

NJMC NEWS RELEASE

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**New Jersey
Meadowlands
Commission**

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NJMC MASSTR Project to Help Reduce Traffic in Jersey City and Kearny During Pulaski Skyway Reconstruction

LYNDHURST, N.J. – The New Jersey Meadowlands Commission (NJMC), in cooperation with the New Jersey Department of Transportation (NJDOT), is expanding the scope of its innovative Meadowlands Adaptive Signal System for Traffic Reduction (MASSTR) project to include additional parts of Jersey City and Kearny, the Commission announced today. The NJDOT-requested expansion of the MASSTR project, which involves modernizing an additional 15 existing traffic signals with state-of-the-art technology, is expected to reduce traffic delays on local roads when the reconstruction of the Pulaski Skyway begins in 2014.

“The NJMC is pleased to assist the NJDOT by employing the technology used in its cutting-edge MASSTR project to help stem expected congestion in parts of Jersey City and Kearny during upgrades to the Pulaski Skyway,” said Marcia Karrow, Executive Director of the NJMC. “MASSTR is an optimal traffic reduction solution that will greatly benefit motorists during the Skyway reconstruction.”

The expansion of MASSTR will add 15 additional signalized intersections to the 128 that are already being upgraded under MASSTR throughout the heavily-traveled Meadowlands corridor in Bergen and Hudson counties – through which more than 1.7 million private, public and commercial vehicles pass through daily.

Seventy-four traffic signals have already been updated and two dozen intersections in Jersey City and Kearny are scheduled for modernization under the original MASSTR project. The 15 intersections to be updated to reduce delays resulting from the Pulaski Skyway reconstruction project include the critical U.S. Route 1 and 9 Truck, which runs through both municipalities. The MASSTR project expansion is expected to be completed in April 2014.

“Adaptive Traffic Signal Control technology helps the New Jersey Department of Transportation maximize the capacity of existing travel lanes to handle traffic demands,” said NJDOT Commissioner James Simpson. “Our excellent working relationship with the Meadowlands Commission will pay dividends to motorists during a critical phase of the Pulaski Skyway reconstruction project when northbound traffic will need to be diverted to alternate routes.”

MASSTR is the first adaptive traffic signal system of its kind in New Jersey and the largest adaptive signal system to be built at one time in the country. The intelligent transportation system uses an intricate network of adaptive traffic signal controllers, wireless communications, and vehicle detection devices to continuously adjust signal timings based upon the changing flows of traffic in real-time, 24 hours per day,

seven days per week. Traffic conditions and signal operations are also remotely monitored and controlled by NJMC transportation engineers at the Commission's administration building.

For motorists, MASSTR will minimize the waiting time associated with traffic at a red light with little to no vehicles on other approaches. It will also reduce stopping at a red signal immediately following a green signal change at the previous intersection. The system can mean making it to that job interview or business meeting on time, keeping on schedule with deliveries or reaching shopping destinations faster.

MASSTR covers a number of key Meadowlands Region corridors in Bergen and Hudson counties, including U.S. Routes 46 and 1 & 9; N.J. Routes 7, 17, and 120; and County Avenue, County Road, Meadowland Parkway, Newark Turnpike, Paterson Plank Road, Secaucus Road, Schuyler Avenue, Washington Avenue, and Westside Avenue.

To view an interactive map of all intersections included in MASSTR and its expansion, visit www.masstr.com.

According to NJMC estimates, MASSTR will reduce vehicle delays by 1.2 million hours per year, gasoline consumption by more than 1.2 million gallons per year and greenhouse gas emissions by more than 11,000 tons per year.

The NJDOT will be providing funding for the expansion of the project. The original \$12.5 million project is predominantly funded by a highly competitive \$10 million U.S. Department of Transportation TIGER 2 grant awarded to the NJMC in 2010, with the Commission providing the remaining \$2.5 million from the Meadowlands Transportation Planning District (MTPD) Fund.

Timetable

The MASSTR project is being constructed in phases as follows (the original project includes 5 phases):

Phase 1 – Secaucus (Completed February 2013)

Phase 2 – Lyndhurst, North Bergen, Kearny, North Arlington (Completed July 2013)

Phase 3 – Carlstadt, Moonachie, East Rutherford, Rutherford, Teterboro, North Bergen (Completed July 2013)

Phase 4 – US Route 1 & 9 Truck in Fairview, Ridgefield, North Bergen and Jersey City (Expected completion March 2014)

Phase 5 – US Route 46 in Little Ferry, Moonachie, Teterboro, North Bergen, South Hackensack and Ridgefield Park (Expected completion 2014)

NJDOT-Requested Expansion (includes 15 Signals for Pulaski Skyway Reconstruction Project) – US Route 1&9 Truck in Jersey City and Kearny (Expected completion April 2014)

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