Main St. to lend this roadway a more amenable, downtown atmosphere. This will encourage both revitalization of the present neighborhood business district & increased use of it by nearby residents. Zoning changes to encourage appropriate redevelopment & parking are a possibility. This is a county road, so working with the County will be necessary. (See Item 140)</p> <p>Relationship to State Plan Policies: Encourage centralization & urban core development.</p>	<p>Implementing Agencies: Middlesex County, Metuchen, Metuchen Parking Authority, private interests</p> <p>Cost: To be determined</p>	Commences in 2002

Activity	Local Effort	State/County Assistance	Time Table
Natural Resource Conservation			
91 – South Branch of the Rahway River Greenway, Edison, Woodbridge	<p>Extend public open space to protect South Branch stream corridor & preserve lands sufficient to link Roosevelt & Merrill Parks; provide a safe pedestrian/bicycle trail system along the South Branch with interconnections to other trail elements. (See related Items 97, 119, 102, 131).</p> <p>Relationship to State Plan Policies: Promote the use of transportation modes alternative to the automobile. Expand urban recreation opportunities.</p>	<p>Implementing Agencies: Woodbridge, Edison, Middlesex County, NJ Green Acres</p> <p>Cost: Detailed design plans are required.</p>	To be determined

Activity	Local Effort	State/County Assistance	Time Table
Agriculture			
None in this SPA.			

Activity	Local Effort	State/County Assistance	Time Table
Historic Preservation			
103 – Restoration of the Edison Memorial Monument, Edison	<p>The monument at the Edison Memorial State Park commemorating the Edison Laboratory at Menlo Park is closed due to serious deterioration. This historic monument should be restored.</p> <p>Relationship to State Plan Policies: Preserve the cultural history of the State and the community.</p>	<p>Implementing Agency: State of New Jersey</p> <p>Cost: To be determined</p>	To be determined

Activity	Local Effort	State/County Assistance	Time Table
Redevelopment			
85 – Inman Avenue Downtown Revitalization Area, Edison	<p>The Township envisions the renewal of an aging commercial strip.</p> <p>Relationship to State Plan Policies: Promote mixed use redevelopment in urban areas.</p>	<p>Implementing Agencies: Edison, Middlesex County Downtown Revitalization Program</p> <p>Cost: Undetermined</p>	Ongoing
88 – Route 1 Corridor Redevelopment Area, Woodbridge	<p>The 6 ½ mile Route 1 Corridor in Woodbridge is under utilized in many areas, with auto salvage lots, overnight cabins, & older highway commercial land uses being commonplace. The designation permits more flexible zoning to be laid over an existing zoning base & greater flexibility in site cleanup standards. As a result, its entire length in the Township has been declared a designated redevelopment area. Economic revitalization, pedestrian improvements & improved buffers should be considered in this area.</p> <p>Relationship to State Plan Policies: Promote mixed use development & economic revitalization.</p>	<p>Implementing Agencies: Woodbridge, NJDOT, private owners</p> <p>Cost: Requires a detailed area design plan.</p> <p>Coordination with State & County Economic Development Programs is needed. (See Item 89)</p>	To be determined
108 – Prepare & Implement Metropark Office Park Improvement Plan, Edison, Woodbridge	<p>To include bicycle-pedestrian improvements, mixed use (office/retail) expansion, reduction in impervious surfaces where possible, stream corridor restoration, traffic reduction strategies, & improved physical design. (See Item 99)</p> <p>Relationship to State Plan Policies: Promote mixed use economic development & economic revitalization.</p>	<p>Implementing Agencies: Edison, Woodbridge, Middlesex County, Private property owners, NJ Transit</p> <p>Cost: Detailed design plan required.</p>	To be determined

Activity	Local Effort	State/County Assistance	Time Table
Redevelopment			
139 – Central Ave.- Downtown Redevelopment District, Metuchen	<p>Redevelopment has been proposed for along & at foot of Central Ave. For example, redevelopment is slated for the site of an existing supermarket at the foot of Central Ave., including replacement of the supermarket & coordination with existing commercial enterprises on the site that are consistent with redevelopment.</p> <p>Relationship to State Plan Policies: Redevelop existing core areas to continue their usefulness & economic viability.</p>	<p>Implementing Agencies: Metuchen, private interests, Middlesex County Downtown Revitalization Program</p> <p>Cost: To be determined</p>	Commencing 2002
141 – Downtown Revitalization Area, Metuchen	<p>The downtown area is the subject of ongoing improvements in transportation, parking, redevelopment, as needed (compare Items 139, 140)</p> <p>Relationship to State Plan Policies: Adheres to the planning concept of concentrating & strengthening multi-use development in central areas.</p>	<p>Implementing Agencies: Metuchen, Private interests, Middlesex County Revitalization Program</p> <p>Cost: To be determined</p>	Ongoing
143 – Revitalization Area, Metuchen, Edison	<p>This area will be developed & redeveloped chiefly as an office center. It will include Bridgepointe II, an office development on the southwest corner of Bridge Street & Route 27 on the site of a former auto dealership. Development will include day care center. Also in this area is the Southwest Gateway Redevelopment, a project adjacent to a proposed interchange loop at Route 27 & 287 & sited on a parcel formerly devoted to other uses, including an auto dealership. Access to Route 287 should increase the value of the site. It will be important to buffer this project from residences along Prospect Street.</p> <p>Relationship to State Plan Policies: A “Revitalization Area” is a planning concept (known in the State Plan as a “node”) that designates areas with a high concentration of a few land uses with the goal of adding other uses to create a center with more balanced development.</p>	<p>Implementing Agencies: Metuchen, Edison, private interests</p> <p>Cost: To be determined</p> <p>Coordination needed with State & County Economic Development Programs</p>	Various, depending on the project. Initial projects are underway.
146 – Downtown Redevelopment Area, Edison	<p>This area is designated as one needing additional investment & improvement. Two current projects are listed below under Items 146A & 146B.</p> <p>Relationship to State Plan Policies: A downtown area designed to concentrate & strengthen multi-use development in central areas.</p>	<p>Implementing Agencies: Edison, private interests</p> <p>Cost: To be determined</p> <p>Coordination needed with State & County Economic Development Programs</p>	Ongoing

Activity	Local Effort	State/County Assistance	Time Table
Redevelopment			
146A – Amboy Ave. Redevelopment Area, Edison	<p>This area along Amboy Ave. is declining but could become a local center for retail & housing. A contractor has been assigned to create a plan that would help create a downtown area for Edison along Amboy Ave. The plan would emphasize commercial revitalization & development. The zoning ordinance has been amended to provide for new urban center district. CDBG funds will be used to improve the street scene with road pavers, street furniture, etc. In a related project, senior citizen housing is planned nearby (Item 54).</p> <p>Relationship to State Plan Policies: A downtown area designed to concentrate & strengthen multi-use development in central areas.</p>	<p>Implementing Agencies: Edison, possible Special Improvement District, Middlesex County Downtown Revitalization Program</p> <p>Cost: \$1,700,700.</p>	<p>Contract awarded for road & sidewalk reconstruction summer of 2001-2002. Other elements to be determined.</p>

Activity	Local Effort	State/County Assistance	Time Table
Public Facilities and Services			
No projects in this SPA			

Activity	Local Effort	State/County Assistance	Time Table
Intergovernmental Coordination			
Coordination with NJDOT, NJ Transit, Amtrak, County, and municipalities is crucial to implementation of virtually every individual item listed.			

Revised 4/23/02

lak