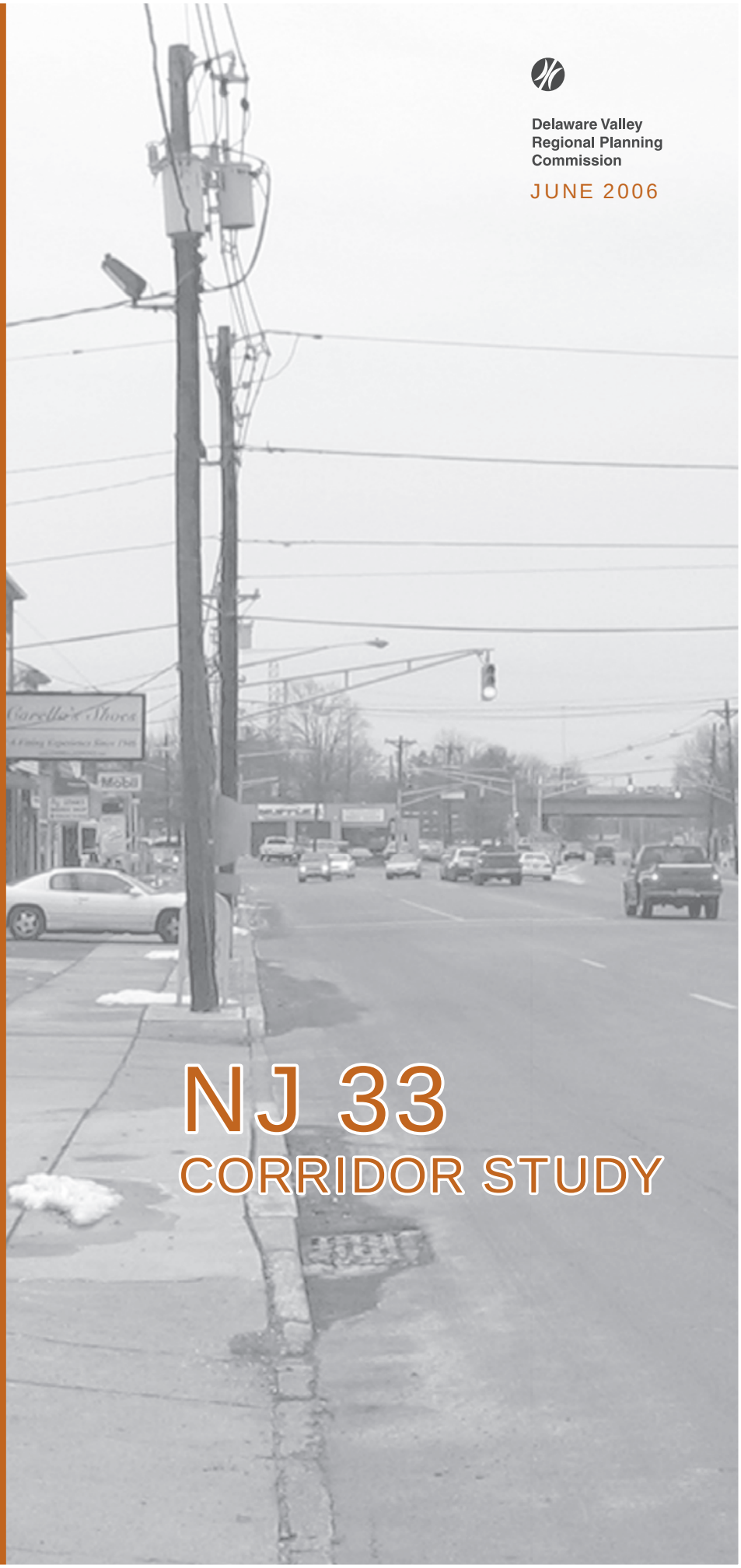

Delaware Valley
Regional Planning
Commission

JUNE 2006

NJ 33
CORRIDOR STUDY

Delaware Valley
Regional Planning
Commission

JUNE 2006

NJ 33
CORRIDOR STUDY

Created in 1965, the Delaware Valley Regional Planning Commission (DVRPC) is an interstate, intercounty and intercity agency that provides continuing, comprehensive and coordinated planning to shape a vision for the future growth of the Delaware Valley region. The region includes Bucks, Chester, Delaware, and Montgomery counties, as well as the City of Philadelphia, in Pennsylvania; and Burlington, Camden, Gloucester and Mercer counties in New Jersey. DVRPC provides technical assistance and services; conducts high priority studies that respond to the requests and demands of member state and local governments; fosters cooperation among various constituents to forge a consensus on diverse regional issues; determines and meets the needs of the private sector; and practices public outreach efforts to promote two-way communication and public awareness of regional issues and the Commission.

Our logo is adapted from the official DVRPC seal, and is designed as a stylized image of the Delaware Valley. The outer ring symbolizes the region as a whole, while the diagonal bar signifies the Delaware River. The two adjoining crescents represent the Commonwealth of Pennsylvania and the State of New Jersey.

DVRPC is funded by a variety of funding sources including federal grants from the U.S. Department of Transportation's Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), the Pennsylvania and New Jersey departments of transportation, as well as by DVRPC's state and local member governments. The authors, however, are solely responsible for its findings and conclusions, which may not represent the official views or policies of the funding agency.

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1.0 EXECUTIVE SUMMARY

The NJ 33 corridor study area extends through the Mercer County municipalities of Hamilton and Washington townships and covers an area of approximately 11.7 square miles. NJ 33 acts as a regional corridor carrying traffic from the eastern section of the county to the City of Trenton. It experiences heavy peak-hour and weekend congestion. It is a fast growing corridor with older developments located adjacent to NJ 33 while the more recent developments expand outward from this facility. The corridor often has the characteristics of a highway commercial area rather than a residential, retail mixed-use area. Although the area consists of several housing developments, there is a lack of connectivity between residential areas, retail areas, and schools. There has been an increase in regional through trips as well as local trips, which has contributed to congestion along the corridor. This study identifies the traffic and circulation problems in the area for both short term and long term improvements.

The study includes documentation of existing conditions, examination of development/redevelopment plans, identification of problem locations, transit assessment, and development of improvement scenarios. It also documents recommendations for reducing congestion, and improving mobility and safety in the corridor with breakout projects for the New Jersey Department of Transportation (NJDOT) pipeline.

This study effort involved multiagency meetings and field views that were conducted to review potential locations for inclusion in the study. Participants included representatives from each of the local municipalities, staff from the Mercer County Planning and Mercer County Engineer's Office, NJDOT and the Delaware Valley Regional Planning Commission. The sentiments of the public at numerous NJDOT sponsored charrettes in the area were also considered. The information that follows for each location is a result of that process and recommends actions to be pursued based on cooperative discussions and input from each of the study participants.

It is proposed that zoning should be enacted that allows mixed-use neighborhood centers that are within biking distance of residential areas. Commercial and office development should be permitted to exist closer to residential areas and should be designed to accommodate bicycling and walking to and within the site. Dependency on motor vehicles should be lessened by creating linkages between neighborhoods and public services. In addition, safe conditions for bicycling and walking should be provided through education to motorists, bicyclists and pedestrians. Also, adopt and implement the appropriate recommendations for action in the *NJ Bicycle and Pedestrian Master Plan*.

Several improvements were identified in an effort to increase overall bicycle safety and compatibility conditions. These include: repainting streets with wider shoulders to create bicycle lanes and still allowing room for a shoulder or buffer

between the road and sidewalk. Where appropriate, right-of-way for a bicycle lane can also be carved from the buffer between the sidewalk and the curb; in some cases general-purpose travel lanes can be narrowed to accommodate the added bicycle lanes. The narrowed lanes have the potential to reduce vehicle speeds, which can increase safety and raise awareness for a bicycle rider's presence. On certain segments of NJ 33, a reduction in lane width and buffer width could provide the required space for a bicycle lane.

Improvement to the corridor's environment is necessary in order to attract more pedestrian activity (and a corresponding reduction in auto use) as well as to improve the economic viability of the area. Retail owners should be required to provide and maintain sidewalks in front of their stores. Sidewalks should exist on both sides of the street, extend continuously, and be accessible to those in wheelchairs. If the sidewalk ends and continues on the other side of the street, a crosswalk should be provided for safe access. Trees should be planted along buffers and street furniture (such as benches) integrated into the more traveled retail areas in order to draw pedestrians and introduce a sense of one community among the various distinct developments. Adequate street lighting is essential not only because it creates a sense of security among shoppers, but also because it adds to the aesthetics of an area. Pedestrian-friendly crosswalks are necessary, especially in areas were people are most likely to cross illegally. An example would be a raised crosswalk, which makes a pedestrian more visible to a vehicle while also acting as a speed bump. Pavement markings and bright signs can be used to alert motorists to pedestrians in the roadway.

Four Build Alternatives, each comprising one or more corridor improvement concepts, were analyzed using DVRPC's travel demand model. None of the concepts in the build alternatives involve widening of NJ 33, but instead include construction of relief roads and connector roads to complete the fragmented local road network. The concepts studied are as follows:

- *Relief Road at I-295 Interchange*
  Construct a two-lane relief road between Hamilton Avenue and NJ 33.
- *Relief Road at Nottingham Neighborhood*
  Construct a two-lane relief road between Shady Lane and Paxson Avenue.
- *Estates Boulevard Connector*
  Construct a new facility that would connect the existing two-lane sections of Estates Boulevard.
- *Flock Road Connector*
  Connect the existing two-lane sections of Flock Road with a new facility across Miry Run.
- *Northbound I-295 Ramp*
  Construct a new northbound I-295 on-ramp on westbound NJ 33.
- *Paxson Avenue Connector*
  Connect the existing two-lane sections of Paxson Avenue with a new facility across Miry Run.

- *Kuser Road Connector*
  Construct a new facility that would allow direct access between the NJ 33 Bypass and Kuser Road.
- *Cypress Lane Connector*
  Following construction of a new alignment, the two-lane sections of Cypress Lane would meet at Whitehorse-Mercerville Road.
- *NJ 33 Bypass, Alternative Design*
- *Estates Boulevard / NJ 33 Bypass Connector*

Based on the travel demand analysis, several of the concepts appear to significantly reduce traffic volume on NJ 33.

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2.0 BACKGROUND

The NJ 33 Corridor was chosen from DVRPC's *Year 2025 Long Range Plan*. The corridor is particularly suitable for study due to its consistent recurring traffic congestion, future growth pressures on the traffic system, and the potential for improved public transportation. The NJ 33 Corridor Study is based upon the land use scenarios, the transportation needs and the economic development strategies, in conformance with the policy goals and objectives of the New Jersey State Plan, DVRPC's Horizons: 2025 Land Use and Transportation Plan, and local municipal plans. As suburban sprawl induces population growth and increases traffic volumes within the corridor, transportation facilities need to be examined to determine their adequacy for moving goods and people, now and in the future. This effort strives to identify the constraints and opportunities on US 33 and to make recommendations for its improvement as a travel corridor.

This study is consensus-based and developed with input from the corridor communities and various state and regional agencies. The steering committee members (consisting of representatives from NJ Department of Transportation, NJ Office of Smart Growth, NJ Transit, Mercer County, Hamilton Township, Washington Township, and DVRPC) participated in the development of this report through meetings and field views. This effort was complemented by a parallel vision study that was undertaken by the NJDOT and its consultants (Urban Engineers Inc. and Glatting Jackson Kercher Anglin Lopez Rinehart, Inc.) The study teams cooperated on problem identification and shared data. Steering committee members were involved in field views to identify potential locations for inclusion in the study. Based in part on those recommendations, DVRPC staff subsequently engaged in detailed follow-up field views of the area.

Overall, this study effort includes coordination, problem identification, data collection and analysis, and development of a strategic implementation plan for the corridor. Throughout the process, the stakeholders provided valuable information as well as facilitated a process of information sharing and review with representatives of corridor municipalities.

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3.0 CORRIDOR DESCRIPTION

The NJ 33 corridor extends from the interchange with I-295 in the west in Hamilton Township to US 130 in the east in Washington Township, a total of 4.52 miles (**Map 1**). The corridor has a mixture of land uses from single-family residential to retail commercial. There are several parallel and intersecting highway facilities that provide alternate routes to and from NJ 33. As a result, the study area extends approximately 2.6 miles to the north and south of the NJ 33 facility.

3.1 Existing Land Use

The NJ 33 corridor is a fast growing corridor with older developments located along NJ 33 while the more recent developments expand outward from this facility. **(Map 2)** Land use in the corridor ranges from dense, intensive development in the west, to agriculture and open space in the east. High-density residential clusters exist in the older residential communities along NJ 33 and Nottingham Way, the primary east-west arteries.

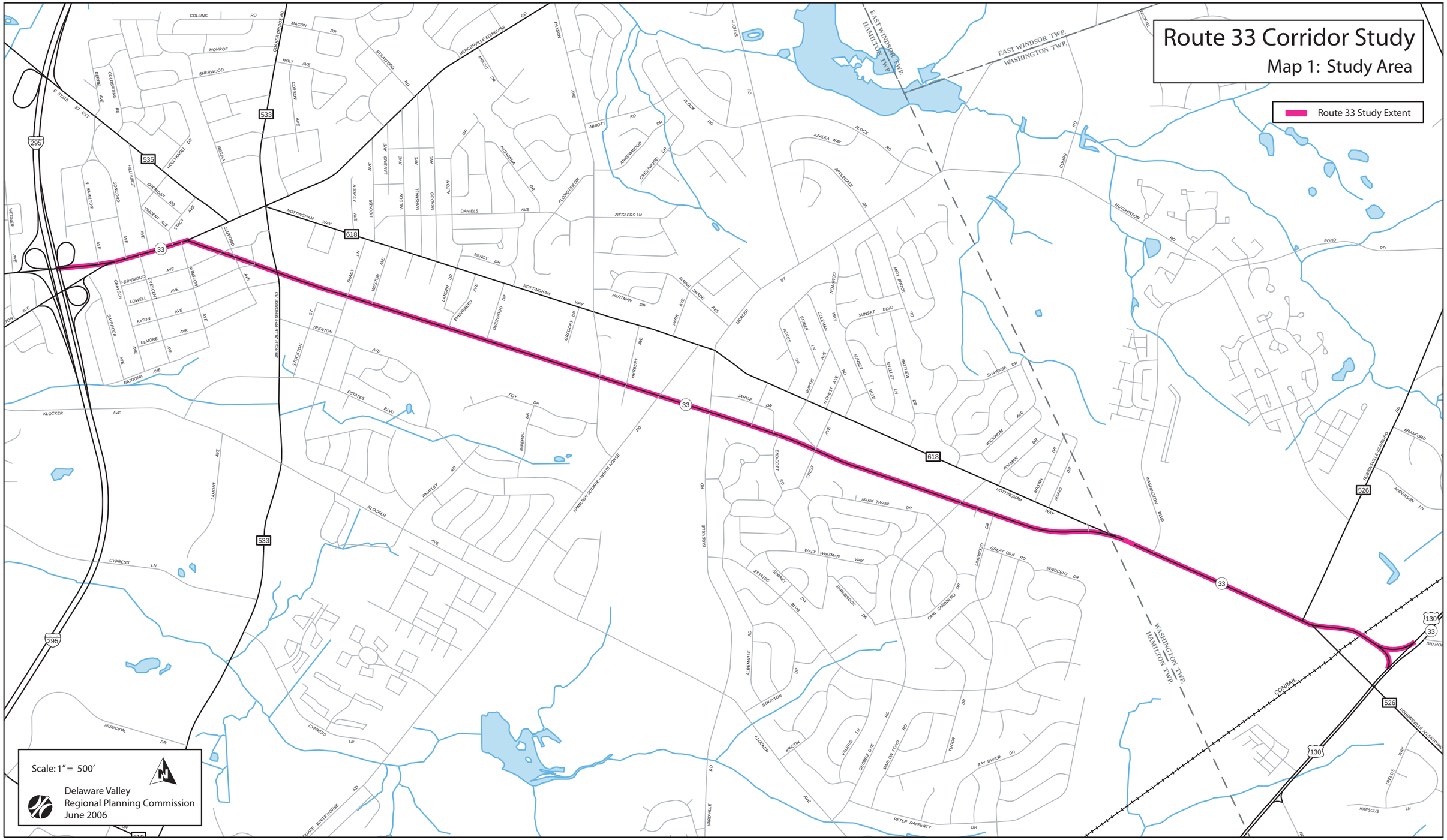
The corridor often has the characteristics of a highway commercial area rather than a residential, retail mixed-use area. Although the area consists of several housing developments, there is a lack of connectivity between residential areas, retail areas, and schools. Development and strip mall circulation is noncontiguous. The corridor lacks the aesthetics and streetscaping necessary to entice pedestrian traffic.

Commercial areas are concentrated along NJ 33, but also along sections of CR 533 in the west and US 130 in the east. These are primarily highway-related uses such as fast food restaurants and auto-related uses such as car dealerships, repair shops and gas stations. There are several shopping centers that provide goods and services primarily for the local population.

Located away from the commercial areas are mostly single-family residential areas. Large subdivisions consisting of single-family housing are located to the east of Yardville Road and to the north of Nottingham Way in Hamilton Township. With the exception of Washington Town Center, residential development in Washington Township is dispersed. There are clusters of multifamily housing units located primarily to the west of Hamilton Square-White Horse Road, as well as to the west of CR 533 in the vicinity of Klockner Avenue. At the eastern end of the corridor is the Washington Town Center located in the Robbinsville section of Washington Township. This development incorporates neo-traditional design guidelines in which bicycle and pedestrian transportation requirements are included in design decisions.

Open space is widely distributed throughout the corridor, with greater concentrations being in the southwestern and eastern end of the corridor.

Several parks are interspersed throughout the study area including Veterans Park and the Grounds for Sculpture that serves a local as well as regional function.


Route 33 Corridor Study
Map 1: Study Area
Route 33 Study Extent
EAST WINDSOR TWP.
HAMILTON TWP.
EAST WINDSOR TWP.
WASHINGTON TWP.
WASHINGTON TWP.
HAMILTON TWP.
CONRAIL
Scale: 1" = 500'
Delaware Valley
Regional Planning Commission
June 2006

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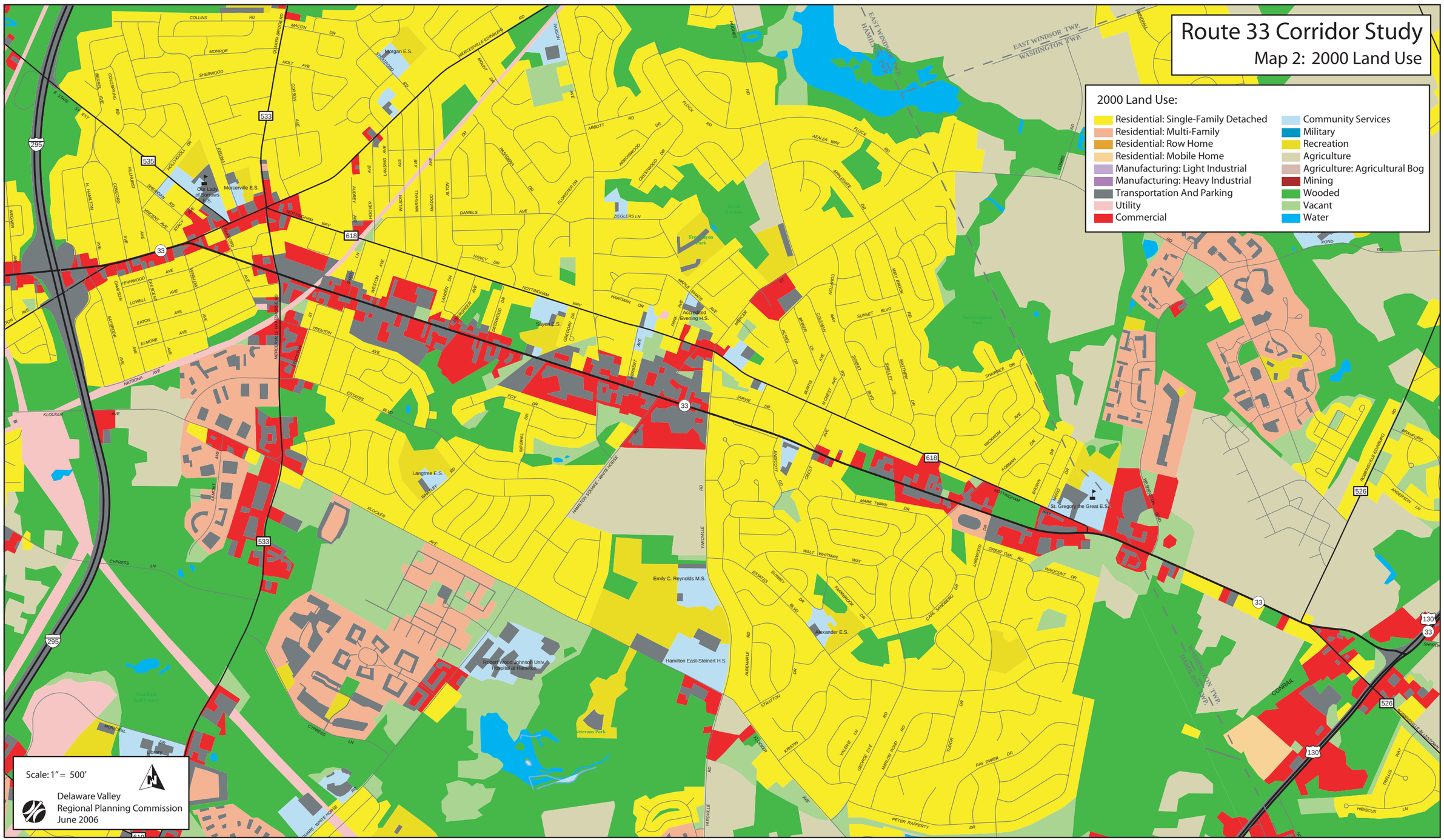
Route 33 Corridor Study
Map 2: 2000 Land Use
2000 Land Use:
Residential: Single-Family Detached
Residential: Multi-Family
Residential: Row Home
Residential: Mobile Home
Manufacturing: Light Industrial
Manufacturing: Heavy Industrial
Transportation And Parking
Utility
Commercial
Community Services
Military
Recreation
Agriculture
Agriculture: Agricultural Bog
Mining
Wooded
Vacant
Water
EAST WINDSOR TWP.
WASHINGTON TWP.
HAMILTON TWP.
Morgan E.S.
Our Lady of Sorrows H.S.
Marcerville E.S.
Langtree E.S.
Emily C. Reynolds M.S.
Hamilton East-Steinert H.S.
Robert Wood Johnson Univ. Hospital at Hamilton
Sloyer E.S.
Accredited Evening H.S.
Alexander E.S.
St. Gregory the Great E.S.
Freedoms Park
Veterans Park
Hamilton Golf Center
Scale: 1" = 500'
Delaware Valley
Regional Planning Commission
June 2006

3.2 Highway Network

Several interstate, state, county and local highways provide mobility and access throughout the NJ 33 corridor to both freight and automobile traffic. The highway network within the study area is comprised of about 128 miles of roadway. The following is a brief description of highways within or that influence corridor traffic circulation:

I-95 (NJ Turnpike) is a major toll road that extends the length of New Jersey. It traverses the southeast section of the study area with an interchange at I-195 (Exit 7A) in Washington Township.

I-295 is an Interstate Highway that runs parallel to the NJ Turnpike from its southern origin in Salem County north to Lawrence Township in Mercer County. Interchange 63 provides a direct connection to NJ 33.

I-195 is an east-west Interstate Highway extending from I-295 in the west to the Jersey Shore. Interchanges within the study area are at Yardville-Hamilton Square Road (Interchange 3), US 130 (Interchange 5) and I-95 (Interchange 6).

US 130 is an Urban Principal Arterial extending north to south and running parallel to I-95 through Hamilton and Washington townships. It intersects with I-195 at Interchange 5, as well as with CR 526 (Robbinsville – Allentown Road) and NJ 33 at Robbinsville. This highway demarcates the easternmost limits of the study area.

NJ 33 is an Urban Principal Arterial extending from the City of Trenton to the New Jersey shore. It forms the spine of the study area and is the main east-west artery for local travel in the area.

CR 533 (Whitehorse-Quakerbridge Road) is an Urban Minor Arterial that runs north to south, parallel to I-295 in Hamilton Township.

CR 535 is a north to south Urban Minor Arterial, which connects the City of Trenton with Hamilton Township.

CR 606 (Hamilton Ave.) is an Urban Minor Arterial that runs east-west and connects US 206/South Broad Street in Trenton to NJ 33 in Hamilton.

CR 618 (Nottingham Way*)* is an Urban Minor Arterial. For the most part, this is a two-lane highway running east-west for approximately 2.8 miles in Hamilton Township. It parallels NJ 33 and acts as a reliever to NJ 33.

CR 619 (Kuser Road) is an Urban Minor Arterial that runs from CR 606 to CR 533. From this point to US 130, it becomes an Urban Collector.

Yardville Hamilton Square Road is a two-lane Urban Minor Arterial that runs north to south from an area to the south of US 130 to CR 618 (Nottingham Way).

Klockner Road is an Urban Collector that runs east-west in the study area. It parallels NJ 33 and acts as an alternate southern route to NJ 33.

George Dye Road is a two-lane Urban Collector that runs north from Klockner Road to Nottingham Way, with a major intersection at NJ 33.

Whitehorse Hamilton Square Road is an Urban Minor Arterial that runs from the southwest to the northeast from CR 533 (Whitehorse – Mercerville Road) to Nottingham Way.

3.3 Traffic Volumes

This analysis is based on existing traffic count data gathered from two database sources: DVRPC and NJDOT. The level of detail of the analysis is limited by the available data. The traffic counts are expressed as annual average daily traffic (AADT). These numbers, derived from the sum of 24-hour automatic traffic recorder (ATR) counts normalized by an applied factor, represent the average number of vehicles at that location on any given day of the calendar year.

The purpose of this analysis is to compare the disparate volumes at various locations along NJ 33 and adjacent highway facilities, and to recognize regional travel trends.

As listed in the previous section, there are many different classes of roadways that traverse the corridor including interstate, US routes, state routes, county and local routes. Traffic volumes increase on NJ 33 traveling from east to west. The western section intersects with I-295, which is a major north-south artery within the state. It also acts as a conduit for trips from I-95 and I-295. The western section is also closer to the City of Trenton, the state capital.

NJ 33 experiences average annual daily traffic volumes between 14,500 and 29,500 east of I-295. The volume peaks immediately east of I-295 at 29,500 cars per day and decreases with each major intersection traveling toward US 130, where the volume is 14,000.

Other major facilities within the corridor include I-295, CR 533 (Whitehorse-Mercerville Road and Quakerbridge Road), Whitehorse-Hamilton Square Road, Yardville-Hamilton Square Road, CR 618 (Nottingham Way) and US 130. Daily traffic volume on US 130 is between 26,300 and 29,100 vehicles per day. CR 618 (Nottingham Way) experiences volumes between 9,900 and 13,200 daily.

3.4 Crash Data Analysis

Introduction

The crash data used in this analysis was obtained from the New Jersey Department of Transportation. Data for the years 2002 to 2004 were utilized.

The purpose of this analysis is twofold. First, to perform a comprehensive safety overview of the study corridor, and second to substantiate problem locations presented during the municipal field visits and identify probable causes and potential improvements. In many cases, the safety analysis overlapped the identified problems. In other cases where a safety issue was identified by the analysis, but not by local officials, further study will be required to identify the most appropriate improvement that will address safety while balancing mobility issues.

Corridor Summary

During the three years (2002 – 2004) utilized, 569 accidents were recorded along the 4.52 miles of the NJ 33 study area (MP 3.32 - 7.84). Of the total, there was a single fatality, 200 injuries and 368 property-damage-only accidents. Accidents occurring at intersections or between intersections were almost split evenly with 286 occurring at intersections and 283 occurring between intersections. The most predominant crash type was same-direction, rear-end collisions accounting for 46.75 percent (266) of the total accidents. Nearly 30 percent (170) of the crashes were angle collisions making it the second most predominant crash type along the study area. Almost 80 percent (451) of the crashes occurred during the daytime hours, which exclude dawn or dusk, and over 79 percent (453) of the crashes occurred during dry conditions.

Next is a comparison between NJ 33 crash statistics and the *NJDOT At/Between Intersections Accident Summaries for State System Roads,* excluding tolls and interstates, using 2002 – 2004 data (see **Table 1**). Considering the 4.52 miles of NJ 33's study area (MP 3.32 – 7.84), the area exceeds the threshold for angle crashes with 29.88 percent of all accidents compared to 12.70 percent of the state roads. NJ 33's left-hand turns totals exceed the threshold with 8.96 percent of the total accidents compared to the state's 3.71 percent. According to the New Jersey Department of Transportation, rear-end and sideswipe collisions involve traffic moving in the same direction. Angle crashes involve angular traffic (i.e. north and west) and left turn and head-on events involve opposing traffic.

Table 1
NJ 33 Corridor (MP 3.32 - 7.84)
Accident Summary
2002 – 2004

Corridor Total: 569 **State Total: 202,325**

Collision Type	Count	% of Total	Statewide Count	% of Statewide Total
Same Direction - Rear End	266	46.75%	91,031	44.99%
Same Direction - Sideswipe	36	6.33%	33,722	16.67%
Angle	170	29.88%	25,691	12.70%
Left Turn	51	8.96%	7,514	3.71%
Head On	6	1.05%	3,099	1.53%
Overturn	0	0.00%	827	0.41%
Pedestrian	3	0.53%	1,523	0.75%
Hit Fixed Object	23	4.04%	22,560	11.15%
Animal	0	0.00%	5,440	2.69%
Parked Vehicle	2	0.35%	3,077	1.52%
Pedacycle	4	0.70%	992	0.49%
Other	8	1.41%	6,849	3.39%
Severity	Count	% of Total	Statewide Count	% of Statewide Total
Fatal	1	0.18%	580	0.29%
Injury	200	35.15%	62,188	30.74%
Property Damage	368	64.67%	139,557	68.98%
Light	Count	% of Total	Statewide Count	% of Statewide Total
Day	451	79.26%	141,902	70.14%
Night/Dawn/Dusk	116	20.39%	59,637	29.48%
Unknown	2	0.35%	786	0.39%
Intersection	Count	% of Total	Statewide Count	% of Statewide Total
At Intersection	286	50.26%	84,821	41.92%
Not at Intersection	283	49.74%	117,504	58.08%
Railroad Crossing	0	0.00%	0	0.00%
Surface Condition	Count	% of Total	Statewide Count	% of Statewide Total
Dry	453	79.61%	147,395	72.85%
Wet Surface	108	18.98%	46,969	23.21%
Snow or Ice	7	1.23%	7,097	3.51%
Unknown or Other	1	0.18%	864	0.43%

Source: NJDOT, 2006

Cluster Analysis

For the purposes of this study, a cluster is defined as 22 accidents or more occurring within a 1/10th-mile segment. The data analyzed occurred during the period 2002 – 2004. This is a modification of the New Jersey Department of Transportation's criteria, which requires a threshold of eight crashes per year for analysis. Of the 13 clusters found in NJ 33's study area, the top 6 clusters have been identified for analysis starting with 40 crashes (**Table 2**). Combined, the six clusters account for 47 percent (272) of the total corridor crashes during 2002 – 2004 in 13 percent of the study area. The remaining 297 accidents are distributed along the corridor in lesser concentrations.

Table 2 - NJ 33 CRASH CLUSTERS 2002-2004

Location	Mile Post	Nearest Cross Street	Total Crashes	Total Injured	Predominant Collision Type
1	3.44	Hamilton Ave	40	14	Angle (20)
2	3.70	Vincent Ave	43	8	Rear End (15), Angle (12)
3	4.20	Shady Lane	43	14	Rear End (23), Angle (13)
4	5.32	White Horse-Hamilton Sq	43	16	Rear End (26), Angle (11)
5	5.44	Yardville-Hamilton Sq	49	15	Rear End (16), Angle (14)
6	6.30	George Dye Rd	54	24	Angle (25), Rear End (21)
Total			272	91	

Source: NJDOT, 2006

Each cluster summary was compared to statewide summaries. All crash cluster summaries and state statistics summaries are located in the Appendix. Upon examination of these summaries, the following observations were made: (**Map 3**)

Location 1: MP 3.44 – 3.54

The area between Hamilton and Concord Avenue exceeds the state average for angle accidents (13 percent) with 20 accidents accounting for 50 percent of the accidents within the cluster. This high concentration of angle accidents is likely due to I-295's access ramps merging with NJ 33.

Location 2: MP 3.70 – 3.80

Angle accidents and left-turn collisions both exceed the state percentage near the intersection of NJ 33 and Vincent Avenue. Angle accidents account for nearly 28 percent (12) of the total, while left-turn accidents account for 18 percent (8). The state percentage for angle accidents is near 13 percent and left-turn accidents is only 1.5 percent. This intersection contains a fork where NJ 33 and Mercerville-Edinburg Road splits, which could be the reason for the high number of angle and left-turn accidents.

Location 3: MP 4.20 – 4.30

Rear-end and angle accidents exceed state levels at the intersection of NJ 33 and Shady Lane. Rear-end collisions account for 53 percent (23) of the cluster total while the state average is 45 percent. Angle accidents account for 30

percent of the cluster's accidents, with the state level accounting for only 12 percent of the total.

Location 4: MP 5.32 – 5.42
Forty-three accidents were reported at the intersection of NJ 33 and White Horse-Hamilton Square Road. Rear-end collisions account for 60 percent (26) of the cluster total while the state level is 45 percent. Angle accidents account for 25 percent of the cluster's accidents, compared to the state level of 12 percent. A small number of sideswipes account for seven percent (3) of the accident cluster.

Location 5: MP 5.44 – 5.54
Rear-end, angle, left-turn and hit-fixed-object accidents all exceed state levels at the intersection of NJ 33 and Yardville-Hamilton Square Road. Rear-end accidents account for 32 percent of the cluster total compared to the 45 percent state level. Angle accidents measure 28 percent (14) of the cluster total with the state level being 12 percent. Left turns account for 12 percent of the total compared to the state level of one percent. Hit-fixed-objects account for eight percent of the crash total compared to the state level of 1.5 percent.

Location 6: MP 6.30 – 6.40
George Dye Road is a major residential thoroughfare, and an alternative to Yardville Road. The intersection of George Dye Road and NJ 33 accounts for the largest cluster of accidents in the NJ 33 study corridor. With 54 accidents, this intersection exceeds state levels with angle and left-turn crashes. An overwhelming 46 percent (25) of accidents at this intersection are angle accidents compared to the state level of 12 percent. Left-turn accidents account for 9 percent (5) of the cluster total with state levels being 1.5 percent.

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Route 33 Corridor Study
Map 3: 2002-2004 Crash Clusters
Schools/Community Services
Parks
Crash Clusters (1 Cluster =1/10 mile)
Data Represents years 2002-2004
Cluster # (Total # Crashes)
1 (40)
2 (43)
3 (43)
4 (43)
5 (49)
6 (54)
Our Lady of Sorrows E.S.
Mercerville E.S.
Sayen Gardens
Fred Sayen Park
Sayen E.S.
Sunset Manor Park
Accredited Evening H.S.
Langtree E.S.
Emily C. Reynolds M.S.
Alexander E.S.
533
535
618
NOTTINGHAM WAY
ZIEGLERS LN
MERCERVILLE-WHITEHORSE RD
HAMILTON SQUARE - WHITE HORSE RD
0 0.2 Miles
Delaware Valley Regional Planning Commission June 2006
Sources: Crash Data - NJDOT
Parcels - Mercer County Planning

3.5 Transit Service

As **Map 4** illustrates, the western limits of the study area have reasonable transit coverage while the area to the east is not well served by transit. This is partly due to the rural and suburban character of the area. New Jersey Transit provides scheduled bus service to the area.

NJ Transit Bus

NJ Transit bus routes #603, #606 and #609 are the three bus routes that serve the NJ 33 corridor. NJ Transit bus #606 provides direct connection to the Trenton rail station. NJ Transit bus #608 is the only bus line that provides a direct connection to the Hamilton rail station. This bus route serves the communities to the west of the study area.

NJ Transit operates the #603 bus from the Hamilton Marketplace in Hamilton Township to the Mercer Mall in Lawrence Township. There are 17 buses operating from the Hamilton Marketplace to the City of Trenton on weekdays, while 14 buses continue on to the Mercer Mall. The first bus departs Hamilton Marketplace at 7:18 a.m. while the last bus departs at 12:25 a.m. The average travel time from Hamilton Marketplace to Mercer Mall is approximately 1 hour and 15 minutes. On Saturdays, 23 buses make the trip to Trenton while 22 continue on to Mercer Mall.

The #606 bus operates from Hamilton Marketplace to the Princeton Care Center in Princeton. There are 21 weekday buses that depart Hamilton Marketplace for Trenton. Eight continue on to the Princeton Care Center. The first bus departs Hamilton Marketplace at 6:16 a.m. while the last bus departs at 11:11 p.m. The average travel time from Hamilton Marketplace to the Princeton Care Center is approximately 1 hour and 40 minutes. On Saturdays, 13 buses make the trip to Trenton and continue on to the Princeton Care Center.

The #609 bus operates from Quaker Bridge Mall in Lawrence Township to the NJDOT headquarters in Ewing Township. This bus serves communities within the study area along Quaker Bridge Road and Mercerville-Edinburg Road. There are 51 weekday buses that serve a section of Hamilton Township within the study area. The average travel time for the entire length of this bus line is approximately 54 minutes. On Saturdays, 48 buses serve this area.

NJ Transit Rail

The Hamilton Rail station is located on Sloan Avenue near I-295 just east of the study area. This station facilitates direct connection to communities along NJ Transit's Northeast Corridor. Twelve NJ Transit trains bound for Penn Station, New York, serve this station in the AM peak period (5:41 a.m. – 8:15 a.m.). Seventeen trains provide return service in the PM peak period between 5:01 p.m. and 8:02 p.m. The station has a total of 1,904 parking spaces of which 28 are reserved for ADA customers. Occupancy levels on weekdays are at 100 percent. NJ Transit also provides connection to Amtrak, SEPTA and the River Line from the Trenton rail station to Philadelphia and points south.

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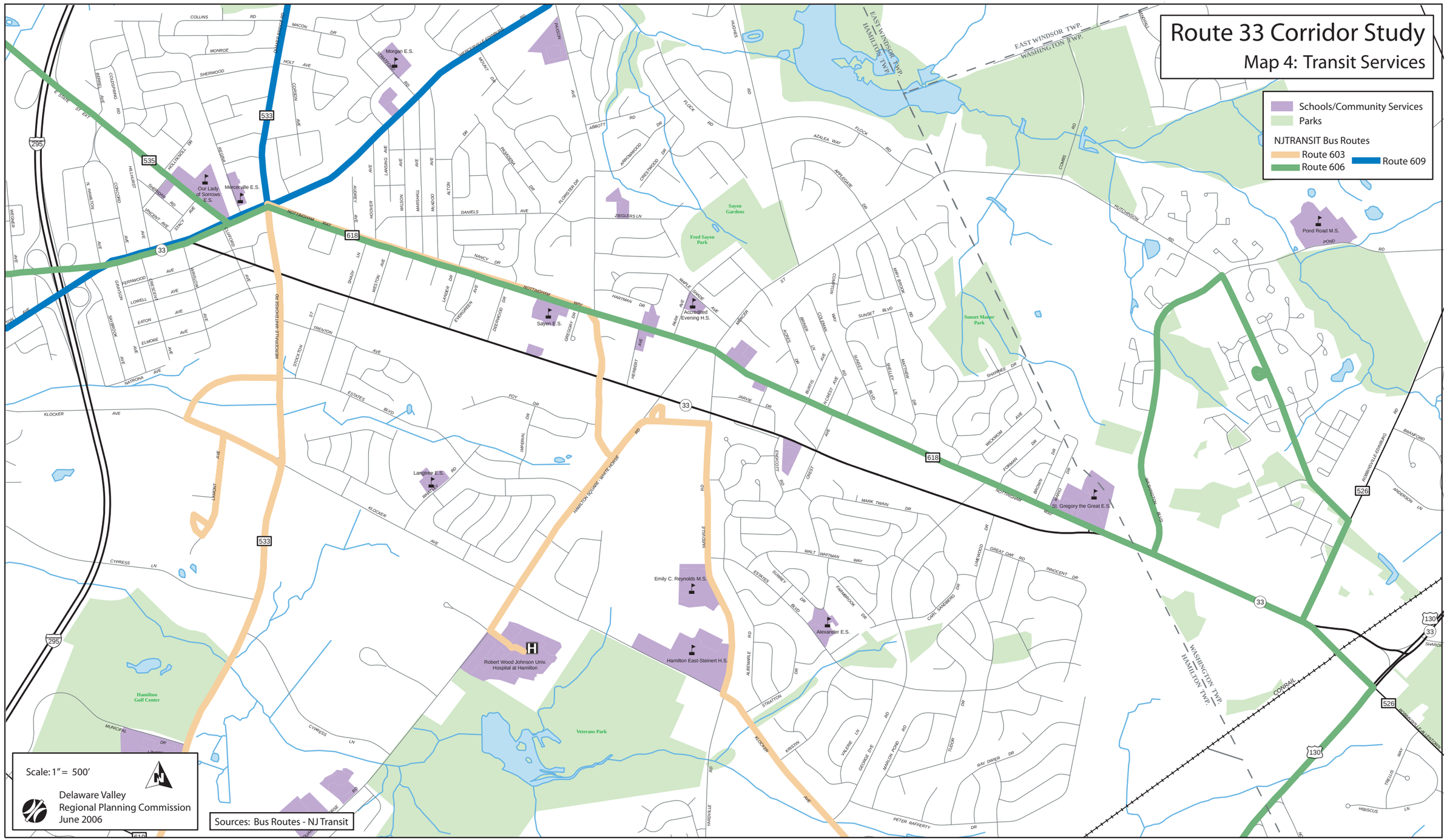
Route 33 Corridor Study
Map 4: Transit Services
Schools/Community Services
Parks
NJTRANSIT Bus Routes
Route 603
Route 606
Route 609
Morgan E.S.
Our Lady of Sorrows E.S.
Mercerville E.S.
Sayen E.S.
Accredited Evening H.S.
Pond Road M.S.
Langtree E.S.
Emily C. Reynolds M.S.
Robert Wood Johnson Univ. Hospital at Hamilton
Hamilton East-Steinert H.S.
Alexander E.S.
St. Gregory the Great E.S.
Sayen Gardens
Fred Sayen Park
Sunset Manor Park
Hamilton Golf Center
Veterans Park
EAST WINDSOR TWP.
HAMILTON TWP.
EAST WINDSOR TWP.
WASHINGTON TWP.
WASHINGTON TWP.
HAMILTON TWP.
CONRAIL
Scale: 1" = 500'
Delaware Valley Regional Planning Commission
June 2006
Sources: Bus Routes - NJ Transit

3.6 Bicycle and Pedestrian Facilities and Amenities

Bicycling and walking are viable alternatives to driving for certain trips. Bicycle trips are most appropriate for trips of five miles or less, while most pedestrian trips are usually of a half-mile or less. Bicycling and pedestrian activity is most successful in an environment that is safe and attractive, with convenient facilities and amenities.

In an attempt to rate and rank the suitability of arterials within the study area for bicycle and pedestrian routes, a quantitative model was applied that evaluated selected highway segments and pedestrian corridors within the study area.

Methodology

The Bicycle Level of Service (BLOS) is a statistically generated model used to determine the level of service provided to bicycle users in a shared road environment. Similarly, the Pedestrian Level of Service (PLOS) is a statistically generated model used to determine the level of service provided to pedestrians. The software model developed by Bruce W. Landis in collaboration with Florida metropolitan planning organizations (MPOs), and Florida DOT, provides a statistically reliable method of evaluating bicycle and pedestrian conditions. The BLOS and PLOS models rate bicycling suitability or compatibility based on a combination of roadway width, shoulder width, striping patterns, daily traffic volume, pavement surface rating, speed limit and the presence of sidewalks and on-street parking. More specific parameter ranges as noted in the “Bicycle Roadway Suitability/Compatibility Using the Bicycle LOS Software” user’s manual are below.

The BLOS model was developed using roads with the following parameter ranges:

- Through lanes per direction : 1 to 3 (2- to 6-lane roads)
- Width of outside travel lane, to outside stripe : 10 to 16 feet
- Paved shoulder or bike lane, outside lane stripe to pavement edge : 0 to 6 feet (no rumble strips)
- Bi-directional traffic volume : 550 to 36,000 ADT (Average Daily Traffic)
- Posted speed limit : 25 to 50 mph
- Percentage of heavy vehicles : 0 to 2 percent
- FHWA's pavement condition rating : 5 (very good) to 2 (poor)
- A wide range of development types and parking conditions

The result of the BLOS and PLOS models are generated in numerical score from 0 to 5.5. The numbers are broken up into six letter grade categories “A, B, C, D, E, and F” according to the ranges shown in **Table 3**. A ranking of “A” is the most compatible rating while a ranking of “F” denotes more unfavorable conditions that have minimal comfort for users. The model is only sensitive to the factors found to be statistically significant and the level of accuracy is highest when applied to

smaller distances. While the method is statistically reliable for grading roads for their level of service, the model does not provide any information to improve roadway conditions for bicycle suitability or pedestrian use.

Table 3: Bicycle Level of Service

Level-Of-Service	BLOS Score
A	≤1.5
B	>1.5 and ≤2.5
C	>2.5 and ≤3.5
D	>3.5 and ≤4.5
E	>4.5 and ≤5.5
F	>5.5

Source: Transportation Research Board, 1997

The BLOS and PLOS Models were applied to 23 major roadway segments along the Route 33 corridor of Hamilton and Washington townships. Roadway data such as road and shoulder widths, number of lanes, posted speed limits and pavement ratings were obtained from field observations and NJDOT's Straight Line Diagrams. The AADT was obtained from NJDOT traffic data and recent DVRPC traffic counts.

Bicycle Level of Service

Field Observations

Field views were conducted to identify existing conditions that would provide the necessary information as inputs to the model.

At the time of observation, the study area contained no bicycle routes. Some roadways had wide shoulders that sometimes contained debris. Some storm grates were of a design that could create potentially hazardous riding conditions. There was an absence of bicycle racks and lockers throughout the corridor. On-street parking in the area was negligible and therefore did not factor in the BLOS calculations.

BLOS Findings

All of the roadway segments measured by the model gave a BLOS rating of C and below (**Map 5**). The highest rated BLOS roadway segments were on Estates Boulevard from Yardville Road to George Dye Road with a BLOS score of 3.43 (C). Estates Boulevard from George Dye Road to Limewood Drive, Estates Boulevard from Klockner Avenue to Hamilton Square-Whitehorse Road, and Pond Road from Pond Road to Hutchinson, all had a BLOS score of 3.59 (D). The lowest rated road segment was NJ 33 from Yardville US 130 with a rating of 5.01 (E).

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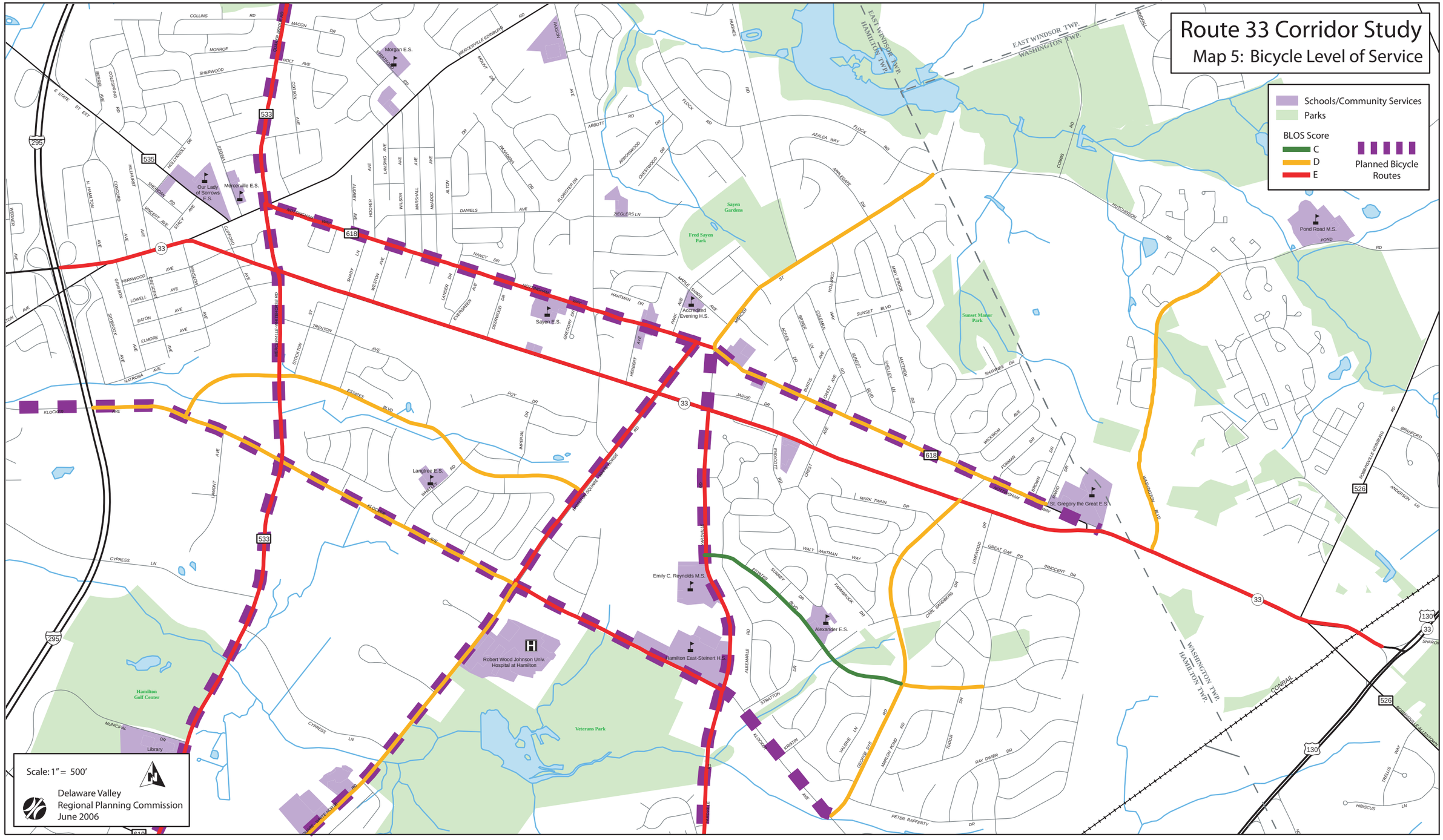
Route 33 Corridor Study
Map 5: Bicycle Level of Service
Schools/Community Services
Parks
BLOS Score
C
D
E
Planned Bicycle Routes
Scale: 1" = 500'
Delaware Valley
Regional Planning Commission
June 2006
EAST WINDSOR TWP.
HAMILTON TWP.
WASHINGTON TWP.
Morgan E.S.
Our Lady of Sorrows E.S.
Marcellville E.S.
Sayen E.S.
Accredited Evening H.S.
Sayen Gardens
Fred Sayen Park
Sunset Manor Park
Pond Road M.S.
Langtree E.S.
Emily C. Reynolds M.S.
Robert Wood Johnson Univ. Hospital at Hamilton
Hamilton East-Steinert H.S.
Alexander E.S.
St. Gregory the Great E.S.
Hamilton Golf Center
Veterans Park
Library
CONRAIL
295
33
130
526
533
535
618

Proposed Improvements

Several factors can improve the BLOS rating for roads and increase overall bicycle safety and compatibility conditions.

- Streets with wider shoulders can be repainted to create bicycle lanes (at least four feet in width in each direction) and still allow room for a shoulder or buffer between the road and sidewalk. Where appropriate, right-of-way for a bicycle lane can also be carved from the buffer between the sidewalk and the curb.

- In some cases, general-purpose travel lanes can be narrowed to 11 or 12 feet to accommodate the added bicycle lanes. The narrowed lanes will reduce vehicle speeds, which can increase safety and raise awareness for a bicycle rider's presence. On certain segments of NJ 33, a reduction in lane width and buffer width could provide the required space for a bicycle lane.

Possible location for a bike lane

- Secure and convenient bicycle parking facilities can be built to better accommodate those who use bicycles for commuting or recreational purposes. Bicycle racks are freestanding structures that provide a secure location for bicycles. A single bike rack can generally provide storage for several bicycles. These areas should be well lighted and in full view from the surrounding area.

- Back-in parking reduces accidents from cars backing out into through traffic. Where head-in parking now exists along potential bicycle routes, back-in parking should be considered.

Proposed Bicycle Routes

According to the NJ Statewide Bicycle and Pedestrian Master Plan, an extensive and integrated bicycling and walking infrastructure is essential in providing nonmotorized connections between residential areas and schools, parks, businesses, downtown and transit stations. One way of encouraging bicycle use is to provide an interconnected network of clearly designated bicycle routes. These routes can provide a viable alternative to the use of the automobile for local travel. The following proposed on-street routes have been identified for the study area **(Map 5)**.

Nottingham Way – Sections of Nottingham Way are recommended for bicycle lane development. The selected segment begins at the Five Corners intersection, which acts as a transportation hub with three NJ TRANSIT bus routes (603, 606 and 609). The route continues eastwards until it terminates at St. Gregory the Great Elementary School near NJ 33. Nottingham Way has a lower traffic volume ranging from 7,000 to approximately 10,000 ADT in contrast to volumes ranging from 9,000 to 20,000 ADT on NJ 33. The Nottingham Way segment has a pavement width of 19 feet in each direction. Five feet can be allocated from each shoulder for a bicycle lane, leaving 14 feet for a traffic lane and a shoulder or buffer. This would link three regional bus routes through this east to west artery connecting Hamilton Township to Washington Township. Nottingham Way could then act as the spine of a planned network of bicycle routes through the area. The parallel NJ 33 is not recommended as a bicycle route because the road serves higher volumes of traffic and offers minimal amounts of space to support safe bicycle riding.

CR 533 – This is the main north to south route through Hamilton Township. CR 533 is 18 feet in width per direction with a single lane from the Five Corners area, traveling north. The route from Five Corners traveling south is 24 feet wide with two lanes per direction. Both of these road segments have adequate space to accommodate a four-foot bicycle lane in each direction. The lanes would begin at Kuser Road near the public library, police station and municipal complex and travel north to Flock Road. Traffic volume on CR 533 ranges from 10,000 to 16,000 AADT. The proposed bicycle route would connect Klockner Avenue with Nottingham Way as part of a comprehensive bicycle network.

Klockner Avenue – is a major east to west route though Hamilton Township and into Washington Township. Klockner Avenue alternates between three and four continuous lanes but remains a constant 25 feet per direction, including a large shoulder that varies in width. Due to the lower level of traffic volume found on this road (between 2,000 and 8,000 AADT), lanes can be re-striped to allow for four feet per direction for bicycle lanes. The bicycle lanes could begin at or near CR 533 and run parallel to Veterans Park and terminate at Yardville-Hamilton Square Road at the Hamilton East-Steinert High School. This route would provide access to Veterans Park from the nearby residential areas. This route also would encourage students to travel by bicycle from homes in the neighborhood to the nearby Hamilton East-Steinert High School. Klockner Avenue from George Dye Road to Yardville Road gives residents access to Hamilton East-Steinert School in a similar pattern. Four feet can be allocated from each direction to accommodate bicycle travel from this residential area to Hamilton East-Steinert School and Yardville-Hamilton Square Road.

Hamilton Square-White Horse Road – This road parallels CR 533 and Yardville-Hamilton Square Road while linking residential neighborhoods with Nottingham Way and Route 33. Hamilton Square-White Horse Road is between 22 and 24 feet wide including a nine-foot shoulder to accommodate one lane of traffic per

direction. There is sufficient room to carve four feet from the shoulder and travel lane to accommodate a bicycle lane in each direction along this road. The AADT for the segment between Kuser Road and Nottingham Way ranges from 1,600 to 5,000. The bicycle lanes could begin from Kuser Road and travel north until the road terminates at the intersection with Nottingham Way. This would provide bicycle access to Veterans Park, Robert Wood Johnson University Hospital and connect with the bicycle network at Klockner Avenue and Nottingham Way.

Yardville-Hamilton Square Road – This road intersects with Nottingham Way and Klockner Avenue. It has two continuous lanes with each lane measuring an average of 25 feet per direction in width. Yardville-Hamilton Square Road would be the final piece of the bicycle network for Hamilton Township. The route could begin from Briarwood Drive next to a residential development and travel north along Veterans Park, Hamilton East-Steinert High School, and Emily C. Reynolds Middle School and terminate at the intersection with the proposed bicycle route at Nottingham Way. The daily traffic for this segment of Yardville Road is approximately 8,000.

Pedestrian Level of Service

The Pedestrian Level of Service (PLOS) is a measure that quantifies pedestrian perception of safety and comfort.

Field Observations

The majority of the sidewalks studied are four feet wide; however, in some places they are as much as seven feet wide. Similarly, buffer widths range from two to 10 feet, and shoulder widths are up to 12 feet in width. Often, sidewalks are poorly maintained, overgrown with vegetation, and noncontinuous (see right). In some areas, neither sidewalks nor wide shoulders exist to facilitate pedestrian traffic. Sidewalks in front of stores and shopping centers on NJ 33 are often noncontiguous and deficient. From field observation, are a large number of auto body shops and car dealerships along the NJ 33 corridor. Sidewalks of these establishments are often deficient and are sometimes used as an extension of the parking lot. In residential areas, sidewalks exist on only one side of the street, or alternate between sides. Throughout the study area there are many driveways and room for on-street parking.

Incomplete sidewalk

General Problem

Lack of separation of vehicular and pedestrian traffic

The study area is inconsistent in the amenities provided for pedestrian traffic. Sidewalks along NJ 33, where available, are narrow and poorly maintained. Retail owners provide varying degrees of pedestrian accessibility (see left), and oftentimes parking lots and driveways must be crossed to reach stores. The corridor lacks the aesthetics and streetscaping necessary to entice pedestrian traffic. The NJ 33 corridor often has the characteristics of a highway commercial area rather than a residential, retail mixed-use area. Although the area consists of several housing developments, there is a lack of connectivity between residential areas, retail areas, and schools. Some of the more problematic intersections include NJ 33 and George Dye Road, NJ 33 and Yardville Road, and NJ 33 and Hamilton Avenue.

PLOS Findings

Throughout the corridor, levels-of-service ranged in rank from "A" to "D," with "A" being the best score and "F" being the worst **(Table 4)**. The portions of Estates Boulevard from Klockner Avenue to Hamilton Square-Whitehorse Road and from Yardville Road to Limewood Drive received a score of 1.39 (A) **(Map 6)**. Several road segments received B rankings, including Mercer Avenue north of Nottingham Way, Washington Boulevard north of Route 33, George Dye Road south of Route 33, Klockner Avenue from Mercerville-Whitehorse Road to Hamilton Square-Whitehorse Road, and on Hamilton Square-Whitehorse Road south of Klockner Avenue. Those receiving C-level rankings included Nottingham Way, Route 33 from 295 to Yardville Road, Quaker Bridge Road north of Nottingham Way, Hamilton Square-Whitehorse between Klockner Avenue and Nottingham Way, Yardville Road south of Route 33, Klockner Avenue west of Mercerville-Whitehorse Road, and Mercerville-Whitehorse Road south of Klockner Avenue. Segments receiving a D ranking were Mercerville-Whitehorse between Klockner Avenue and Nottingham Way, Route 33 east of Yardville Road, Klockner Avenue east of Hamilton Square-Whitehorse Road, and Yardville Road south of Klockner Avenue.

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Route 33 Corridor Study
Map 6: Pedestrian Level of Service

Schools/Community Services
Parks

Pedestrian
Level of Service Score
A
B
C
D

Scale: 1" = 500'

Delaware Valley
Regional Planning Commission
June 2006

Proposed Improvements

Absence of sidewalks

- Require retail owners to provide and maintain sidewalks in front of their stores. The Federal Highway Administration (FHWA) and the Institute of Transportation Engineers (ITE) recommend sidewalks of at least five feet in width – although they should be wider near schools, transit stops, and downtown areas.
- Sidewalks should exist on both sides of the street, extend continuously, and be accessible to those in wheelchairs. If the sidewalk ends and continues on the other side of the street, a crosswalk should be provided for safe access.
- Along with sidewalks, buffers of four to six feet in width are necessary between the sidewalk and road shoulder. Bike lanes or areas of parked cars act as buffer zones as well.
- Widen existing sidewalks, buffers, and shoulders to provide adequate space for pedestrians to pass one another while ensuring a sense of distance from the dangers of vehicle traffic. This will also constrain the roadway to slow traffic speeds.

Sidewalk should be of adequate width

- Plant trees along buffers and integrate street furniture (such as benches) into the more traveled retail areas in order to draw pedestrians and introduce a sense of community among the various distinct developments.
- Integrate raised medians and gateways that will lend to the community feel.
- Adequate street lighting not only creates a sense of security among shoppers, but also adds to the aesthetics of an area. Fixtures should be designed to illuminate both roadways and sidewalks, and should provide a consistent level of lighting. Mercury vapor, incandescent, or less expensive high-pressure sodium lighting is preferable at the pedestrian level.
- Introduce pedestrian signals with features like electronic countdowns and scramble periods. Both the countdown, which shows the walker how much time he has left to cross, and the scramble period, which allows a separate phase in which vehicles are stopped and pedestrians can travel freely through the intersection, provide pedestrians with safer crossing alternatives on busier roads.

- Retract stop bars from busy intersections by 30 feet, thus ensuring clear crosswalks that are farther from the waiting vehicle traffic.
- Pedestrian-friendly crosswalks are necessary, especially in areas where people are most likely to cross illegally. An example would be a raised crosswalk, which makes a pedestrian more visible to a vehicle while also acting as a speed bump. Pavement markings and bright signs can be used to alert motorists to pedestrians in the roadway.
- Curb extensions would improve sidewalk safety in school zones by physically distancing children from moving traffic in the street while making students more visible to the drivers.
- Bike lanes should be considered in school areas to promote bicycle travel and to distance cars from pedestrians.
- Better signage is important especially in school areas as well as areas with large senior populations.
- There should be a continuous curb along NJ 33. This will provide a measure of safety by separating motor vehicles from pedestrians.

Absence of curbs

Area-wide Bicycle and Pedestrian Improvements

- Enact zoning that allows mixed-use neighborhood centers that are within biking distance of residential areas. Commercial and office development should be permitted to exist closer to residential areas. They should be designed to accommodate bicycling and walking to and within the site.
- Lessen the dependency on motor vehicles by creating linkages between neighborhoods and public services with public transit.
- Provide safe conditions for bicycling and walking through education to motorists, bicyclists and pedestrians.
- Adopt and implement the appropriate recommendations for action in the NJ Bicycle and Pedestrian Master Plan.

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4.0 TRAVEL FORECAST

Regional travel simulation models are used to forecast future travel patterns. These travel forecasts utilize population and employment data, land use and transportation network characteristics to simulate trip-making patterns throughout the region.

4.1 Introduction

This study presents current (2000-2004) traffic counts and 2025 traffic forecasts for a no-build and four build alternatives for the NJ 33 corridor. The build alternatives include one or more concepts developed by the New Jersey Department of Transportation's consultant (Glatting Jackson Kercher Anglin Lopez Rinehart, Inc.) to reduce congestion on NJ 33 and increase mobility in the NJ 33 study corridor. DVRPC believed the concepts were promising because they satisfied two conditions that were going to be essential for any successful NJ 33 congestion reduction strategy: 1) They were relatively low-cost to implement, and 2) They did not require widening NJ 33. DVRPC therefore agreed to use its travel demand model to test the performance of the concepts.

The focus of the concepts is improvement of the local road network adjacent to the primary facility, NJ 33, to provide alternate routes for travel. Most of the concepts describe connector roads that tie together isolated sections of the local road network or relief roads that operate parallel to NJ 33.

Build Alternative 1 considers five concepts, including two connector roads and two relief roads. The two connector roads connect the existing sections of Estates Boulevard and Flock Road, respectively. One of the relief roads is located east of the I-295 interchange, and the other is located at the Nottingham Neighborhood, between Shady Lane and Paxson Avenue. The fifth concept is a northbound I-295 ramp from westbound NJ 33.

Build Alternative 2 retains all the concepts from Build Alternative 1, except the Flock Road Connector. To these, it adds two connector roads that connect the existing sections of Paxson Avenue and Cypress Lane, respectively. The Kuser Road Connector to the NJ 33 Bypass is also included.

Build Alternative 3 is an alternative design of the NJ 33 Bypass. The intersection of NJ 33 and Nottingham Way west of Washington Boulevard is removed; instead, NJ 33 follows a new alignment to the bypass. A spur from Washington Boulevard to Nottingham Way is also added.

Build Alternative 4 is a connector from Estates Boulevard to the NJ 33 Bypass. The Estates Boulevard Connector from Build Alternatives 1 and 2 is also included.

This traffic study was necessary to determine the potential of the concepts under traffic conditions that reflect projected growth in NJ 33 traffic volumes. In addition, traffic projections were made for selected arterial and local roadway links throughout the study area to estimate the impact of the proposed local road network improvements. This analysis was conducted by DVRPC as part of a cooperative agreement with the New Jersey Department of Transportation and its consultants.

The DVRPC travel demand model was used to estimate future traffic volumes for NJ 33 and for impacted streets and highways in the corridor. An enhanced assignment technique focused on a detailed study area was then used to produce corridor-level highway forecasts. This focused simulation process allows the use of DVRPC regional simulation models and increases the accuracy and detail of the travel forecasts within the detailed study area. At the same time, all existing and proposed highways and transit lines throughout the region, and their impact on both regional and interregional travel patterns, become an integral part of the simulation process.

The focused simulation process involved adding missing local streets to the network. Simulation zones inside the study area were subdivided so that traffic from existing and proposed land use developments could be loaded directly onto the network. The model's highway network within the study area was reviewed and modified as needed to reflect the detailed nature of the traffic improvements to be tested.

Section 4.2 of this chapter documents the existing physical characteristics of NJ 33 as well as parallel and intersecting roadways in the study corridor. Included are brief descriptions of existing land use and the physical characteristics of the study area roadways. Current daily traffic volumes throughout the study area are also presented in this section.

Section 4.3 of this chapter presents and explains the travel forecasting methodology, with a brief discussion of the focused traffic simulation model used to develop traffic projections. The regional demographic and employment forecasts and corridor-specific future development proposals, which form the basis for the traffic forecast, are also presented.

Section 4.4 of this chapter presents, in detail, the improvement alternatives that are part of this study as well as an analysis of the travel forecasts. These forecasts represent projected 2025 daily traffic volumes for the corridor and the surrounding network under each of the improvement alternatives. The analysis presents an explanation of how traffic patterns and flows change between the build alternatives and the no-build.

4.2. NJ 33 Corridor Traffic Study

The study area includes portions of Hamilton and Washington townships. Land uses in Washington are beginning to intensify and increase in density as a result of residential and commercial development. Hamilton is largely built out, but continues to experience steady in-fill development. NJ 33 provides the main access route from/to US 130 and I-195 for traffic destined for locations in Hamilton and the west side of Washington. It is also an important access route for I-295. One purpose of this study is to determine the potential of the concepts developed by NJDOT's consultant to provide relief to NJ 33, which is becoming increasingly congested. The concepts include construction of relief roads and connector roads to complete the fragmented local road network. If the local road network is built up, traffic may divert from NJ 33 to these alternate routes and mobility in the NJ 33 study corridor may improve.

A. Current Traffic Demand

In order to determine the current traffic demand, DVRPC used counts provided by Urban Engineers. They conducted a traffic counting program within the study corridor in 2003-2004. Daily traffic volumes were collected at 11 locations. Additional counts were provided by Parsons Brinckerhoff, who had conducted a traffic counting program within the study corridor in 2000-2001 for the Route 33 Realignment Traffic Study. All traffic counts were seasonally adjusted to represent average annual daily traffic (ADT) conditions.

Average daily volumes on NJ 33 reach a peak of 29,500 on the four-lane section east of I-295, at the intersection with Hamilton Avenue. Traffic volume on NJ 33 between the two Nottingham Way intersections ranges between 19,000 and 21,000. East of Washington Boulevard, ADT volume drops to 18,000. Nottingham Way, which acts as a relief road for NJ 33, carries traffic volumes of 9,990 west of Yardville-Hamilton Square Road, and 11,500 east of it. US 130 carries 26,300 north of NJ 33 and 29,100 south of NJ 33. I-195 carries 50,100 between the Yardville/Hamilton Square and Bordentown/New Brunswick (US 130) interchanges. Average daily volume on I-295 is 63,300 north of NJ 33. Under the current configuration, Washington Boulevard carries moderate traffic volumes of 6,300 AADT.

4.3. Travel Forecasting Procedures

Regional travel simulation models are used to forecast future travel patterns. They utilize a system of traffic zones that follow census tract and block group boundaries and rely on demographic and employment data, land use, and transportation network characteristics to simulate trip-making patterns throughout the region. NJ 33 serves local, regional, and long-distance travelers.

For the NJ 33 Corridor Traffic Study, a focused simulation process is employed. A focused simulation process allows the use of DVRPC's regional simulation models, but includes a more detailed representation of the study area. Local streets are not included in the regional network, but are of interest in this study. They are added to the highway network. Traffic zones inside the study area are subdivided so that traffic from existing and proposed land-use developments may be loaded more precisely on the network.

The focusing process increases the accuracy of the travel forecasts within the detailed study area. At the same time, all existing and proposed highways and public transportation facilities throughout the region, and their impact on both regional and interregional travel patterns, become an integral part of the simulation process.

A. Socioeconomic Projections

DVRPC's long-range population and employment forecasts are revised periodically to reflect changing market trends, development patterns, local and national economic conditions, and available data. The completed forecasts reflect all reasonably known current information and the best professional judgment of predicted future conditions. The revised forecasts – adopted by the DVRPC Board on February 22, 2005 – reflect an update to municipal forecasts that were last completed in February 2002.

DVRPC uses a multistep, multisource methodology to produce its population and employment forecasts at the county level. County forecasts serve as control totals for municipal forecasts, which are disaggregated from county totals. Municipal forecasts are based on an analysis of historical data trends adjusted to account for infrastructure availability, environmental constraints to development, local zoning policy, and development proposals. Municipal forecasts are constrained using density ceilings and floors. County and, where necessary, municipal input is used throughout the process to derive the most likely population and employment forecasts for all geographic levels.

1. Population Forecasting

Population forecasting at the regional level involves review and analysis of six major components: births, deaths, domestic in-migration, domestic out-migration, international immigration, and changes in group quarters populations (e.g. dormitories, military barracks, prisons, and nursing homes). DVRPC uses both the cohort survival concept to age individuals from one age group to the next, and a modified Markov transition probability model based on the most recent US Census and the US Census' recent Population Estimates program to determine the flow of individuals between the Delaware Valley and the outside world. For movement within the region, Census and IRS migration data coupled with Population Estimates data are used to determine migration rates between

counties. DVRPC relies on county planning offices to provide information on any known, expected, or forecasted changes in group quarters populations. These major population components are then aggregated and the resulting population forecasts are reviewed by member counties for final adjustments based on local knowledge.

2. Employment Forecasting

Employment is influenced by local, national, and global political and socioeconomic factors. The Bureau of Economic Analysis provides the most complete and consistent time series data on county employment by sector, and serves as DVRPC's primary data source for employment forecasting. Employment sectors include mining, agriculture, construction, manufacturing, transportation, wholesale, retail, finance/insurance, service, government, and military. Other supplemental sources of data include the US Census, Dun & Bradstreet, Bureau of Labor Statistics' unemployment-insurance-covered employment (ES 202), Occupational Privilege Tax data, and other public and private sector forecasts. As in the population forecasts, county-level total employment is used as a control total for sector distribution and municipal level forecasts. Forecasts are then reviewed by member counties for final adjustments based on local knowledge.

3. NJ 33 Corridor Traffic Study Area Socioeconomic Forecasts

As part of the NJ 33 Corridor traffic study, DVRPC staff reviewed its most recent current population and employment estimates, as well as its 2025 long-range population and employment forecasts. The consultants contacted the planning and zoning departments in Hamilton and Washington townships and collected the development proposals on file as well as those being contemplated. The magnitude of population and/or employment growth associated with each proposal was reviewed by DVRPC staff and compared to the expected growth in the Board-adopted forecast for each municipality in the study area. Based on this review, DVRPC developed revised 2025 municipal-level population and employment forecasts for use as inputs to the traffic simulation models**. Table 4** summarizes the population and employment forecasts used for the NJ 33 Corridor Traffic Study.

Table 4. Population and Employment in the NJ 33 Corridor Traffic Study Area

	Population				Employment			
Municipality	2000 Census	2025 Forecasted	2000-2025 Absolute	Change Percent	2000 Census	2025 Forecasted	2000-2025 Absolute	Change Percent
Hamilton Township	87,109	96,456	9,347	10.7%	33,104	37,099	3,995	12.1%
Washington Township	10,275	15,080	4,805	46.8%	3,604	5,974	2,370	65.8%
Subtotal Study Area	**97,384**	**111,536**	**14,152**	**14.5%**	**36,708**	**43,073**	**6,365**	**17.3%**
Remainder Mercer County	**253,368**	**280,411**	**27,043**	**10.7%**	**184,207**	**209,993**	**25,786**	**14.0%**
Mercer County Total	**350,752**	**391,947**	**41,195**	**11.7%**	**220,915**	**253,066**	**32,151**	**14.6%**

Source: DVRPC, 2006

In 2000, there were approximately 97,384 residents and 36,708 jobs within the NJ 33 Corridor study area. Hamilton Township is the largest municipality by population in the county. It is the second largest job center in the county, after Trenton. Growth in both population and employment, at rates slightly higher than in the county as a whole, is forecast for this area. By 2025, the study area is expected to add more than 14,000 new residents and over 6,000 additional jobs, increases of 15 and 17 percent, respectively. A disproportionate amount of the growth will occur in Washington Township, with Hamilton Township growing slowly, but remaining relatively stable into the future.

B. DVRPC's Travel Simulation Models

DVRPC's travel models follow the traditional steps of trip generation, trip distribution, modal split, and traffic assignment. However, an iterative feedback loop is employed from traffic assignment to the trip distribution step. The feedback loop ensures that the congestion levels used by the models when determining trip origins and destinations are equivalent to those that result from the traffic assignment step. Additionally, the iterative model structure allows trip making patterns to change in response to changes in traffic patterns, congestion levels, and improvements to the transportation system. The DVRPC travel simulation process uses the Evans Algorithm to iterate the model. Evans re-executes the trip distribution and modal split models based on updated highway speeds after each iteration of highway assignment and assigns a weight (λ) to each iteration. This weight is then used to prepare a convex combination of the link volumes and trip tables for the current iteration and a running weighted average of the previous iterations. This algorithm converges rapidly to the equilibrium solution on highway travel speeds and congestion levels. About seven iterations are required for the process to converge to the equilibrium state for NJ 33 travel patterns. After equilibrium is achieved, the weighted average transit trip tables are assigned to the transit networks to produce link and route passenger volumes.

1. Separate Peak, Midday, and Evening Models

The DVRPC travel simulation models are disaggregated into separate peak, midday, and evening time periods. This disaggregation begins in trip generation where factors are used to separate daily trips into time-period specific travel. The enhanced process then utilizes completely separate model chains for peak, midday, and evening travel simulation runs. Time-of-day-sensitive inputs to the models, such as highway capacities and transit service levels, are disaggregated to be reflective of time-period-specific conditions. Capacity factors are used to allocate daily highway capacity to each time period. Separate transit networks were required to represent the difference in transit service.

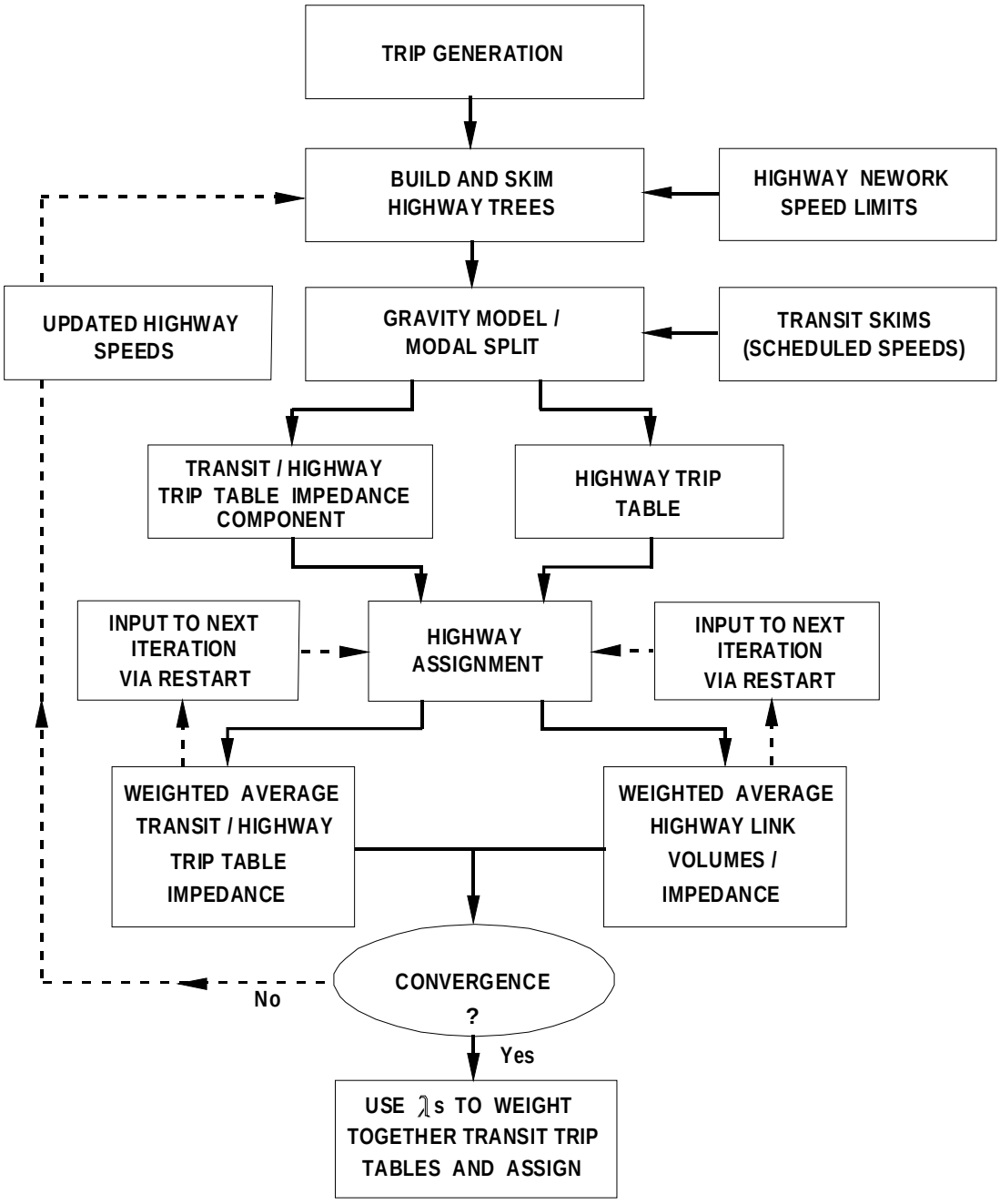
The enhanced model is disaggregated into separate model chains for the peak (combined AM and PM), midday (the period between the AM and PM peaks), and evening (the remainder of the day) periods for the trip distribution, modal split, and travel assignment phases of the process. The peak period is defined as 7:00 a.m. to 9:00 a.m. and 3:00 p.m. to 6:00 p.m. Peak period and midday travel are based on a series of factors that determine the percentage of daily trips that occur during those periods. Evening travel is then defined as the residual, after peak and midday travel are removed from daily travel.

External-local productions at the nine-county cordon stations are disaggregated into peak, midday, and evening components using percentages derived from the temporal distribution of traffic counts taken at each cordon station.

2. The Model Chain

The first step in the process involves generating the number of trips that are produced by, and destined for, each traffic zone and cordon station throughout the nine-county region. Origin-destination patterns are then established and trips are proportioned between highway and transit modes. Finally, the most appropriate route for each trip is determined, and traffic volumes are assigned to individual facilities. **Figure 1** displays a flowchart of the travel simulation modeling process.

Figure 1: Evans Implementation Using DVRPC's Regional Simulation Model



Source: DVRPC Technical Memorandum #2, March 2002

Trip Generation

Both internal trips (those made within the DVRPC region) and external trips (those that cross the boundary of the region) must be considered in the simulation of regional travel.

For the simulation of current and future travel demand, internal trip generation is based on zonal forecasts of population and employment, whereas external trips are extrapolated from cordon line traffic counts and other sources. The latter also include trips that pass through the Delaware Valley region. Estimates of internal trip productions and attractions by zone are established on the basis of trip rates applied to the zonal estimates of demographic and employment data. This part of the DVRPC model is not iterated on highway travel speed. Rather, estimates of daily trip-making by traffic zone are calculated and then disaggregated into peak, midday, and evening time periods.

Evans Iterations

The iterative portion of the Evans forecasting process involves updating the highway-network-restrained link travel speeds, rebuilding the minimum time paths through the network, and skimming the interzonal travel time for the minimum paths. Then the trip distribution, modal split, and highway assignment models are executed in sequence for each pass through the model chain. After convergence is reached, the transit trip tables for each iteration are weighted together and the weighted average table is assigned to the transit network. The highway trip tables are loaded onto the network during each Evans iteration. For each time period, seven iterations of the Evans process are performed to ensure that convergence on travel times is reached.

Trip Distribution

Trip distribution is the process whereby the zonal trip ends, established in the trip generation analysis, are linked together to form origin-destination patterns in trip table format. Peak, midday, and evening trip ends are distributed separately. For each Evans iteration, a series of seven gravity-type distribution models are applied at the zonal level. These models follow trip purpose and vehicle type stratifications established in trip generation.

Modal Split

The modal split model is also run separately for the peak, midday, and evening time periods. The modal split model calculates the fraction of each person-trip interchange in the trip table that should be allocated to transit, and then assigns the residual to the highway side. The choice between highway and transit usage is made on the basis of comparative cost, travel time, and frequency of service, with other aspects of modal choice being used to modify this basic relationship.

In general, the better the transit service, the higher the fraction assigned to transit, although trip purpose and auto ownership also affect the allocation. The model subdivides highway trips into auto drivers and passengers. Auto driver trips are added to the truck, taxi, and external vehicle trips in preparation for assignment to the highway network.

Highway Assignment

For highway trips, the final step in the focused simulation process is the assignment of current or future vehicle trips to the highway network representative of the appropriate scenario. For peak, midday, and evening travel, the assignment model produces the future traffic volumes for individual highway links that are required for the evaluation of the alternatives. The regional nature of the highway network and trip table underlying the focused assignment process allow the diversion of travel into and through the study area to various points of entry and exit in response to the improvements made in the transportation system.

For each Evans iteration, highway trips are assigned to the network representative of a given alternative by determining the best (minimum time) route through the highway network for each zonal interchange and then allocating the interzonal highway travel to the highway facilities along that route. This assignment model is "capacity restrained" in that congestion levels are considered when determining the best route. The Evans equilibrium assignment method is used to implement the capacity constraint. When the assignment and associated trip table reach equilibrium, no path faster than the one actually assigned can be found through the network, given the capacity-restrained travel times on each link.

Transit Assignment

After equilibrium is achieved, the weighted average transit trip tables (using the λs calculated from the overall Evans process as weights) are assigned to the transit network to produce link and route passenger volumes. The transit person trips produced by the modal split model are "linked" in that they do not include any transfers that occur either between transit trips or between auto approaches and transit lines. The transit assignment procedure accomplishes two major tasks. First, the transit trips are "unlinked" to include transfers, and second, the unlinked transit trips are associated with specific transit facilities to produce link, line, and station volumes. These tasks are accomplished simultaneously within the transit assignment model, which assigns the transit trip matrix to minimum impedance paths built through the transit network. There is no capacity-restraining procedure in the transit assignment model.

Post-equilibrium Highway Assignment

DVRPC has developed a post-equilibrium highway assignment process for use in selected link analysis, intersection turning movement analysis, and micro-level testing of limited scale intersection and roadway link improvements. The process uses a previously converged Evans highway assignment. After micro-level intersection and link improvements to the highway network have been incorporated, the previously converged Evans highway assignment is restarted for an additional 15 iterations of equilibrium assignment. Trip surcharges to individual traffic zones may also be incorporated. The Evans restart is executed separately for the peak, midday, and evening time periods.

The post-equilibrium assignment method has two advantages compared with the standard Evans process:

1. It has more stable convergence characteristics, providing for more realistic micro level analysis of traffic flows and turning movements, and, therefore, more precise calculation of level-of-service indicators (if input to a program such as SYNCHRO).

2. It greatly reduces the staff and computer resources needed to test alternative roadway configurations.

The post-equilibrium assignment method was appropriate for the Route 33 alternatives analysis because of the limited scope of the highway improvement alternatives and the micro-level nature of the analysis of the outputs for each alternative.

C. Improvement Alternatives

Separate future year model runs are preformed for each alternative to be tested. For this study, NJDOT and its consultants requested that DVRPC prepare traffic forecasts for a no-build and four build alternatives. The No-Build Alternative provides a useful future-year reference against which any impacts associated with the build alternatives may be compared and quantified. The descriptions of the alternatives and the associated traffic forecasts are presented and analyzed for the No-Build Alternative in Section 4.4 A and for the four build alternatives in Section 4.4 B.

4.4 Projected Traffic Volumes

Projected daily traffic volumes for selected highway facilities within the corridor are presented and analyzed in this section. The forecasts presented are for the year 2025.

A. 2025 No-Build Alternative Traffic Forecasts

Current traffic counts and forecasted 2025 traffic volumes under the No-Build Alternative (both AADT) are provided in **Map 7**. Current counts are shown in black under the road and 2025 no-build volumes are shown in red above it. **Table 5** lists these data along with comparisons between current and 2025 conditions.

Continued growth in land-use developments in upper Mercer County results in significantly higher traffic volumes on some north-south facilities in the study corridor compared to the present day. In contrast, the growth in traffic on NJ 33, an east-west facility, is modest. By 2025 under the No-Build Alternative, traffic volumes along NJ 33 increase by approximately 6 percent throughout the corridor, with much larger increases on the four-lane section between Hamilton Avenue and Nottingham Way, where traffic volume increases by 3,200 vehicles per day (vpd); and also between George Dye Road and Washington Boulevard, where it increases by 2,900 vpd. East of Washington Boulevard, volumes diminish because traffic is diverted to the NJ 33 Bypass. Current traffic volume east of Washington Boulevard is 18,000 vpd, but future traffic volume under the No-Build scenario is 14,600 vpd, a drop of 19 percent.

The projected traffic volume increases are much higher on US 130 and Washington Boulevard. The absolute increase on US 130 south of Main Street is 7,700 vpd; north of Main Street, it is 6,000 vpd. Projected future traffic volumes on these two sections of US 130 are 36,800 vpd and 34,300 vpd, respectively. The absolute increase on Washington Boulevard is 5,000 vpd, from 6,300 vpd to 11,300 vpd. This represents a 79 percent increase. The north-south traffic on minor arterials and residential streets grows as well. The projected traffic volume on Paxson Avenue is 7,300 vpd, an absolute increase of 1,600 vpd, or 28 percent. The projected traffic volume on George Dye Road is 7,400 vpd, an absolute increase of 1,000 vpd, or 16 percent.

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Map 7: Current Counts and 2025 Forcast of Congestion No-Build Alternative

7.2 2025 No-Build Alternative AADT (000s)

5.9 Current Traffic Counts AADT (000s)

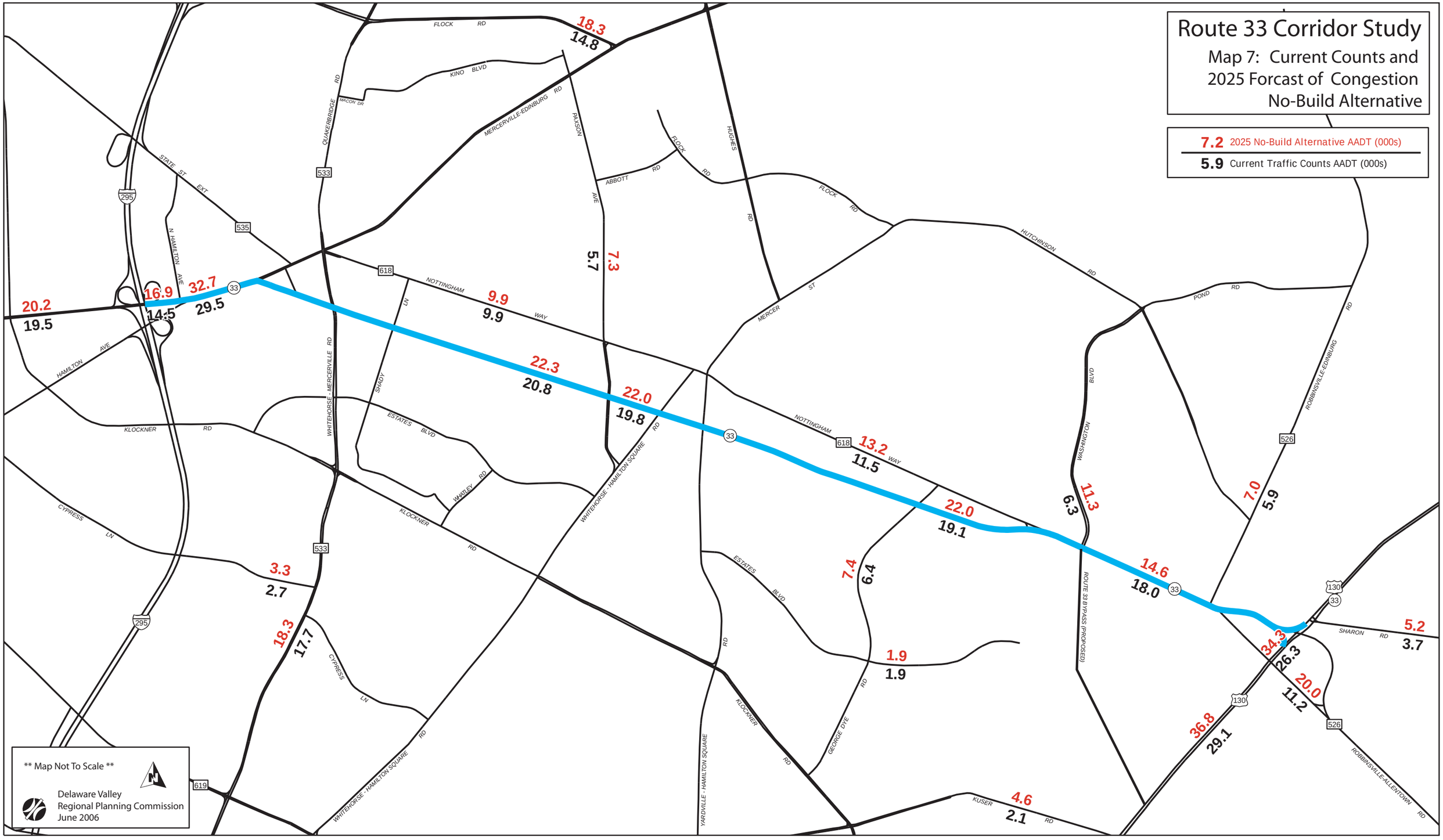

Table 5. Current Counts and 2025 No-Build Alternative Average Daily Traffic Volumes

Highway Facility	Location	Current Count	2025 No-Build Alt Forecast	2000-2025 Growth Absolute	2000-2025 Growth Percent
East - West Routes					
NJ 33	Park Ln to Sculptors Way	11,234	11,828	594	5.3%
NJ 33	Williamson Ave to Donald Dr	28,828	29,072	244	0.8%
NJ 33	Klockner Rd to I-295 sb ramp	19,544	20,219	675	3.5%
NJ 33	I-295 nb ramp to Hamilton Ave	14,496	16,883	2,387	16.5%
NJ 33	Concord Ave to Hillhurst Ave	29,496	32,684	3,188	10.8%
NJ 33	Deerwood Dr to Paxson Rd	20,832	22,264	1,432	6.9%
NJ 33	Paxson Ave to Whitehorse-H Sq Rd	19,750	21,983	2,233	11.3%
NJ 33	George Dye Rd to Limewood Dr	19,101	21,933	2,832	14.8%
NJ 33	Wash Blvd to Robbinsville-Ed Rd	18,016	14,610	-3,406	-18.9%
	NJ 33 Subtotal	181,297	191,475	10,178	5.6%
Nottingham Way	Daniels Ave to Jonathon Dr	9,945	9,853	-92	-0.9%
Nottingham Way	Crest Ave to George Dye Rd	11,526	13,200	1,674	14.5%
Estates Boulevard	George Dye Rd to Great Oak Rd	1,901	1,915	14	0.8%
Cypress Lane	Mandl St to Ribsam St	2,704	3,265	561	20.7%
Sharon Road	US 130 to Woodside Rd	3,733	5,168	1,435	38.4%
	East - West Routes Subtotal	**211,106**	**224,876**	**13,770**	**6.5%**
North - South Routes					
US 130	Robbinsville-All Rd to NJ 33	26,319	34,250	7,931	30.1%
US 130	N. Gold Dr to Robb-Allen Rd	29,133	36,826	7,693	26.4%
Whitehorse-Mercerville Road	Municipal Rd to Cypress Ln	17,701	18,288	587	3.3%
Paxson Road	Nottingham Way to Zieglers Ln	5,686	7,321	1,635	28.8%
George Dye Road	Sandburg Dr to NJ 33	6,377	7,425	1,048	16.4%
Washington Boulevard	NJ 33 to Yorkshire Way	6,293	11,312	5,019	79.8%
Flock Road	Mercerville-Ed Rd to Paxson Ave	14,777	18,295	3,518	23.8%
Robbinsville-Edinburg Road	Hutchinson Rd to Pond Rd	5,860	6,962	1,102	18.8%
Robbinsville-Allentown Road	US 130 to Robbinsville Bypass	11,194	19,951	8,757	78.2%
Kuser Road	Michael McCorristin Rd to US 130	2,057	4,566	2,509	122.0%
	North - South Route Subtotal	**125,397**	**165,195**	**39,798**	**31.7%**
	Total	**336,503**	**390,071**	**53,568**	**15.9%**

Source: DVRPC, 2006

B. 2025 Build Alternative Traffic Forecasts

There are four build alternatives that were analyzed for the NJ 33 Corridor Traffic Study. None of the concepts in the build alternatives involve widening of NJ 33, but instead include construction of relief roads and connector roads to complete the fragmented local road network. Likewise, existing NJ 33 intersections are not improved under the build alternatives, although some intersections are eliminated. The concepts are shown in **Map 8**.

Build Alternative 1 considers the following five concepts:

- *Relief Road at I-295 Interchange*
  The intersection of Nottingham Way and Hamilton Avenue at the I-295 interchange is removed, as is the intersection of Nottingham Way and NJ 33, east of Winslow Avenue. The existing four-lane segment is reconfigured with two travel lanes and one center-turn lane. A two-lane relief road connecting Hamilton Avenue and NJ 33 is added. Access between the reconfigured NJ 33 and the relief road is provided at several points. Finally, State Street Extension is realigned to meet Clifford Avenue at Nottingham Way.

- *Relief Road at Nottingham Neighborhood*
  A two-lane relief road is constructed between Shady Lane and Paxson Avenue. It follows an alignment parallel to NJ 33, on the south side of NJ 33, behind the retail properties to which it provides access.

- *Estates Boulevard Connector*
  A new facility that connects the existing two-lane sections of Estates Boulevard, which currently terminate at Whitehorse-Hamilton Square Road and Yardville-Hamilton Square Road, respectively, is constructed. A second new facility connects Paxson Avenue and Fenimore Road.

- *Flock Road Connector*
  The existing two-lane sections of Flock Road are connected by a new facility across Miry Run.

- *Northbound I-295 Ramp*
  A new northbound I-295 on-ramp is constructed on westbound NJ 33. It is assumed that the existing ramp on State Street Extension is closed.

Build Alternative 2 includes the same concepts as Build Alternative 1, except that the Paxson Avenue Connector is substituted for the Flock Avenue Connector, and two other concepts are added.

- *Paxson Avenue Connector*
  The existing two-lane sections of Paxson Avenue are connected by a new facility across Miry Run.

- *Kuser Road Connector*
  Construction of a new facility allows direct access between the NJ 33 Bypass and Kuser Road.

- *Cypress Lane Connector*
  Following construction of a new alignment, the two-lane sections of Cypress Lane meet at Whitehorse-Mercerville Road.

Build Alternative 3 presents an alternative design of the NJ 33 Bypass. It includes no concepts from Build Alternatives 1 or 2. The intersection of NJ 33 and Nottingham Way west of Washington Boulevard is removed; instead, NJ 33 follows a new alignment south of the existing alignment and makes a direct connection with the NJ 33 Bypass. A new spur off of Washington Boulevard provides a second means of accessing Nottingham Way, west of the existing intersection.

Build Alternative 4 is a new facility between Estates Boulevard and the NJ 33 Bypass. The Estates Boulevard Connector from Build Alternatives 1 and 2 is also included.

1. 2025 Traffic Forecasts under Build Alternatives 1, 2, and 4

Map 9 displays the 2025 AADT traffic forecasts under Build Alternatives 1, 2, and 4. The 2025 traffic forecasts under the No-Build Alternative are also presented. **Tables 6, 7,** and **8** shows the results of the analysis and the absolute and percentage growth in traffic volumes under Build Alternatives 1, 2, and 4 for selected links in the study area from current to 2025 traffic conditions.

Construction of the relief road at the I-295 interchange attracts 7,800 vehicles per day (vpd) to the facility. East of I-295, traffic volume on the reconfigured NJ 33 is reduced by the diversion of traffic to the relief road. Projected 2025 traffic volume on the section of NJ 33 between North Hamilton Avenue and Winslow Avenue is 23,400 vpd, compared to 32,700 vpd in the No-Build Alternative.

Construction of the relief road at the Nottingham Neighborhood attracts 3,800 vpd to the facility. As a result of the diversion of traffic to the relief road, projected 2025 traffic volume on NJ 33 between Shady Lane and Paxson Avenue decreases by 2,300 vpd, from 22,300 to 20,000. It decreases on the same section of Nottingham Way by 1,200 vpd, from 9,900 to 8,700.

The Estates Boulevard Connector shifts north-south traffic off of NJ 33. The new facility connecting Paxson Avenue and Fenimore Road attracts 7,600 vpd, and

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Map 8: Congestion Reduction and Mobility Concepts

- Concept
- **A** Relief Road at I-295 Interchange
- **B** Relief Road at Nottingham Neighborhood
- **C** Estates Boulevard Connector
- **D** Flock Road Connector
- **E** Northbound I-295 Ramp
- **F** Paxson Avenue Connector
- **G** Kuser Road Connector
- **H** Cypress Lane Connector
- **I** NJ 33 Bypass, Alternate Design
- **J** Estates Boulevard/NJ 33 Bypass Connector

SEE INSET

INSET

** Map Not To Scale **

Delaware Valley Regional Planning Commission
June 2006

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Map 9: 2025 Forecast of Congestion
No-Build and Build Alternatives 1, 2, and 4

7.2 2025 Build Alternative 4 AADT (000s)
7.2 2025 Build Alternative 2 AADT (000s)
7.2 2025 Build Alternative 1 AADT (000s)
5.9 2025 No-Build Alternative AADT (000s)

SEE INSET

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** Map Not To Scale **

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Table 6. 2025 No-Build Alternative and Build Alternative 1
Average Daily Traffic Volumes

Highway Facility	Location	2025 No-Build Alt Forecast	2025 Build Alt 1 Forecast	2000-2025 Growth Absolute	2000-2025 Growth Percent
East - West Routes					
NJ 33	Park Ln to Sculptors Way	11,828	11,735	-93	-0.8%
NJ 33	Williamson Ave to Donald Dr	29,072	28,749	-323	-1.1%
NJ 33	Klockner Rd to I-295 sb ramp	20,219	20,700	481	2.4%
NJ 33	I-295 nb ramp to Hamilton Ave	16,883	16,770	-113	-0.7%
NJ 33	Concord Ave to Hillhurst Ave	32,684	23,408	-9,276	-28.4%
NJ 33	Deerwood Dr to Paxson Rd	22,264	20,017	-248	-1.1%
NJ 33	Paxson Ave to Whitehorse-H Sq Rd	21,983	16,291	-5,692	-25.9%
NJ 33	George Dye Rd to Limewood Dr	21,933	21,875	-58	-0.3%
NJ 33	Wash Blvd to Robbinsville-Ed Rd	14,610	14,493	-117	-0.8%
	NJ 33 Subtotal	191,475	174,037	-17,438	-9.1%
Nottingham Way	Daniels Ave to Jonathon Dr	9,853	8,664	-1,188	-12.1%
Nottingham Way	Crest Ave to George Dye Rd	13,200	12,284	-879	-6.7%
Estates Boulevard	George Dye Rd to Great Oak Rd	1,915	2,080	165	8.6%
Cypress Lane	Mandl St to Ribsam St	3,265	3,469	204	6.2%
Sharon Road	US 130 to Woodside Rd	5,168	5,196	29	0.6%
	East - West Routes Subtotal	**224,876**	**205,730**	**-19,145**	**-8.5%**
North - South Routes					
US 130	Robbinsville-All Rd to NJ 33	34,250	33,987	-262	-0.8%
US 130	N. Gold Dr to Robb-Allen Rd	36,826	36,604	-222	-0.6%
Whitehorse-Mercerville Road	Municipal Rd to Cypress Ln	18,288	18,438	150	0.8%
Paxson Road	Nottingham Way to Zieglers Ln	7,321	7,558	237	3.2%
George Dye Road	Sandburg Dr to NJ 33	7,425	6,828	-597	-8.0%
Washington Boulevard	NJ 33 to Yorkshire Way	11,312	11,032	-280	-2.5%
Flock Road	Mercerville-Ed Rd to Paxson Ave	18,295	18,951	656	3.6%
Robbinsville-Edinburg Road	Hutchinson Rd to Pond Rd	6,962	7,147	185	2.7%
Robbinsville-Allentown Road	US 130 to Robbinsville Bypass	19,951	19,959	8	0.0%
Kuser Road	Michael McCorristin Rd to US 130	4,566	4,755	189	4.1%
	North - South Route Subtotal	**165,195**	**165,260**	**65**	**0.0%**
	Total	**390,070**	**370,991**	**-19,080**	**-4.9%**
Concepts					
Relief Road at I-295 Interchange			7,740		
Relief Road at Nottingham Neighborhood			3,800		
Estates Boulevard Connector (Paxson Road / Fenimore Road)			7,611		
Estates Boulevard Connector (Estates Boulevard)			3,422		
Flock Road Connector			6,162		
Northbound I-295 Ramp			6,921		
Paxson Avenue Connector					
Kuser Road Connector					
Cypress Lane Connector					
NJ 33 Bypass - Alternative Design					
Estates Boulevard / NJ 33 Bypass Connector					
Additional Locations[1]					
NJ 33 Bypass		18,707	18,857	150	0.8%
Estates Boulevard	Whatley Rd to Whitehorse-H Sq Rd	5,420	6,851	1,431	26.4%
Klockner Road	Whitehorse-H Sq Rd to Secretario Way	12,153	10,714	-1,439	-11.8%
Yardville-Hamilton Sq Road	Klockner Rd to Estates Blvd	11,744	12,942	1,198	10.2%
Mercerville-Edinburg Road	Nottingham Way to Mount Dr	15,000	15,100	100	0.7%

[1]These values are uncalibrated.

Source: DVRPC, 2006

Table 7. 2025 No-Build Alternative and Build Alternative 2 Average Daily Traffic Volumes

Highway Facility	Location	2025 No-Build Alt Forecast	2025 Build Alt 2 Forecast	2000-2025 Growth Absolute	2000-2025 Growth Percent
East - West Routes					
NJ 33	Park Ln to Sculptors Way	11,828	11,753	-75	-0.6%
NJ 33	Williamson Ave to Donald Dr	29,072	28,753	-319	-1.1%
NJ 33	Klockner Rd to I-295 sb ramp	20,219	20,489	270	1.3%
NJ 33	I-295 nb ramp to Hamilton Ave	16,883	16,630	-253	-1.5%
NJ 33	Concord Ave to Hillhurst Ave	32,684	23,215	-9,469	-29.0%
NJ 33	Deerwood Dr to Paxson Rd	22,264	20,217	-47	-0.2%
NJ 33	Paxson Ave to Whitehorse-H Sq Rd	21,983	16,806	-5,177	-23.6%
NJ 33	George Dye Rd to Limewood Dr	21,933	21,148	-785	-3.6%
NJ 33	Wash Blvd to Robbinsville-Ed Rd	14,610	14,208	-401	-2.7%
	NJ 33 Subtotal	191,475	173,218	-18,257	-9.5%
Nottingham Way	Daniels Ave to Jonathon Dr	9,853	9,226	-626	-6.4%
Nottingham Way	Crest Ave to George Dye Rd	13,200	13,921	-2,242	-17.0%
Estates Boulevard	George Dye Rd to Great Oak Rd	1,915	1,944	28	1.5%
Cypress Lane	Mandl St to Ribsam St	3,265	3,699	434	13.3%
Sharon Road	US 130 to Woodside Rd	5,168	5,296	128	2.5%
	East - West Routes Subtotal	**224,876**	**207,303**	**-17,572**	**-7.8%**
North - South Routes					
US 130	Robbinsville-All Rd to NJ 33	34,250	35,772	1,523	4.4%
US 130	N. Gold Dr to Robb-Allen Rd	36,826	36,746	-80	-0.2%
Whitehorse-Mercerville Road	Municipal Rd to Cypress Ln	18,288	18,609	321	1.8%
Paxson Road	Nottingham Way to Zieglers Ln	7,321	7,841	520	7.1%
George Dye Road	Sandburg Dr to NJ 33	7,425	6,045	-1,380	-18.6%
Washington Boulevard	NJ 33 to Yorkshire Way	11,312	10,787	-525	-4.6%
Flock Road	Mercerville-Ed Rd to Paxson Ave	18,295	8,453	-9,842	-53.8%
Robbinsville-Edinburg Road	Hutchinson Rd to Pond Rd	6,962	7,039	77	1.1%
Robbinsville-Allentown Road	US 130 to Robbinsville Bypass	19,951	19,502	-449	-2.3%
Kuser Road	Michael McCorristin Rd to US 130	4,566	5,921	1,355	29.7%
	North - South Route Subtotal	**165,195**	**156,715**	**-8,480**	**-5.1%**
	Total	**390,070**	**364,018**	**-26,053**	**-6.7%**
Concepts					
Relief Road at I-295 Interchange			7,740		
Relief Road at Nottingham Neighborhood			3,800		
Estates Boulevard Connector (Paxson Road / Fenimore Road)			7,914		
Estates Boulevard Connector (Estates Boulevard)			3,507		
Flock Road Connector					
Northbound I-295 Ramp			6,730		
Paxson Avenue Connector			11,573		
Kuser Road Connector			4,700		
Cypress Lane Connector			3,699		
NJ 33 Bypass - Alternative Design					
Estates Boulevard / NJ 33 Bypass Connector					
Additional Locations [1]					
NJ 33 Bypass		18,707	18,188	-519	-2.8%
Estates Boulevard	Whatley Rd to Whitehorse-H Sq Rd	5,420	6,992	1,572	29.0%
Klockner Road	Whitehorse-H Sq Rd to Secretario Way	12,153	10,988	-1,165	-9.6%
Yardville-Hamilton Sq Road	Klockner Rd to Estates Blvd	11,744	13,011	1,267	10.8%
Mercerville-Edinburg Road	Nottingham Way to Mount Dr	15,000	14,800	-200	-1.3%

[1]These values are uncalibrated.

Source: DVRPC, 2006

Table 8. 2025 No-Build Alternative and Build Alternative 4 Average Daily Traffic Volumes

Highway Facility	Location	2025 No-Build Alt Forecast	2025 Build Alt 4 Forecast	2000-2025 Growth Absolute	2000-2025 Growth Percent
East - West Routes					
NJ 33	Park Ln to Sculptors Way	11,828	11,946	118	1.0%
NJ 33	Williamson Ave to Donald Dr	29,072	29,226	154	0.5%
NJ 33	Klockner Rd to I-295 sb ramp	20,219	19,972	-247	-1.2%
NJ 33	I-295 nb ramp to Hamilton Ave	16,883	17,172	289	1.7%
NJ 33	Concord Ave to Hillhurst Ave	32,684	32,463	-221	-0.7%
NJ 33	Deerwood Dr to Paxson Rd	22,264	22,382	117	0.5%
NJ 33	Paxson Ave to Whitehorse-H Sq Rd	21,983	17,632	-4,350	-19.8%
NJ 33	George Dye Rd to Limewood Dr	21,933	20,828	-1,105	-5.0%
NJ 33	Wash Blvd to Robbinsville-Ed Rd	14,610	14,390	-220	-1.5%
	NJ 33 Subtotal	191,475	186,011	-5464	-2.9%
Nottingham Way	Daniels Ave to Jonathon Dr	9,853	10,021	168	1.7%
Nottingham Way	Crest Ave to George Dye Rd	13,200	11,179	-1,984	-15.0%
Estates Boulevard	George Dye Rd to Great Oak Rd	1,915	7,904	5,989	312.7%
Cypress Lane	Mandl St to Ribsam St	3,265	3,355	90	2.8%
Sharon Road	US 130 to Woodside Rd	5,168	5,211	44	0.8%
	East - West Routes Subtotal	**224,876**	**223,681**	**-1,195**	**-0.5%**
North - South Routes					
US 130	Robbinsville-All Rd to NJ 33	34,250	34,440	190	0.6%
US 130	N. Gold Dr to Robb-Allen Rd	36,826	35,937	-889	-2.4%
Whitehorse-Mercerville Road	Municipal Rd to Cypress Ln	18,288	18,091	-197	-1.1%
Paxson Road	Nottingham Way to Zieglers Ln	7,321	7,803	482	6.6%
George Dye Road	Sandburg Dr to NJ 33	7,425	5,351	-2,074	-27.9%
Washington Boulevard	NJ 33 to Yorkshire Way	11,312	10,587	-725	-6.4%
Flock Road	Mercerville-Ed Rd to Paxson Ave	18,295	18,458	163	0.9%
Robbinsville-Edinburg Road	Hutchinson Rd to Pond Rd	6,962	7,044	82	1.2%
Robbinsville-Allentown Road	US 130 to Robbinsville Bypass	19,951	19,700	-252	-1.3%
Kuser Road	Michael McCorristin Rd to US 130	4,566	4,224	-342	-7.5%
	North - South Route Subtotal	**165,195**	**161,634**	**-3,561**	**-2.2%**
	Total	**390,070**	**385,315**	**-4,755**	**-1.2%**
Concepts					
Relief Road at I-295 Interchange					
Relief Road at Nottingham Neighborhood					
Estates Boulevard Connector (Paxson Road / Fenimore Road)			8,078		
Estates Boulevard Connector (Estates Boulevard)			5,444		
Flock Road Connector					
Northbound I-295 Ramp					
Paxson Avenue Connector					
Kuser Road Connector					
Cypress Lane Connector					
NJ 33 Bypass - Alternative Design					
Estates Boulevard / NJ 33 Bypass Connector			9,334		
Additional Locations [1]					
NJ 33 Bypass		18,707	17,013	-1,694	-9.1%
Estates Boulevard	Whatley Rd to Whitehorse-H Sq Rd	5,420	7,773	2,353	43.4%
Klockner Road	Whitehorse-H Sq Rd to Secretario Way	12,153	10,627	-1,526	-12.6%
Yardville-Hamilton Sq Road	Klockner Rd to Estates Blvd	11,744	12,763	1,019	8.7%
Mercerville-Edinburg Road	Nottingham Way to Mount Dr	15,000	14,600	-400	-2.7%

[1] These values are uncalibrated.

Source: DVRPC, 2006

the new facility connecting the existing sections of Estates Boulevard attracts 3,400 vpd. Much of the connector traffic travels between NJ 33 and points south using Paxson Avenue. As a result of diverted traffic, projected 2025 traffic volume on NJ 33 between Paxson Avenue and Yardville-Hamilton Square Road is 16,300, compared to 22,000 under the No-Build Alternative.

Traffic on Estates Boulevard also increases, but the change is not the same everywhere. The largest effect is west of Whitehorse-Hamilton Square Road, where traffic volume is 6,900 vpd, compared to 5,400 vpd under the No-Build Alternative. The effect is minimal east of George Dye Road; the projected 2025 traffic volume there is 2,100 vpd, only 200 vpd greater than under the No-Build Alternative. The new Estates Boulevard traffic appears to be local in nature. As a result of diverted traffic, the traffic volume on Klockner Road decreases, but only along one section of the road. Between Whitehorse-Hamilton Square Road and Yardville-Hamilton Square Road, projected 2025 traffic volume is 10,700 vpd, compared to 12,200 vpd under the No-Build Alternative.

The Flock Road Connector is projected to attract 6,200 vpd. With the Flock Road Connector in place, traffic volume drops on alternate routes. There is a decrease in 2025 projected traffic volume on both Abbott Road and Paxson Avenue of 2,100 vpd, and a decrease on Hughes Road of 2,200 vpd. Furthermore, congestion is reduced on the section of Mercerville-Edinburg Road between Paxson Avenue and Flock Road. The impact of the Paxson Avenue Connector is far more confined, although the connector itself attracts nearly twice as much traffic (11,600 vpd). As a result of the Paxson Road Connector, congestion is reduced on the section of Mercerville-Edinburg Road between Paxson Avenue and Flock Road.

The new northbound I-295 on-ramp on westbound NJ 33 attracts 6,900 vpd. That represents 83 percent of the traffic volume on the State Street Extension northbound on-ramp under the No-Build scenario. The other existing northbound on-ramp, on eastbound NJ 33, shows a small change compared to the No-Build Alternative (3,400 vpd versus 3,100 vpd).

The Kuser Road Connector attracts 4,700 vpd. By providing direct access between the NJ 33 Bypass and Kuser Road, the connector increases the use of Kuser Road. With the connector, projected 2025 traffic volume increases by 1,300 vpd.

Construction of the Cypress Lane Connector has little impact on Cypress Lane traffic. The projected 2025 traffic volume is 3,700 vpd, only 400 vpd greater than under the No-Build Alternative.

The Estates Boulevard/NJ 33 Bypass connector, which is implemented with the Estates Boulevard connector from Build Alternatives 1 and 2, attracts 9,300 vpd. It increases the use of Estates Boulevard significantly along its length. The

largest increase on Estates Boulevard is east of George Dye Road, where projected 2025 traffic volume is 7,900 vpd, compared to 1,900 vpd under the No-Build Alternative. West of Whitehorse-Hamilton Square Road, the effect diminishes; projected 2025 traffic volume is 7,800 vpd, compared to 5,400 vpd under the No-Build Alternative. Because it provides an alternative to the NJ 33 Bypass for some trips, it reduces traffic on the bypass, compared to the No-Build Alternative.

2. 2025 Traffic Forecasts under Build Alternative 3

Map 10 displays the 2025 AADT traffic forecasts under Build Alternative 3. The 2025 traffic forecasts under the No-Build Alternative are also presented. **Table 9** shows the results of the analysis and percentage growth in traffic volumes under Build Alternative 3 for selected links in the study area from current to 2025 traffic conditions.

The alternative design of the NJ 33 Bypass alters both north-south and east-west traffic near the bypass. With the intersection of NJ 33 and Nottingham Way removed, traffic destined for southbound US 130 uses NJ 33, and traffic destined for northbound US 130 uses Nottingham Way. Projected 2025 traffic volume is lower on NJ 33 by 1,800 vpd, and higher on Nottingham Way by 1,400 vpd, compared to the No-Build Alternative. Construction of the new spur from Washington Boulevard to Nottingham Way increases overall projected 2025 traffic volume on Washington Boulevard. The higher capacity of Washington Boulevard with the spur also results in a modest increase in projected 2025 traffic volume on the bypass (700 vpd).

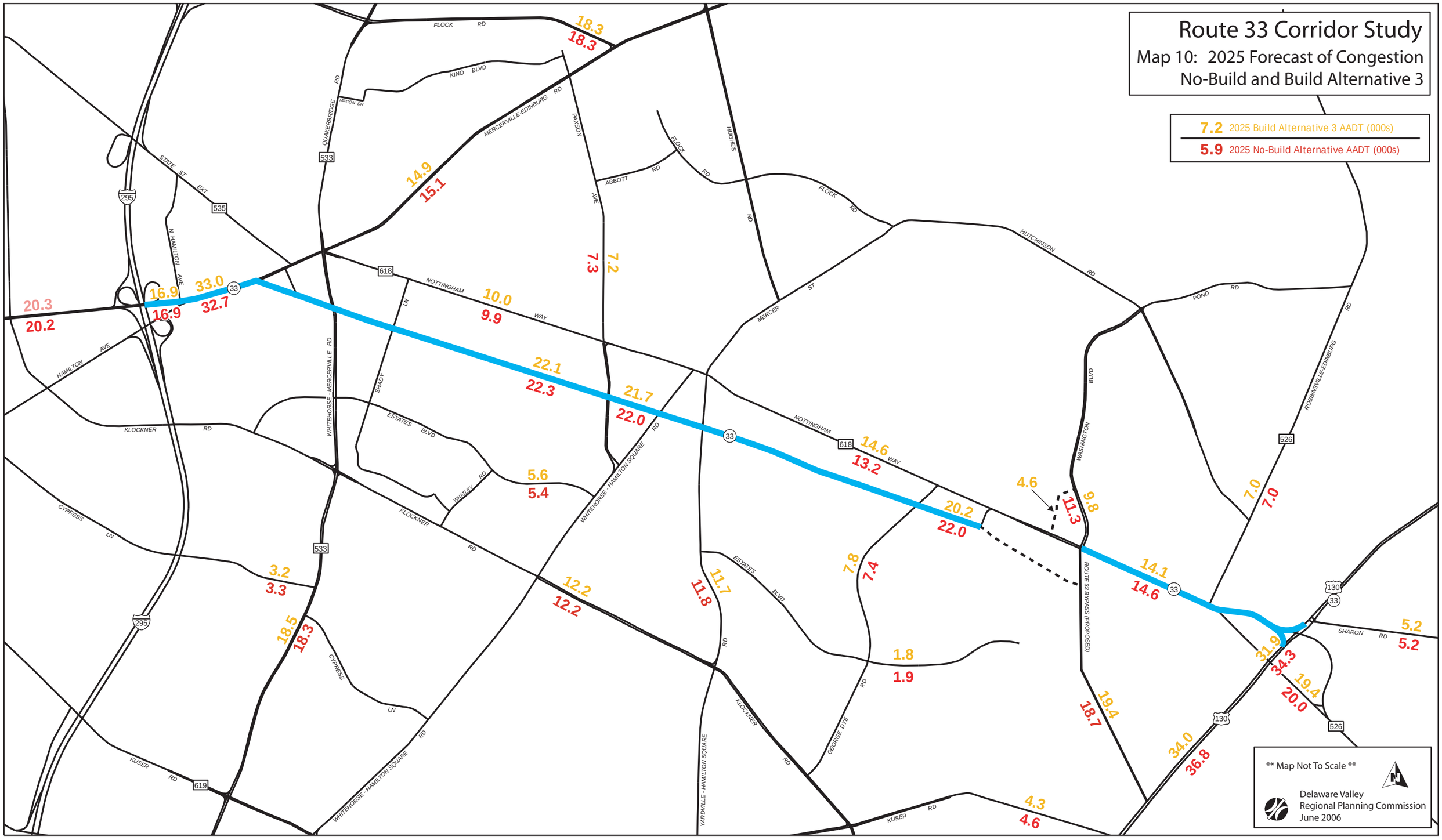
Route 33 Corridor Study
Map 10: 2025 Forecast of Congestion
No-Build and Build Alternative 3
7.2 2025 Build Alternative 3 AADT (000s)
5.9 2025 No-Build Alternative AADT (000s)
** Map Not To Scale **
Delaware Valley
Regional Planning Commission
June 2006
FLOCK RD
KINO BLVD
MACON DR
QUAKERBRIDGE RD
MERCERVILLE-EDINBURG RD
PAXSON AVE
ABBOTT RD
HUGHES RD
HUTCHINSON RD
POND RD
ROBBINSVILLE-EDINBURG RD
STATE ST EXT
N HAMILTON AVE
HAMILTON AVE
NOTTINGHAM WAY
MERCER ST
SHADY LN
WHITEHORSE - MERCERVILLE RD
ESTATES BLVD
WHATLEY RD
KLOCKNER RD
WHITEHORSE - HAMILTON SQUARE RD
CYPRESS LN
KUSER RD
YARDVILLE - HAMILTON SQUARE
GEORGE DYE RD
WASHINGTON BLVD
ROUTE 33 BYPASS (PROPOSED)
SHARON RD
295
533
535
618
33
526
130
619
18.3
18.3
14.9
15.1
7.3
7.2
20.3
20.2
16.9
16.9
33.0
32.7
10.0
9.9
22.1
22.3
21.7
22.0
14.6
13.2
20.2
22.0
4.6
11.3
9.8
7.0
7.0
5.6
5.4
12.2
12.2
11.7
11.8
7.8
7.4
1.8
1.9
3.2
3.3
18.5
18.3
14.1
14.6
31.9
34.3
19.4
20.0
19.4
18.7
34.0
36.8
5.2
5.2
4.3
4.6

Table 9. 2025 No-Build Alternative and Build Alternative 3
Average Daily Traffic Volumes

Highway Facility	Location	2025 No-Build Alt Forecast	2025 Build Alt 3 Forecast	2000-2025 Growth Absolute	2000-2025 Growth Percent
East - West Routes					
NJ 33	Park Ln to Sculptors Way	11,828	11,869	41	0.3%
NJ 33	Williamson Ave to Donald Dr	29,072	29,034	-38	-0.1%
NJ 33	Klockner Rd to I-295 sb ramp	20,219	20,258	39	0.2%
NJ 33	I-295 nb ramp to Hamilton Ave	16,883	16,914	31	0.2%
NJ 33	Concord Ave to Hillhurst Ave	32,684	32,905	222	0.7%
NJ 33	Deerwood Dr to Paxson Rd	22,264	22,141	-123	-0.6%
NJ 33	Paxson Ave to Whitehorse-H Sq Rd	21,983	21,733	-250	-1.1%
NJ 33	George Dye Rd to Limewood Dr	21,933	20,218	-4,716	-21.5%
NJ 33	Wash Blvd to Robbinsville-Ed Rd	14,610	14,096	-514	-3.5%
	NJ 33 Subtotal	191,475	189,168	-2,307	-1.2%
Nottingham Way	Daniels Ave to Jonathon Dr	9,853	10,036	184	1.9%
Nottingham Way	Crest Ave to George Dye Rd	13,200	14,608	1,445	10.9%
Estates Boulevard	George Dye Rd to Great Oak Rd	1,915	1,802	-113	-5.9%
Cypress Lane	Mandl St to Ribsam St	3,265	3,248	-17	-0.5%
Sharon Road	US 130 to Woodside Rd	5,168	5,203	35	0.7%
	East - West Routes Subtotal	**224,876**	**224,065**	**-811**	**-0.4%**
North - South Routes					
US 130	Robbinsville-All Rd to NJ 33	34,250	33,991	-259	-0.8%
US 130	N. Gold Dr to Robb-Allen Rd	36,826	35,109	-1,716	-4.7%
Whitehorse-Mercerville Road	Municipal Rd to Cypress Ln	18,288	18,514	226	1.2%
Paxson Road	Nottingham Way to Zieglers Ln	7,321	7,237	-84	-1.2%
George Dye Road	Sandburg Dr to NJ 33	7,425	7,763	338	4.6%
Washington Boulevard	NJ 33 to Yorkshire Way	11,312	9,763	-1,549	-13.7%
Flock Road	Mercerville-Ed Rd to Paxson Ave	18,295	18,284	-11	-0.1%
Robbinsville-Edinburg Road	Hutchinson Rd to Pond Rd	6,962	7,043	81	1.2%
Robbinsville-Allentown Road	US 130 to Robbinsville Bypass	19,951	19,415	-536	-2.7%
Kuser Road	Michael McCorristin Rd to US 130	4,566	4,320	-245	-5.4%
	North - South Route Subtotal	**165,195**	**161,440**	**-3,755**	**-2.3%**
	Total	**390,070**	**385,505**	**-4,565**	**-1.2%**
Concepts					
Relief Road at I-295 Interchange					
Relief Road at Nottingham Neighborhood					
Estates Boulevard Connector (Paxson Road / Fenimore Road)					
Estates Boulevard Connector (Estates Boulevard)					
Flock Road Connector					
Northbound I-295 Ramp					
Paxson Avenue Connector					
Kuser Road Connector					
Cypress Lane Connector					
NJ 33 Bypass - Alternative Design			19,409		
Estates Boulevard / NJ 33 Bypass Connector					
Additional Locations[1]					
NJ 33 Bypass		18,707	19,409	702	3.8%
Estates Boulevard	Whatley Rd to Whitehorse-H Sq Rd	5,420	5,613	193	3.6%
Klockner Road	Whitehorse-H Sq Rd to Secretario Way	12,153	12,174	21	0.2%
Yardville-Hamilton Sq Road	Klockner Rd to Estates Blvd	11,744	11,692	-52	-0.4%
Mercerville-Edinburg Road	Nottingham Way to Mount Dr	15,000	14,900	-100	-0.7%

[1]These values are uncalibrated.

Source: DVRPC, 2006

4.5 Findings

The DVRPC travel demand model has been used to estimate future traffic volumes for NJ 33 and for impacted streets and highways in the corridor, under the different build alternatives. In this section, the model results are combined with observations from field views to make a determination of the potential of each concept. For each concept, three criteria were applied:

1. Does the concept function as designed?
2. Are the results that it produces desirable?
3. Does it solve a problem of primary importance?

The concepts were ranked based on the criteria, as follows:

High – All three criteria are true
Medium – Criteria 1 and 2 are true
Low – Criteria 1 is true
No Potential – None of the criteria are true

Table 10 shows each concepts arranged by rank with a brief explanation of the ranking for each concept.

Note: Analyzing the performance of NJ 33 and other facilities using standard indicators of congestion such as volume over capacity (v/c) and level of service, was beyond the scope of this study. As a consequence, there is no data on traffic conditions on specific highway links or at specific intersections, under the different build alternatives. Therefore, the determination of the potential of the concepts has to be considered provisional.

Table 10: Rankings of NJ 33 Study Corridor Concepts

Rank	Concept	Notes
1 - High	Relief Road at Nottingham Neighborhood	Reduces congestion on two-lane section of NJ 33 adjacent to large retail area. Provides alternate travel route for local traffic. Opportunity to increase impact by combining with Estates Boulevard Connector.
	Estates Boulevard Connector	Reduces congestion on two-lane section of NJ 33 adjacent to large retail area. Provides alternative travel route for local traffic. Opportunity to increase impact by combining with Relief Road at Nottingham Neighborhood.
	NJ 33 Bypass, Alternative Design	Reduces congestion at intersection of NJ 33 and NJ 33 Bypass and intersection of Washington Boulevard and NJ 33 Bypass. Increases capacity of Washington Boulevard.
2 - Medium	Relief Road at I-295 Interchange	Attracts a significant number of trips and increases mobility. Improves access to small retail area on NJ 33.
	Kuser Road Connector	Reduces congested intersection of NJ 33 Bypass and US 130.
	Flock Road Connector	Reduces congestion on Mercerville-Edinburg Road, Paxson Avenue, Abbott Road, and Hughes Drive.
3 - Low	Paxson Avenue Connector	Reduces congestion on Mercerville-Edinburg Road between Paxson Avenue and Flock Road.
	Estates Boulevard/NJ 33 Bypass Connector	Highly effective, but produces unacceptable traffic volumes on a residential street.
	Northbound I-295 Ramp	Attracts a significant number of trips, but fewer than the existing ramp on State Street Extension.
4 - No Potential	Cypress Lane	Attracts almost no additional trips to Cypress Lane.

Source: DVRPC, 2006

5.0 STRATEGIC IMPROVEMENT PLAN

Development of a strategic implementation plan for the corridor is based upon the land use scenarios, the transportation needs and the economic development strategy, in conformance with the policy goals and objectives of the New Jersey State Plan, DVRPC's Year 2020 Land Use and Transportation Plan, and local municipal plans. The *Route 33 Corridor Study* can be used as a dynamic long-range tool for the systematic selection of projects to create a significantly improved transportation system within the study area. This document can serve as a *punch list* for the government agencies with a stake in the implementation of improvements. Municipal governments are key players in this process. Even though a highway may be maintained by the state or county, it is the welfare of the local residents that is affected the most. Safety and mobility benefits are felt more by those who use the highway frequently. Therefore, the local municipality should assure that the improvements are advanced expediently by being involved in the process no matter which agency has a lead role.

This section of the report presents those locations within the corridor that have been identified using technical analysis and suggestions from the local citizens as currently experiencing transportation problems, as critical to the mobility of people or goods throughout the corridor; or as projected to have significant impacts to the transportation infrastructure. Short-term and long-term potential improvement scenarios, which represent a range of alternatives, are presented. These scenarios have been discussed with the study stakeholders in relation to their ability to solve existing or potential problems or deficiencies and are considered worthy of future action. Transportation improvements at these locations could have important implications for the economic vitality of the local areas as well as the mobility of the corridor as a whole.

At the onset of this effort, multiagency meetings and field views were conducted to review potential locations for inclusion in the study. Participants included representatives from each of the local municipalities, staff from the Mercer County Planning and Mercer County Engineer's Office, New Jersey Department of Transportation and its consultants, and the Delaware Valley Regional Planning Commission. During these preliminary field views, a base set of locations was identified for further review. DVRPC staff conducted subsequent follow-up field views to better define the existing conditions, observe the operating conditions, refine the problem identification, and begin to formulate potential improvement scenarios. The information that follows for each location is a result of that process and recommends actions to be pursued based on cooperative discussions and input from each of the study participants.

Recommended Improvements

1. An Estates Boulevard Connector that connects the existing two-lane sections of Estates Boulevard, which currently terminate at Whitehorse-

Hamilton Square Road and Yardville-Hamilton Square Road, respectively. A second new facility that connects Paxson Avenue and Fenimore Road is also recommended. These two improvements would reduce congestion on an adjacent section of NJ 33 that provides access to a large retail area. They would also provide an alternate travel route for local traffic. There is an opportunity to increase this impact by combining with the proposed Relief Road at Nottingham Neighborhood.

2. Construction of a Relief Road at the Nottingham Neighborhood (between Shady Lane and Paxon Avenue), which would reduce congestion on a two-lane section of NJ 33 adjacent to a large retail area. It would also provide an alternate travel route for local traffic. There is an opportunity to increase this impact by combining with the proposed Estates Boulevard Connector.

3. The NJ 33 Bypass, Alternative Design, which would reduce congestion at the intersection of NJ 33 and NJ 33 Bypass and the intersection of Washington Boulevard and NJ 33 Bypass. It would also increase the capacity of Washington Boulevard.

4. The proposed Flock Road Connector would reduce congestion on sections of Mercerville-Edinburg Road, Paxson Avenue, Abbott Road, and Hughes Drive.

5. Sidewalks and pedestrian pathways should link common origins and destinations. These should be well lighted and visible from the surrounding community. Plantings and street furniture should be designed so as not to create isolated areas.

6. Building orientation should be designed so that parking areas are located to the rear or side of retail establishments. This would narrow the gap between sidewalks and businesses thereby improving pedestrian access to these businesses. Parking lots located in the front of buildings discourage pedestrian, bicycle and transit access. There should be a limited number of driveways and storefronts should be located directly along the sidewalk, which would encourage pedestrian access. This concept is being applied in the Washington Town Center development in Washington Township.

7. An effort should be made to develop a street pattern in the form of grids. This pattern encourages pedestrian and bicycle traffic by providing more direct access and an alternative to high volume roadways. It also improves auto access by dispersing traffic along many routes and providing multiple routes to each destination. A hierarchical grid pattern allows for the efficient movement of vehicles on main streets.

8. Explore the possibility of providing better bus connections to the Hamilton train station from residential and commercial areas via shuttles.

9. NJ Transit is exploring the possibility of initiating Bus Rapid Transit (BRT) service along the Route 1 corridor. Several feeder routes have been proposed between Hamilton Market Place in Hamilton Township and stations on the proposed BRT system as well as the Northeast Corridor stations of Hamilton and Trenton. These potential transit connections should be encouraged.

10. Explore additional opportunities for commuter shuttles to the train station from high-density residential areas.

11. Land use development policies for the corridor should promote compact walkable communities with bicycle and transit facilities and amenities. Neighborhood retail services should be encouraged in certain areas that are within walking distance of residents.

12. Encourage mixed-use development near interchanges of major arterials. This is most relevant in the area of NJ 33 east of the I-295 exit ramps and Winslow Avenue.

13. Amend the municipal master plan and zoning ordinance to permit Suburban Center Zoning that directs growth into identified centers. These centers are usually mixed use with retail, office, residential and recreational uses in close proximity to each other.

14. Encourage the reduction and or consolidation of driveways along NJ 33. The policy of the NJ State Development and Redevelopment Plan is that local access to state highways should be controlled so as to "ensure that regional needs, adequate system capacity and public health and safety are protected. Encourage parallel service roads, shared driveways and parking and pedestrian access between neighborhood uses."

15. Sections of NJ 33 have experienced excessive speeding. To mitigate this problem, narrower streets in commercial areas would encourage slower speeds and provide greater visibility for adjacent shops. On-street parking would create a buffer between pedestrians and vehicular traffic, thereby improving safety and encouraging pedestrian activity. In residential areas – such as sections of Nottingham Way where speeding is an issue – traffic-calming techniques such as speed tables, narrow lanes, wide sidewalks, and central medians with landscaping should be considered.

16. Optimization of traffic signals along NJ 33 by using a system of signal coordination and signal timing.

17. Encourage investment in existing business districts, compatible with the architectural character of the community; and discourage scattered commercial and industrial developments, such as strip developments.

18. Improve the overall character of the area by: encouraging the consolidation of auto-related businesses within the corridor, improving and enforcing signage regulations, and exploring the feasibility of starting a business improvement district (BID) along NJ 33 that would improve the character, appearance and economic vitality of the area.

APPENDIX A

Location 1
NJ 33 at Hamilton Ave (3.44 - 3.54)
Accident Summary
Year 2002 - 2004

Total: 40 **State Total:** 202,325

Collision Type	Count	% of Total	State Count	State % of Total
Same Direction - Rear End	7	17.50%	91,031	44.99%
Same Direction - Sideswipe	6	15.00%	33,722	16.67%
Angle	20	50.00%	25,691	12.70%
Head On	0	0.00%	7,514	3.71%
Left Turn	4	10.00%	3,099	1.53%
Parked Vehicle	0	0.00%	827	0.41%
Unknown or Other	1	2.50%	1,523	0.75%
Overturn	0	0.00%	22,560	11.15%
Pedestrian	0	0.00%	5,440	2.69%
Fixed Object	2	5.00%	3,077	1.52%
Animal	0	0.00%	992	0.49%
Pedacycle	0	0.00%	6,849	3.39%
Severity	Count	% of Total	State Count	State % of Total
Fatal	0	0.00%	580	0.29%
Injury	14	35.00%	62,188	30.74%
Property Damage Only	26	65.00%	139,557	68.98%
Light	Count	% of Total	State Count	State % of Total
Day	30	75.00%	141,902	70.14%
Night/Dawn/Dusk	10	25.00%	59,637	29.48%
Unknown	0	0.00%	786	0.39%
Intersection	Count	% of Total	State Count	State % of Total
At Intersection	31	77.50%	84,821	41.92%
Not at Intersection	9	22.50%	117,504	58.08%
Railroad Crossing	0	0.00%	0	0.00%
Surface Condition	Count	% of Total	State Count	State % of Total
Dry	33	82.50%	147,395	72.85%
Wet Surface	5	12.50%	46,969	23.21%
Snow or Ice	2	5.00%	7,097	3.51%
Unknown or Other	0	0.00%	864	0.43%

Location 2
NJ 33 at Vincent Ave (3.70 - 3.80)
Accident Summary
Year 2002 - 2004

Total: 43 **State Total:** 202,325

Collision Type	Count	% of Total	State Count	State % of Total
Same Direction - Rear End	15	34.88%	91,031	44.99%
Same Direction - Sideswipe	4	9.30%	33,722	16.67%
Angle	12	27.91%	25,691	12.70%
Head On	0	0.00%	7,514	3.71%
Left Turn	8	18.60%	3,099	1.53%
Parked Vehicle	1	2.33%	827	0.41%
Unknown or Other	1	2.33%	1,523	0.75%
Overturn	0	0.00%	22,560	11.15%
Pedestrian	0	0.00%	5,440	2.69%
Fixed Object	2	4.65%	3,077	1.52%
Animal	0	0.00%	992	0.49%
Pedacycle	0	0.00%	6,849	3.39%
Severity	Count	% of Total	State Count	State % of Total
Fatal	0	0.00%	580	0.29%
Injury	8	18.60%	62,188	30.74%
Property Damage Only	35	81.40%	139,557	68.98%
Light	Count	% of Total	State Count	State % of Total
Day	31	72.09%	141,902	70.14%
Night/Dawn/Dusk	12	27.91%	59,637	29.48%
Unknown	0	0.00%	786	0.39%
Intersection	Count	% of Total	State Count	State % of Total
At Intersection	34	79.07%	84,821	41.92%
Not at Intersection	9	20.93%	117,504	58.08%
Railroad Crossing	0	0.00%	0	0.00%
Surface Condition	Count	% of Total	State Count	State % of Total
Dry	37	86.05%	147,395	72.85%
Wet Surface	5	11.63%	46,969	23.21%
Snow or Ice	1	2.33%	7,097	3.51%
Unknown or Other	0	0.00%	864	0.43%

Location 3
NJ 33 at Shady Lane (4.20 - 4.30)
Accident Summary
Year 2002 - 2004

Total: 43 **State Total:** 202,325

Collision Type	Count	% of Total	State Count	State % of Total
Same Direction - Rear End	23	53.49%	91,031	44.99%
Same Direction - Sideswipe	2	4.65%	33,722	16.67%
Angle	13	30.23%	25,691	12.70%
Head On	0	0.00%	7,514	3.71%
Left Turn	3	6.98%	3,099	1.53%
Parked Vehicle	0	0.00%	827	0.41%
Unknown or Other	0	0.00%	1,523	0.75%
Overturn	0	0.00%	22,560	11.15%
Pedestrian	0	0.00%	5,440	2.69%
Fixed Object	1	2.33%	3,077	1.52%
Animal	0	0.00%	992	0.49%
Pedacycle	1	2.33%	6,849	3.39%
Severity	Count	% of Total	State Count	State % of Total
Fatal	0	0.00%	580	0.29%
Injury	14	32.56%	62,188	30.74%
Property Damage Only	29	67.44%	139,557	68.98%
Light	Count	% of Total	State Count	State % of Total
Day	28	65.12%	141,902	70.14%
Night/Dawn/Dusk	15	34.88%	59,637	29.48%
Unknown	0	0.00%	786	0.39%
Intersection	Count	% of Total	State Count	State % of Total
At Intersection	18	41.86%	84,821	41.92%
Not at Intersection	25	58.14%	117,504	58.08%
Railroad Crossing	0	0.00%	0	0.00%
Surface Condition	Count	% of Total	State Count	State % of Total
Dry	34	79.07%	147,395	72.85%
Wet Surface	9	20.93%	46,969	23.21%
Snow or Ice	0	0.00%	7,097	3.51%
Unknown or Other	0	0.00%	864	0.43%

Location 4
NJ 33 at White Horse-Hamilton Square (5.32 - 5.42)
Accident Summary
Year 2002 - 2004

Total: 43 **State Total:** 202,325

Collision Type	Count	% of Total	State Count	State % of Total
Same Direction - Rear End	26	60.47%	91,031	44.99%
Same Direction - Sideswipe	3	6.98%	33,722	16.67%
Angle	11	25.58%	25,691	12.70%
Head On	0	0.00%	7,514	3.71%
Left Turn	3	6.98%	3,099	1.53%
Parked Vehicle	0	0.00%	827	0.41%
Unknown or Other	0	0.00%	1,523	0.75%
Overturn	0	0.00%	22,560	11.15%
Pedestrian	0	0.00%	5,440	2.69%
Fixed Object	0	0.00%	3,077	1.52%
Animal	0	0.00%	992	0.49%
Pedacycle	0	0.00%	6,849	3.39%
Severity	Count	% of Total	State Count	State % of Total
Fatal	0	0.00%	580	0.29%
Injury	16	37.21%	62,188	30.74%
Property Damage Only	27	62.79%	139,557	68.98%
Light	Count	% of Total	State Count	State % of Total
Day	35	81.40%	141,902	70.14%
Night/Dawn/Dusk	8	18.60%	59,637	29.48%
Unknown	0	0.00%	786	0.39%
Intersection	Count	% of Total	State Count	State % of Total
At Intersection	20	46.51%	84,821	41.92%
Not at Intersection	23	53.49%	117,504	58.08%
Railroad Crossing	0	0.00%	0	0.00%
Surface Condition	Count	% of Total	State Count	State % of Total
Dry	36	83.72%	147,395	72.85%
Wet Surface	7	16.28%	46,969	23.21%
Snow or Ice	0	0.00%	7,097	3.51%
Unknown or Other	0	0.00%	864	0.43%

Location 5
NJ 33 at Yardville-Hamilton Square (5.44 - 5.54)
Accident Summary
Year 2002 - 2004

Total: 49 **State Total:** 202,325

Collision Type	Count	% of Total	State Count	State % of Total
Same Direction - Rear End	16	32.65%	91,031	44.99%
Same Direction - Sideswipe	5	10.20%	33,722	16.67%
Angle	14	28.57%	25,691	12.70%
Head On	1	2.04%	7,514	3.71%
Left Turn	6	12.24%	3,099	1.53%
Parked Vehicle	0	0.00%	827	0.41%
Unknown or Other	2	4.08%	1,523	0.75%
Overturn	0	0.00%	22,560	11.15%
Pedestrian	1	2.04%	5,440	2.69%
Fixed Object	4	8.16%	3,077	1.52%
Animal	0	0.00%	992	0.49%
Pedacycle	0	0.00%	6,849	3.39%
Severity	Count	% of Total	State Count	State % of Total
Fatal	0	0.00%	580	0.29%
Injury	15	30.61%	62,188	30.74%
Property Damage Only	34	69.39%	139,557	68.98%
Light	Count	% of Total	State Count	State % of Total
Day	42	85.71%	141,902	70.14%
Night/Dawn/Dusk	7	14.29%	59,637	29.48%
Unknown	0	0.00%	786	0.39%
Intersection	Count	% of Total	State Count	State % of Total
At Intersection	24	48.98%	84,821	41.92%
Not at Intersection	25	51.02%	117,504	58.08%
Railroad Crossing	0	0.00%	0	0.00%
Surface Condition	Count	% of Total	State Count	State % of Total
Dry	36	73.47%	147,395	72.85%
Wet Surface	12	24.49%	46,969	23.21%
Snow or Ice	1	2.04%	7,097	3.51%
Unknown or Other	0	0.00%	864	0.43%

Location 6
NJ 33 at George Dye Road (6.30 - 6.40)
Accident Summary
Year 2002 - 2004

Total: 54 **State Total:** 202,325

Collision Type	Count	% of Total	State Count	State % of Total
Same Direction - Rear End	21	38.89%	91,031	44.99%
Same Direction - Sideswipe	1	1.85%	33,722	16.67%
Angle	25	46.30%	25,691	12.70%
Head On	0	0.00%	7,514	3.71%
Left Turn	5	9.26%	3,099	1.53%
Parked Vehicle	0	0.00%	827	0.41%
Unknown or Other	0	0.00%	1,523	0.75%
Overturn	0	0.00%	22,560	11.15%
Pedestrian	0	0.00%	5,440	2.69%
Fixed Object	2	3.70%	3,077	1.52%
Animal	0	0.00%	992	0.49%
Pedacycle	0	0.00%	6,849	3.39%
Severity	Count	% of Total	State Count	State % of Total
Fatal	0	0.00%	580	0.29%
Injury	24	44.44%	62,188	30.74%
Property Damage Only	30	55.56%	139,557	68.98%
Light	Count	% of Total	State Count	State % of Total
Day	44	81.48%	141,902	70.14%
Night/Dawn/Dusk	9	16.67%	59,637	29.48%
Unknown	1	1.85%	786	0.39%
Intersection	Count	% of Total	State Count	State % of Total
At Intersection	23	42.59%	84,821	41.92%
Not at Intersection	31	57.41%	117,504	58.08%
Railroad Crossing	0	0.00%	0	0.00%
Surface Condition	Count	% of Total	State Count	State % of Total
Dry	44	81.48%	147,395	72.85%
Wet Surface	10	18.52%	46,969	23.21%
Snow or Ice	0	0.00%	7,097	3.51%
Unknown or Other	0	0.00%	864	0.43%

APPENDIX B

Pedestrian Level of Service

Road Name	From	To	#Thru Lanes	Lateral Seperation-Width of Outside Lane (ft)	Width of Shoulder/Bike Lane (ft)	Vol (ADT)	Speed Limit	Pavement Rating	%On-Street Parking	% of Road Segment with Sidewalk	Sidewalk Width (ft)	Buffer Width (ft)	SCORE	GRADE
Washington Blvd	RT 33	Hutchinson Rd	2	14	6	1800	35	5	0	100	5	7	1.78	B
Pond Rd	CR 526	Hutchinson Rd	2	11	4	1800	25	4	0	50	4	6	2.48	B
Nottingham Way	Greenbriar	CR 535	2	19	0	7000	40	4	0	100	4	5	2.72	C
Mercer St	Nottingham Way	Flock Rd	2	12	0	5000	25	4	0	100	5	3.5	2.29	B
Nottingham Way	CR 535	RT 533	2	19	0	9945	40	4	0	100	4	5	3.07	C
Quaker Bridge Rd	Mercerville-Edinburg Rd	New St	2	18	0	6000	35	4	0	50	4	2	3.17	C
Quaker Bridge Rd	New St	Flock Rd	2	12	8	6000	35	4	20	50	4	2	3.02	C
RT 33	I-295	Mercerville-White Horse Rd	4	11	3	20000	35	4	0	100	4	5	3.04	C
RT 33	Mercerville-White Horse Rd	Yardville-Hamilton	2	16	4	9000	40	4	0	100	4	5	2.93	C
RT 33	George Dye Rd	Nottingham Way	2	16	4	14000	45	5	0	0	0	5	3.68	D
RT 33	George Dye Rd	Yardville-Hamilton Rd	2	16	4	14000	45	5	0	0	0	5	3.68	D
Yardville-Hamilton Rd	RT 33	Klockner Ave	2	15	10	8000	25	5	50	50	5	8	2.6	C
Yardville-Hamilton Rd	Klockner Ave	Briarwood Dr	2	15	12	8000	45	5	50	50	7	8	3.06	C
George Dye	RT 33	Estates Blvd.	2	21	0	5000	25	4	60	100	5	2	1.86	B
George Dye	Estates	Klockner Ave	2	21	0	5000	25	4	0	100	4	5	2.05	B
Klockner Ave	I-295	RT 533	2	15	10	3000	40	4	0	50	4	8	2.63	C
Klockner Ave	RT 533	Hamilton Sq. Whitehorse	4	15	10	6000	35	4	0	100	4	8	2.03	B
Klockner Ave	Hamilton Sq. Whitehorse	Yardville-Hamilton	2	15	10	8000	40	4	0	100	4	8	2.7	C
Estates Blvd	Klockner Ave	Hamilton Sq. Whitehorse	2	25	0	1800	25	4	0	100	4	8	1.19	A
Estates Blvd	Yardville-Hamilton Rd	George Dye Rd	2	24	0	1800	25	5	0	100	4	10	1.39	A
Estates Blvd	George Dye Rd	Limewood Dr	2	15	9	1800	25	4	30	100	5	8	1.06	A
Hamilton Sq-Whitehorse Rd	Nottingham Way	Klockner Ave	2	12	9	5000	40	4	0	50	5	4	2.89	C
Hamilton Sq-Whitehorse Rd	Kuser Rd	Klockner Ave	2	15	9	1600	40	4	0	100	5	7	1.58	B
RT 533	Nottingham Way	Klockner Ave	4	12	0	16000	45	3	0	50	4	7	4.02	D
RT 533	Klockner Ave	Kuser Rd	4	12	0	10000	45	3	0	100	4	7	2.96	C

Source: DVRPC 2006

Bicycle Level of Service Evaluation

Bicycle Level of Service

Road Name	From	To	MCD	Lanes	Traffic Vol. Data: Traffic Vol. (ADT)	Pk/Dly. Ratio (Kd)	Dir. Split (D)	Trk. Pct. (HV)	Post. Spd. (SPp)	Width of Pavemen (Wt)	Width of Pavemen (Wl)	# of Occupied Parking Spaces (OSPA) NB/E	# of Occupied Parking Spaces (OSPA) SB/WB	Desig. OSP (OSPD)	Pavement Condition (PCt)	Pavement Condition (PCl)	Bike Lane	BLOS Score	BLOS Grade
				Th	(ADT)	(Kd)	(D)	(HV)	(SPp)	(Wt)	(Wl)	(OSPA)		(OSPD)	(PCt)	(PCl)	Lane	Score	Grade
				#	(vpd)	0.10	0.565	(%)	mph	(ft)	(ft)	NB/E	SB/WB	(%)	(1..5)	(1..5)	(Y/N)		(A..F)
Washington Blvd	Union St	Rt 33	Washington	2	1,800	0.10	0.565	2	35	20.0	6.0	0	0	0	5.0	5.0	N	**3.79**	**D**
Pond Rd	Pond Rd	Hutchinson	Washington	2	1,800	0.10	0.565	2	25	15.0	4.0	0	0	0	4.0	4.0	N	**3.59**	**D**
Notthingham Ave	Greenbriar	Mercer	Hamilton	2	7,000	0.10	0.565	2	35	19.0	n/a	0	0	0	5.0	n/a	N	**4.49**	**D**
Notthingham Ave	Mercer St	Rt 533	Hamilton	2	9,945	0.10	0.565	2	40	19.0	n/a	0	0	0	4.0	3.0	N	**4.92**	**E**
Mercer St	Nottingnham Ave	Flock Rd	Hamilton	2	5,000	0.10	0.565	2	25	12.0	n/a	0	0	0	4.0	2.0	N	**4.12**	**D**
Quaker Bridge Rd	Mercerville-Edinburg Rd	New St	Hamilton	2	6,000	0.10	0.565	2	35	18.0	n/a	0	0	0	4.0	4.0	N	**4.57**	**E**
Quaker Bridge Rd	New St	Flock Rd	Hamilton	2	6,000	0.10	0.565	2	40	20.0	8.0	0	0	20	4.0	n/a	N	**4.66**	**E**
Rt 33	I-295	Rt 533	Hamilton	4	20,000	0.10	0.565	2	40	14.0	3.0	0	0	0	5.0	n/a	N	**4.77**	**E**
Rt 33	Rt 533	Yardville-Hamilton Square Rd	Hamilton	2	9,000	0.10	0.565	2	40	20.0	4.0	0	0	0	4.0	3.0	N	**4.87**	**E**
Rt 33	Yardville Rd	US 130	Wash/Ham.	2	14,000	0.10	0.565	2	45	20.0	4.0	0	0	0	5.0	5.0	N	**5.01**	**E**
Yardville-Hamilton Square Rd	Rt 33	Klockner Ave	Hamilton	2	8,000	0.10	0.565	2	45	25.0	10.0	0	0	50	4.0	4.0	N	**4.88**	**E**
Yardville-Hamilton Square Rd	Klockner Ave	Briarwood Dr	Hamilton	2	8,000	0.10	0.565	2	45	27.0	n/a	0	0	50	4.0	4.0	N	**4.88**	**E**
George Dye Rd	Rt 33	Carl Sandburg Rd	Hamilton	2	5,000	0.10	0.565	2	35	21.0	n/a	0	0	60	4.0	3.0	N	**4.48**	**D**
George Dye Rd	Estates Blvd	Klocker Ave	Hamilton	2	5,000	0.10	0.565	2	25	21.0	n/a	0	0	0	4.0	3.0	N	**4.12**	**D**
Klocker Ave	George Dye Rd	Yardville Rd	Hamilton	2	2,000	0.10	0.565	2	35	24.0	9.0	0	0	0	4.0	3.0	N	**4.00**	**D**
Klocker Ave	Yardville Rd	Hamilton Square-White Horse	Hamilton	2	8,000	0.10	0.565	2	40	24.0	10.0	0	0	0	4.0	4.0	N	**4.81**	**E**
Klocker Ave	Hamilton Square-White Horse	Rt 533	Hamilton	4	6,000	0.10	0.565	2	35	24.0	10.0	0	0	0	5.0	4.0	N	**4.06**	**D**
Klocker Ave	Rt 533	I-295	Hamilton	2	3,000	0.10	0.565	2	40	24.0	9.0	0	0	0	4.0	4.0	N	**4.31**	**D**
Estates Blvd	Klocker Ave	Hamilton Square-White Horse	Hamilton	2	1,800	0.10	0.565	2	25	25.0	n/a	0	0	0	4.0	4.0	N	**3.59**	**D**
Estates Blvd	Yardville-Hamilton Square Rd	George Dye Rd	Hamilton	2	1,800	0.10	0.565	2	25	24.0	n/a	0	0	0	5.0	5.0	N	**3.43**	**C**
Estates Blvd	George Dye Rd	Limewood Dr	Hamilton	2	1,800	0.10	0.565	2	25	24.0	9.0	0	0	30	4.0	4.0	N	**3.59**	**D**
Hamilton Square-White Horse	Notthingham Ave	Klocker Ave	Hamilton	2	5,000	0.10	0.565	2	40	21.0	9.0	0	0	0	4.0	n/a	N	**4.57**	**E**
Hamilton Square-White Horse	Kuser Rd	Klocker Ave	Hamilton	2	1,600	0.10	0.565	2	40	24.0	9.0	0	0	0	4.0	n/a	N	**4.00**	**D**
Rt 533	Rt 33	Klockner Ave	Hamilton	4	16,000	0.10	0.565	2	45	24.0	n/a	0	0	0	4.0	n/a	N	**4.88**	**E**
Rt 533	Klocker Ave	Kuser Rd	Hamilton	4	10,000	0.10	0.565	2	45	24.0	n/a	0	0	0	3.0	n/a	N	**4.97**	**E**

Source: DVRPC 2006

APPENDIX C

To Hamilton Marketplace

Weekdays

LAWRENCE TWP. Mercer Mall	WEST WINDSOR TWP. Wal-Mart	LAWRENCE TWP. Quaker Bridge Mall	LAWRENCE TWP. Franklin Corner & Princeton Pike	LAWRENCE TWP. Lawrence Center	TRENTON Brunswick & N. Olden Ave.	TRENTON S. Warren & W. State St.	TRENTON S. Broad & Liberty St.	WHITE HORSE White Horse Circle	MERCERVILLE Hamilton Senior Citizens Complex	HAMILTON SQUARE Hamilton Hospital	YARDVILLE Yardville-Groveville Rd. & S. Broad St.	HAMILTON SQUARE Hamilton Shop-Rite	HAMILTON Hamilton Marketplace
A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
–	–	–	–	5.30	5.38	5.48	5.59	6.04	–	–	6.11	–	–
–	–	–	6.05	6.10	6.18	6.28	6.39	6.46	–	7.01	–	7.04	–
–	–	–	–	6.50	6.58	7.08	7.19	7.26	–	–	7.33	–	7.41
–	–	–	–	7.10	7.18	7.28	7.39	7.46	–	–	–	8.01	–
–	–	–	–	7.30	7.38	7.48	7.59	8.06	–	–	8.13	–	8.21
–	–	–	–	7.50	7.58	8.08	8.19	8.26	–	8.41	–	8.44	–
–	–	–	8.15	8.20	8.28	8.38	8.49	8.56	–	–	9.03	–	9.11
–	–	–	8.45	8.50	8.58	9.08	9.19	9.26	9.35	9.44	–	9.47	–
9.06	9.10	9.16	9.23	9.28	9.36	9.48	9.59	10.06	–	–	10.13	–	10.21
9.36	9.40	9.46	–	9.56	10.04	10.16	10.27	10.34	10.43	10.52	–	10.55	–
10.06	10.10	10.16	10.23	10.28	10.36	10.48	10.59	11.06	–	–	11.13	–	11.21
10.36	10.40	10.46	–	10.56	11.04	11.16	11.27	11.34	11.43	–	–	11.52	–
–	–	–	–	–	–	–	–	P.M.	–	–	P.M.	–	P.M.
11.06	11.10	11.16	11.23	11.28	11.36	11.48	11.59	12.06	–	–	12.13	–	12.21
–	–	–	–	–	P.M.	P.M.	P.M.	–	P.M.	P.M.	–	P.M.	–
11.36	11.40	11.46	–	11.56	12.04	12.16	12.27	12.34	12.43	12.52	–	12.55	–
P.M.	P.M.	P.M.	P.M.	P.M.	–	–	–	–	–	–	–	–	–
12.06	12.10	12.16	12.23	12.28	12.36	12.48	12.59	1.06	–	–	1.13	–	1.21
12.36	12.40	12.46	–	12.56	1.04	1.16	1.27	1.34	1.43	–	–	1.52	–
1.06	1.10	1.16	1.23	1.28	1.36	1.48	1.59	2.06	–	–	2.13	–	2.21
1.36	1.40	1.46	–	1.56	2.04	2.16	2.27	2.34	2.43	–	–	2.52	–
2.06	2.10	2.16	2.23	2.28	2.36	2.48	2.59	3.06	–	–	3.13	–	3.21
2.36	2.40	2.46	–	2.56	3.04	3.16	3.27	3.34	3.43	3.52	–	3.55	–
–	–	–	–	3.20	3.28	3.40	3.51	3.58	–	–	4.05	–	–
3.06	3.10	3.16	3.23	3.28	3.36	3.48	3.59	4.06	–	–	4.13	–	4.21
3.36	3.40	3.46	–	3.56	4.04	4.16	4.27	4.34	4.43	–	–	4.52	–
4.06	4.10	4.16	4.23	4.28	4.36	4.48	4.59	5.06	–	–	5.13	–	5.21
4.36	4.40	4.46	–	4.56	5.04	5.16	5.27	5.34	–	5.49	–	5.52	–
5.06	5.10	5.16	5.23	5.28	5.36	5.48	5.59	6.06	–	–	6.13	–	6.21
5.36	5.40	5.46	5.53	5.58	6.06	6.18	6.28	6.35	–	6.50	–	6.53	–
5.56	6.00	6.06	6.16	6.21	6.29	6.39	6.49	6.56	–	–	7.01	–	7.09
6.16	6.20	6.26	6.33	6.38	6.46	6.56	7.06	7.13	–	–	7.18	–	7.26
6.46	6.50	6.56	–	7.06	7.14	7.24	7.34	7.41	–	–	7.46	–	7.54
7.30	7.34	7.40	–	7.50	7.58	8.08	8.18	8.25	–	–	8.30	–	8.38
8.30	8.34	8.40	–	8.50	8.58	9.08	9.18	9.25	–	–	9.30	–	9.38
9.40	9.44	9.50	–	10.00	10.08	10.18	10.28	10.35	–	–	10.40	–	10.48
–	–	–	–	–	–	–	A.M.	A.M.	–	–	A.M.	–	A.M.
11.15	11.19	11.25	–	11.35	11.43	11.53	12.03	12.10	–	–	12.15	–	12.23

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Saturdays

LAWRENCE TWP. Mercer Mall	WEST WINDSOR TWP. Wal-Mart	LAWRENCE TWP. Quaker Bridge Mall	LAWRENCE TWP. Franklin Corner & Princeton Pike	LAWRENCE TWP. Lawrence Center	TRENTON Brunswick & N. Olden Ave.	TRENTON S. Warren & W. State St.	TRENTON S. Broad & Liberty St.	WHITE HORSE White Horse Circle	MERCERVILLE Hamilton Senior Citizens Complex	HAMILTON SQUARE Hamilton Hospital	YARDVILLE Yardville-Groveville Rd. & S. Broad St.	HAMILTON SQUARE Hamilton Shop-Rite	HAMILTON Hamilton Marketplace
A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
–	–	–	–	6.15	6.23	6.33	6.44	6.51	–	–	6.58	–	–
6.28	6.31	6.35	6.40	6.45	6.53	7.03	7.14	7.21	–	7.37	–	7.40	–
–	–	–	7.08	7.15	7.23	7.33	7.44	7.51	–	–	7.58	–	8.06
–	–	–	7.38	7.45	7.53	8.03	8.14	8.21	–	–	–	8.37	–
–	–	–	8.08	8.15	8.23	8.33	8.44	8.51	–	–	8.58	–	9.06
–	–	–	8.38	8.45	8.53	9.03	9.14	9.21	9.30	–	–	9.40	9.52
9.00	9.03	9.07	9.14	9.19	9.27	9.39	9.50	9.57	–	–	10.04	–	10.12
9.30	9.33	9.37	–	9.47	9.55	10.07	10.18	10.25	10.34	–	–	10.44	10.56
10.00	10.03	10.07	10.14	10.19	10.27	10.39	10.50	10.57	–	–	11.04	–	11.12
10.30	10.33	10.37	–	10.47	10.55	11.07	11.18	11.25	11.34	–	–	11.44	11.56
–	–	–	–	–	–	–	–	–	–	–	P.M.	–	P.M.
11.00	11.03	11.07	11.14	11.19	11.27	11.39	11.50	11.57	–	–	12.04	–	12.12
–	–	–	–	–	–	P.M.	P.M.	P.M.	P.M.	–	–	P.M.	–
11.30	11.33	11.37	–	11.47	11.55	12.07	12.18	12.25	12.34	–	–	12.44	12.56
P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	–	–	–	–	–	–	–	–
12.00	12.03	12.07	12.14	12.19	12.27	12.39	12.50	12.57	–	–	1.04	–	1.12
12.30	12.33	12.37	–	12.47	12.55	1.07	1.18	1.25	1.34	–	–	1.44	1.56
1.00	1.03	1.07	1.14	1.19	1.27	1.39	1.50	1.57	–	–	2.04	–	2.12
1.30	1.33	1.37	–	1.47	1.55	2.07	2.18	2.25	2.34	–	–	2.44	2.56
2.00	2.03	2.07	2.14	2.19	2.27	2.39	2.50	2.57	–	–	3.04	–	3.12
2.30	2.33	2.37	–	2.47	2.55	3.07	3.18	3.25	3.34	–	–	3.44	3.56
3.00	3.03	3.07	3.14	3.19	3.27	3.39	3.50	3.57	–	–	4.04	–	4.12
3.30	3.33	3.37	–	3.47	3.55	4.07	4.18	4.25	4.34	–	–	4.44	4.56
4.00	4.03	4.07	4.14	4.19	4.27	4.39	4.50	4.57	–	–	5.04	–	5.12
4.30	4.33	4.37	–	4.47	4.55	5.07	5.18	5.25	–	–	–	5.41	5.53
5.00	5.03	5.07	5.14	5.19	5.27	5.39	5.50	5.57	–	–	6.04	–	6.12
5.30	5.33	5.37	–	5.47	5.55	6.07	6.17	6.21	–	–	–	6.37	6.49
6.00	6.03	6.07	–	6.17	6.25	6.35	6.45	6.49	–	–	–	7.05	7.17
6.30	6.33	6.37	6.44	6.49	6.57	7.07	7.17	7.21	–	–	7.26	–	7.34
7.30	7.33	7.37	7.44	7.49	7.57	8.07	8.17	8.21	–	–	8.26	–	8.34
–	–	8.03	8.10	8.15	8.23	8.33	8.43	8.47	–	–	–	9.03	–
8.30	8.33	8.37	8.44	8.49	8.57	9.07	9.17	9.21	–	–	9.26	–	9.34
9.30	9.33	9.37	–	9.47	9.55	10.05	10.15	10.19	–	–	10.24	–	10.32
10.45	10.48	10.52	–	11.02	11.10	11.20	11.30	11.34	–	–	11.39	–	11.47
–	–	–	–	–	–	–	A.M.	A.M.	–	–	A.M.	–	A.M.
11.15	11.18	11.22	–	11.32	11.40	11.50	12.00	12.04	–	–	12.11	–	12.19

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Sundays

LAWRENCE TWP. Mercer Mall	WEST WINDSOR TWP. Wal-Mart	LAWRENCE TWP. Quaker Bridge Mall	LAWRENCE TWP. Lawrence Center	TRENTON Brunswick & N. Olden Ave.	TRENTON S. Warren & W. State St.	TRENTON S. Broad & Liberty St.	WHITE HORSE White Horse Circle	YARDVILLE Yardville-Groveville Rd. & S. Broad St.	HAMILTON Hamilton Marketplace
A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
7.00	7.03	7.07	7.17	7.23	7.32	7.43	7.50	7.55	8.03
8.20	8.23	8.27	8.37	8.43	8.52	9.03	9.10	9.15	9.23
9.20	9.23	9.27	9.37	9.43	9.52	10.03	10.10	10.15	10.23
10.20	10.23	10.27	10.37	10.43	10.52	11.03	11.10	11.15	11.23
–	–	–	–	–	–	P.M.	P.M.	P.M.	P.M.
11.20	11.23	11.27	11.37	11.43	11.52	12.03	12.10	12.15	12.23
P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	–	–	–	–
12.20	12.23	12.27	12.37	12.43	12.52	1.03	1.10	1.15	1.23
1.20	1.23	1.27	1.37	1.43	1.52	2.03	2.10	2.15	2.23
2.20	2.23	2.27	2.37	2.43	2.52	3.03	3.10	3.15	3.23
3.20	3.23	3.27	3.37	3.43	3.52	4.03	4.10	4.15	4.23
4.20	4.23	4.27	4.37	4.43	4.52	5.03	5.10	5.15	5.23
5.40	5.43	5.47	5.57	6.03	6.12	6.23	6.30	6.35	6.43
–	–	6.17	6.27	6.33	6.42	6.53	7.00	7.05	7.13
7.00	7.03	7.07	7.17	7.23	7.32	7.43	7.50	7.55	8.03
8.45	8.48	8.52	9.02	9.08	9.17	9.28	9.35	9.40	9.48
–	–	–	–	–	–	–	A.M.	A.M.	A.M.
11.15	11.18	11.22	11.32	11.38	11.47	11.58	12.05	12.10	12.18

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All trips are operated with lift-equipped buses.

If you have a disability that prevents you from using the bus, information about Access Link, NJ TRANSIT's ADA paratransit service is available by calling 1(800) 772-2222.

RECEIPT FOR RIDE
Don't forget to take one!

Fare Information

This is an exact fare line. Passengers are required to have exact fare when boarding buses on this line. One dollar bills and most U.S. coins are accepted. Drivers do not carry money and cannot make change.

How to determine your fare

Your fare is based on the number of zones you travel through. Check the map on this schedule to see how many zones you travel. Each time you cross a zone boundary, you must pay for another zone.

Cash Fares

Zone	1	2	3	Transfer
Adult	$1.25	$1.75	$2.10	$0.55
Children & Sr. Citizens	$0.60	$0.80	$0.95	$0.25

Transfers must be purchased when boarding bus.

Reduced Fare Program

Children's Fares - Ages 5-11 save 50% or more from regular one-way fares at all times. Up to three children ages four and under ride free with a passenger paying any fare except child/student.

Senior Citizens 62 and older and passengers with disabilities can travel on-board NJ TRANSIT trains, buses, and light rail vehicles at a reduced fare of one-half the regular one-way fare or less at all times. **Seniors Citizens 62 and older** may be asked to present a valid ID (any ID or document printed with your date of birth and issued by a government, social service, or mass transportation agency) to obtain the reduced fare. Valid ID for Seniors 65 and older also includes the MTA Reduced Fare Card; PA Senior Citizen Transit ID or PACE Card; PATH Senior Fare Card; or Medicare Card. **Passengers with disabilities** must present an NJ TRANSIT Reduced Fare ID or Medicare Card to obtain the reduced fare. Call (973) 378-6401 for more information on the Reduced Fare Program.

Monthly Passes are available for frequent riders at a substantial discount from the regular fare. Buy a pass at a NJ TRANSIT ticket agent or through NJ TRANSIT Mail-Fare, One Penn Plaza East, Newark, NJ 07105-2246. Call 1(800) 648-0215 for more information.

You Can Ride With Your Rail Pass

You can use your NJ TRANSIT monthly rail pass on NJ TRANSIT buses. Monthly rail passes are imprinted with a zone number. You can use your rail pass for bus trips up to the number of zones imprinted, during the month of validity.

You can use your NJ TRANSIT weekly rail pass for any local NJ TRANSIT bus trip up to one zone, at no additional charge during the week of validity.

Printed with soy ink on 30% post consumer waste recycled paper

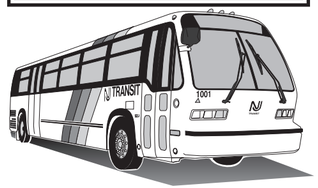
T0603 - 2/06

603 MERCER MALL QUAKER BRIDGE MALL HAMILTON MARKETPLACE

Effective: April 8, 2006

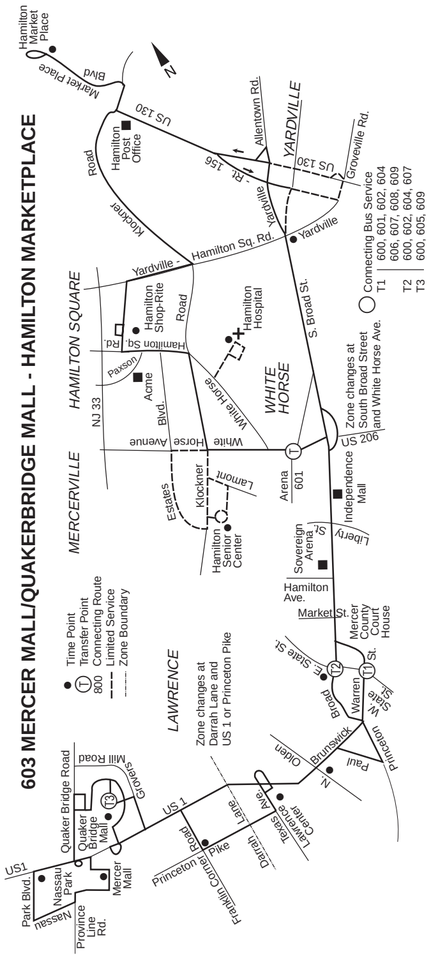
Serving: Nassau Park
Wal-Mart/Sam's/Home Depot
Mercer Mall
Quaker Bridge Mall
Lawrence Center
Helene Fuld Med. Center
Trenton
Sovereign Arena
Mercer County Court House
Hamilton
White Horse
Yardville
Mercerville
Hamilton Square
Hamilton Hospital (Limited)

Weekdays/Saturdays
Limited service to/from Princeton Corporate Center discontinued due to low ridership



NJ TRANSIT
The Way To Go.
www.njtransit.com℠

To Quaker Bridge Mall/Mercer Mall



Weekdays

HAMILTON Hamilton Marketplace	HAMILTON SQUARE Hamilton Shop-Rite	YARDVILLE Yardville-Groveville Rd. & S. Broad St.	HAMILTON SQUARE Hamilton Hospital	MERCERVILLE Hamilton Senior Citizens Complex	WHITE HORSE White Horse Circle	TRENTON S. Broad & Liberty St.	TRENTON N. Broad & E. State St.	TRENTON Brunswick & N. Olden Ave.	LAWRENCE TWP. Lawrence Center	LAWRENCE TWP. Franklin Corner & Princeton Pike	LAWRENCE TWP. Quaker Bridge Mall	WEST WINDSOR TWP. Wal-Mart	LAWRENCE TWP. Mercer Mall
A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
–	4.52	–	–	–	5.08	5.15	5.26	5.36	5.44	5.49	–	–	–
–	–	5.31	–	–	5.38	5.45	5.56	6.06	6.14	–	6.26	6.32	6.35
–	5.52	–	–	–	6.08	6.15	6.26	6.36	6.44	–	–	–	–
–	–	6.21	–	–	6.28	6.35	6.46	6.56	7.04	–	–	–	–
–	–	–	–	–	–	6.50	7.01	7.11	–	–	7.21	7.27	7.30
–	6.37	–	–	–	6.53	7.00	7.11	7.21	7.29	–	–	–	–
–	–	7.06	–	–	7.13	7.20	7.31	7.41	7.49	7.54	–	–	–
7.18	–	7.26	–	–	7.33	7.40	7.51	8.01	8.09	8.14	–	–	–
–	7.34	–	7.37	–	7.53	8.00	8.11	8.21	8.29	–	8.41	8.47	8.50
7.58	–	8.06	–	–	8.13	8.20	8.31	8.41	8.49	8.54	9.01	9.07	9.10
–	8.17	–	–	–	8.33	8.40	8.51	9.01	9.09	–	9.21	9.27	9.30
8.38	–	8.46	–	–	8.53	9.00	9.11	9.23	9.31	9.36	9.43	9.49	9.52
–	9.07	–	–	–	9.23	9.30	9.41	9.53	10.01	–	10.13	10.19	10.22
9.38	–	9.46	–	–	9.53	10.00	10.11	10.23	10.31	10.36	10.43	10.49	10.52
–	10.01	–	10.04	10.14	10.23	10.30	10.41	10.53	11.01	–	11.13	11.19	11.22
10.38	–	10.46	–	–	10.53	11.00	11.11	11.23	11.31	11.36	11.43	11.49	11.52
–	–	–	–	–	–	–	–	–	P.M.	–	P.M.	P.M.	P.M.
–	11.01	–	11.04	11.14	11.23	11.30	11.41	11.53	12.01	–	12.13	12.19	12.22
–	–	–	–	–	–	P.M.	P.M.	P.M.	–	P.M.	–	–	–
11.38	–	11.46	–	–	11.53	12.00	12.11	12.23	12.31	12.36	12.43	12.49	12.52
–	P.M.	–	P.M.	P.M.	P.M.	–	–	–	–	–	–	–	–
–	12.01	–	12.04	12.14	12.23	12.31	12.41	12.53	1.01	–	1.13	1.19	1.22
P.M.	–	P.M.	–	–	–	–	–	–	–	–	–	–	–
12.38	–	12.46	–	–	12.53	1.00	1.11	1.23	1.31	1.36	1.43	1.49	1.52
–	1.01	–	1.04	1.14	1.23	1.30	1.41	1.53	2.01	–	2.13	2.19	2.22
1.38	–	1.46	–	–	1.53	2.00	2.11	2.23	2.31	2.36	2.43	2.49	2.52
–	2.05	–	–	2.14	2.23	2.30	2.41	2.53	3.01	–	3.13	3.19	3.22
2.38	–	2.46	–	–	2.53	3.00	3.11	3.23	3.31	3.36	3.43	3.49	3.52
–	3.05	–	–	3.14	3.23	3.30	3.41	3.53	4.01	–	4.13	4.19	4.22
3.38	–	3.46	–	–	3.53	4.00	4.11	4.23	4.31	4.36	4.43	4.49	4.52
–	3.51	–	3.54	4.04	4.13	4.20	4.31	4.43	4.51	–	5.03	5.09	5.12
–	4.17	–	–	–	4.33	4.40	4.51	5.03	5.11	5.16	5.23	5.29	5.32
4.38	–	4.46	–	–	4.53	5.00	5.11	5.23	5.31	–	5.43	5.49	5.52
–	5.07	–	–	–	5.23	5.30	5.40	5.52	6.00	–	6.12	6.18	6.21
5.38	–	5.46	–	–	5.53	6.00	6.10	6.22	6.30	–	6.42	6.48	6.51
–	6.04	–	6.07	–	6.23	6.30	6.40	6.50	6.58	7.03	7.10	7.16	7.19
6.38	–	6.46	–	–	6.53	7.00	7.10	7.20	7.28	–	7.40	7.46	7.49
–	7.07	–	–	–	7.23	7.30	7.40	7.50	7.58	8.03	8.10	8.16	8.19
7.38	–	7.46	–	–	7.53	8.00	8.10	8.20	8.28	–	8.40	8.46	8.49
8.45	–	8.53	–	–	8.58	9.05	9.15	9.25	9.33	–	9.45	9.51	9.54
9.45	–	9.53	–	–	9.58	10.05	10.15	10.25	10.33	–	10.45	10.51	10.54
A.M.	–	A.M.	–	–	A.M.	A.M.	A.M.	A.M.	–	–	–	–	–
12.25	–	12.33	–	–	12.38	12.45	12.55	1.05	–	–	–	–	–

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Saturdays

HAMILTON Hamilton Marketplace	HAMILTON SQUARE Hamilton Shop-Rite	YARDVILLE Yardville-Groveville Rd. & S. Broad St.	HAMILTON SQUARE Hamilton Hospital	MERCERVILLE Hamilton Senior Citizens Complex	WHITE HORSE White Horse Circle	TRENTON S. Broad & Liberty St.	TRENTON N. Broad & E. State St.	TRENTON Brunswick & N. Olden Ave.	LAWRENCE TWP. Lawrence Center	LAWRENCE TWP. Franklin Corner & Princeton Pike	LAWRENCE TWP. Quaker Bridge Mall	WEST WINDSOR TWP. Wal-Mart	LAWRENCE TWP. Mercer Mall
A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
–	5.15	–	–	–	5.31	5.38	5.49	5.59	6.07	–	6.19	6.25	6.27
–	6.05	–	–	–	6.21	6.28	6.39	6.49	6.57	7.04	–	–	–
–	–	–	–	–	–	6.52	7.03	7.13	–	–	7.21	7.27	7.29
–	–	7.10	–	–	7.17	7.24	7.35	7.45	7.53	8.00	–	–	–
–	7.35	–	–	–	7.51	7.58	8.09	8.19	8.27	–	8.39	8.45	8.47
–	–	8.15	–	–	8.22	8.29	8.40	8.50	8.58	9.05	9.15	9.21	9.23
8.25	8.37	–	–	–	8.53	9.00	9.11	9.23	9.31	–	9.43	9.49	9.51
9.05	–	9.13	–	–	9.20	9.27	9.38	9.50	9.58	10.03	10.10	10.16	10.18
9.25	9.37	–	–	9.47	9.56	10.03	10.14	10.26	10.34	–	10.46	10.52	10.54
10.11	–	10.19	–	–	10.26	10.33	10.44	10.56	11.04	11.09	11.16	11.22	11.24
10.25	10.37	–	–	10.47	10.56	11.03	11.14	11.26	11.34	–	11.46	11.52	11.54
–	–	–	–	–	–	–	–	–	P.M.	P.M.	P.M.	P.M.	P.M.
11.11	–	11.19	–	–	11.26	11.33	11.44	11.56	12.04	12.09	12.16	12.22	12.24
–	–	–	–	–	–	P.M.	P.M.	P.M.	–	–	–	–	–
11.25	11.37	–	–	11.47	11.56	12.03	12.14	12.26	12.34	–	12.46	12.52	12.54
P.M.	–	P.M.	–	–	P.M.	–	–	–	–	–	–	–	–
12.11	–	12.19	–	–	12.26	12.33	12.44	12.56	1.04	1.09	1.16	1.22	1.24
–	P.M.	–	–	P.M.	–	–	–	–	–	–	–	–	–
12.25	12.37	–	–	12.47	12.56	1.03	1.14	1.26	1.34	–	1.46	1.52	1.54
1.11	–	1.19	–	–	1.26	1.33	1.44	1.56	2.04	2.09	2.16	2.22	2.24
1.25	1.37	–	–	1.47	1.56	2.03	2.14	2.26	2.34	–	2.46	2.52	2.54
2.11	–	2.19	–	–	2.26	2.33	2.44	2.56	3.04	3.09	3.16	3.22	3.24
2.25	2.37	–	–	2.47	2.56	3.03	3.14	3.26	3.34	–	3.46	3.52	3.54
3.11	–	3.19	–	–	3.26	3.33	3.44	3.56	4.04	4.09	4.16	4.22	4.24
–	–	–	P.M.	–	–	–	–	–	–	–	–	–	–
–	3.34	–	3.37	3.47	3.56	4.03	4.14	4.26	4.34	–	4.46	4.52	4.54
4.11	–	4.19	–	–	4.26	4.33	4.44	4.56	5.04	5.09	5.16	5.22	5.24
4.25	4.37	–	–	–	4.53	5.00	5.11	5.23	5.31	–	5.43	5.49	5.51
5.11	–	5.19	–	–	5.26	5.33	5.44	5.56	6.04	6.09	6.16	6.22	6.24
5.45	5.57	–	–	–	6.13	6.17	6.27	6.37	6.45	–	6.57	7.03	7.05
6.45	6.57	–	–	–	7.13	7.17	7.27	7.37	7.45	–	7.57	8.03	8.05
7.25	–	7.33	–	–	7.38	7.42	7.52	8.02	8.10	–	8.22	8.28	8.30
8.25	–	8.33	–	–	8.38	8.42	8.52	9.02	9.10	–	9.22	9.28	9.30
9.25	–	9.33	–	–	9.38	9.42	9.52	10.02	10.10	–	10.22	10.28	10.30
–	–	A.M.	–	–	A.M.	A.M.	A.M.	A.M.	–	–	–	–	–
11.55	–	12.03	–	–	12.08	12.12	12.22	12.32	–	–	–	–	–

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Sundays

HAMILTON Hamilton Marketplace	YARDVILLE Yardville-Groveville Rd. & S. Broad St.	WHITE HORSE White Horse Circle	TRENTON S. Broad & Liberty St.	TRENTON N. Broad & E. State St.	TRENTON Brunswick & N. Olden Ave.	LAWRENCE TWP. Lawrence Center	LAWRENCE TWP. Quaker Bridge Mall	WEST WINDSOR TWP. Wal-Mart	LAWRENCE TWP. Mercer Mall
A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
–	5.45	5.50	5.57	6.08	6.17	6.23	6.35	6.41	6.43
–	7.05	7.10	7.17	7.28	7.37	7.43	7.55	8.01	8.03
8.17	8.25	8.30	8.37	8.48	8.57	9.03	9.15	9.21	9.23
9.37	9.45	9.50	9.57	10.08	10.17	10.23	10.35	10.41	10.43
10.37	10.45	10.50	10.57	11.08	11.17	11.23	11.35	11.41	11.43
–	–	–	–	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
11.37	11.45	11.50	11.57	12.08	12.17	12.23	12.35	12.41	12.43
P.M.	P.M.	P.M.	P.M.	–	–	–	–	–	–
12.37	12.45	12.50	12.57	1.08	1.17	1.23	1.35	1.41	1.43
1.37	1.45	1.50	1.57	2.08	2.17	2.23	2.35	2.41	2.43
2.37	2.45	2.50	2.57	3.08	3.17	3.23	3.35	3.41	3.43
3.37	3.45	3.50	3.57	4.08	4.17	4.23	4.35	4.41	4.43
4.37	4.45	4.50	4.57	5.08	5.17	5.23	5.35	5.41	5.43
5.37	5.45	5.50	5.57	6.08	6.17	6.23	6.35	6.41	6.43
6.57	7.05	7.10	7.17	7.28	7.37	7.43	7.55	8.01	8.03
8.37	8.45	8.50	8.57	9.08	9.17	9.23	9.35	9.41	9.43
9.57	10.05	10.10	10.17	10.28	10.37	10.43	10.55	11.01	11.03

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Holiday Service Guide

Holiday	Date	Schedule in Effect
Good Friday	Fri. 4/14/2006	Saturday
Memorial Day	Mon. 5/29/2006	Sunday
Independence Day	Tue. 7/4/2006	Sunday
Labor Day	Mon. 9/4/2006	Sunday
Columbus Day	Mon. 10/9/2006	Saturday
Veterans Day	Sat. 11/11/2006	Saturday
Thanksgiving Day	Thu. 11/23/2006	Sunday
Friday After Thanksgiving	Fri. 11/24/2006	Saturday
Christmas Day	Mon. 12/25/2006	Sunday
New Year's Day	Mon. 1/1/2007	Sunday
Martin Luther King Jr. Day	Mon. 1/15/2007	Holiday
Presidents' Day	Mon. 2/19/2007	Holiday
Good Friday	Fri. 4/6/2007	Holiday
Memorial Day	Mon. 5/28/2007	Sunday

Customer Services

Commendations/Complaints

8 a.m. - 5 p.m. Monday thru Friday

Customer Service 1 (800) 772-2222
Fax 1 (973) 491-7567

How to use this schedule

1. Choose the direction you wish to travel and locate the WEEKDAY, SATURDAY or SUNDAY schedule. Timepoints are listed from the beginning of the route (on the left) to the end (on the right).
2. Timepoints in the schedule correspond with the timepoint dots on the map. If your stop is between two timepoints, use the earlier time as a guide.
3. If there is a letter to the left of the times listed for the trip you wish to take, look for the explanation under or next to the schedule block.
4. Check departure location information on front, if applicable. Be sure to see other special notes for more information.
5. Be sure to check the bus destination sign before boarding the bus.

Please...

For the comfort of all, observe these simple rules while riding the bus:

- No smoking.
- No eating or drinking.
- No littering.
- Use headphones if you're listening to a radio.
- Speak softly when using cellular phones.

NJ Transit Information

Schedules, Fares, and Lost & Found

6 a.m. - Midnight Daily

Transit Information, Lost & Found, &
Lift Equipped Bus Reservations . . . 1 (800) 772-2222
Text Telephone (TT) 1 (800) 772-2287

PATCO Information 1 (609) 772-6900
SEPTA Information 1 (215) 580-7800
AMTRAK 1 (800) 872-7245

Security Hot Line
1 (888) TIPS NJT
To report suspicious activities or packages.

To Mercerville/Hamilton Marketplace

Weekdays

PRINCETON Princeton Care Center	PRINCETON Princeton Community Village	PRINCETON Redding Terrace	PRINCETON Princeton Shopping Center	PRINCETON BORO Nassau St. at Palmer Square	HOPEWELL TWP Educational Testing Services Bus Stop	LAWRENCEVILLE Franklin Corner Rd. at US 206	LAWRENCE TWP. Rider University	TRENTON Princeton Ave. at N. Olden Ave.	TRENTON W. State St. at Calhoun St.	TRENTON W. State St. at S. Warren St.	TRENTON RAIL STATION - West Bus Stop S. Clinton Ave.at Barlow St.	TRENTON Greenwood Ave. at S. Olden Ave.	HAMILTON Hamilton Rail Station	MERCERVILLE Nottingham Way at Regina Ave.	WASHINGTON Foxmoor Shopping Center	WASHINGTON Project Freedom	HAMILTON Hamilton Marketplace
A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
–	–	–	5.07	5.16	–	5.28	5.30	5.39	5.47	5.51	5.56	6.01	6.12	6.18	6.25	–	6.35
–	–	–	–	–	–	–	–	–	–	6.50	6.55	7.00	–	7.10	7.17	–	7.27
6.31	6.33	–	6.37	6.46	–	6.58	7.00	7.09	7.17	7.21	7.26	7.31	7.42	7.48	7.55	7.58	8.11
7.08	7.10	7.14	7.19	7.28	–	7.40	7.42	7.52	7.59	8.03	8.08	8.13	–	8.21	8.28	–	8.38
SD –	–	–	–	–	–	–	7.55	8.02	8.06	8.11	8.16	–	–	–	–	–	–
7.33	7.35	7.39	7.44	7.53	–	8.05	8.07	8.16	8.24	8.28	8.33	8.38	–	8.48	8.55	8.58	–
–	–	–	8.02	8.11	–	8.23	8.25	8.34	8.42	8.46	8.51	8.56	–	9.06	9.13	–	9.23
8.16	8.18	–	8.22	8.31	–	8.43	8.45	8.54	9.02	9.06	9.11	9.16	9.27	9.33	9.40	–	9.50
8.33	8.35	8.39	8.44	8.53	–	9.05	9.07	9.16	9.24	9.28	9.33	9.38	–	9.48	9.55	9.58	–
–	–	–	9.02	9.11	–	9.23	9.25	9.33	9.40	9.44	9.49	9.54	–	10.04	10.11	–	10.21
–	–	–	9.32	9.41	–	9.53	9.55	10.03	10.10	10.14	10.19	10.24	10.35	10.41	10.48	10.51	11.04
10.06	10.08	–	10.12	10.21	–	10.33	10.35	10.43	10.50	10.54	10.59	11.04	–	11.14	11.21	–	11.31
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	P.M.	P.M.	P.M.
–	–	–	10.52	11.01	–	11.13	11.15	11.18	11.30	11.34	11.39	11.44	–	11.54	12.01	12.04	12.17
–	–	–	–	–	–	–	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	–	P.M.	–	–	–
11.26	11.28	–	11.32	11.41	–	11.53	11.55	12.03	12.10	12.14	12.19	12.24	–	12.34	12.41	–	12.51
–	–	–	P.M.	P.M.	–	P.M.	P.M.	–	–	–	–	–	–	–	–	–	–
–	–	–	12.10	12.20	–	12.33	12.35	12.43	12.50	12.54	12.59	1.04	1.15	1.21	1.28	–	1.38
P.M.	P.M.	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
12.44	12.46	–	12.50	1.00	–	1.13	1.15	1.23	1.35	1.39	1.44	1.49	–	1.59	2.06	2.09	2.22
–	–	–	1.30	1.40	–	1.53	1.55	2.03	2.15	2.19	2.24	2.29	–	2.39	2.46	–	2.56
2.04	2.06	–	2.10	2.20	–	2.33	2.35	2.43	2.55	2.59	3.04	3.09	–	3.19	3.26	3.29	–
–	–	–	2.40	2.50	–	3.03	3.05	3.13	3.25	3.29	3.34	3.39	3.50	3.56	4.03	4.06	4.19
–	–	–	3.00	3.10	–	3.22	3.24	3.32	3.44	3.48	3.53	3.58	–	4.07	4.14	4.17	–
3.24	3.26	–	3.30	3.40	–	3.53	3.55	4.03	4.15	4.19	4.24	4.29	4.40	4.46	4.53	4.56	5.09
–	–	–	4.00	4.10	–	4.23	4.25	4.33	4.45	4.49	4.54	4.59	–	5.08	5.15	5.18	–
–	–	–	–	–	P.M.	–	–	–	–	–	–	–	–	–	–	–	–
–	–	–	–	–	4.38	4.53	4.55	5.03	5.15	5.19	5.24	5.29	5.40	5.46	5.53	5.56	6.09
4.44	4.46	–	4.50	5.00	–	5.13	5.15	5.23	5.35	5.39	5.44	5.49	–	5.59	6.06	6.09	–
–	–	–	5.10	5.20	–	5.33	5.35	5.43	5.55	5.59	6.04	6.09	6.20	6.26	6.33	–	6.43
5.34	5.36	–	5.40	5.50	–	6.03	6.05	6.13	6.25	6.29	6.34	6.39	6.50	6.56	7.03	7.06	7.19
6.15	6.17	–	6.21	6.31	–	6.43	6.45	6.53	7.05	7.09	7.14	7.19	7.30	7.36	7.43	7.46	7.59
–	–	P.M.	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
6.51	6.53	6.57	7.02	7.11	–	7.23	7.25	7.33	7.40	7.44	7.49	7.54	8.05	8.11	8.18	–	8.28
7.21	7.23	7.27	7.32	7.41	–	7.53	7.55	8.03	8.10	8.14	8.19	8.24	–	8.38	–	–	–
8.21	8.23	8.27	8.32	8.41	–	8.53	8.55	9.03	9.10	9.14	9.19	9.24	–	9.34	9.41	9.44	–
9.32	9.34	9.38	9.43	9.52	–	10.04	10.06	10.14	10.21	10.25	10.30	10.35	–	10.43	10.50	–	11.00
10.32	10.34	10.38	10.43	10.52	–	11.04	11.06	11.14	11.21	11.25	11.30	11.35	–	11.45	–	–	–
–	–	–	–	–	–	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	–	A.M.	–	–	–
11.32	11.34	11.38	11.43	11.52	–	12.04	12.06	12.14	12.21	12.25	12.30	12.35	–	12.45	–	–	–
A.M.	A.M.	A.M.	A.M.	A.M.	–	–	–	–	–	–	–	–	–	–	–	–	–
12.48	12.50	12.54	12.59	1.08	–	1.20	1.22	1.30	1.37	1.41	1.46	1.51	–	2.01	–	–	–

1672

Saturdays

PRINCETON Princeton Care Center	PRINCETON Princeton Community Village	PRINCETON Redding Terrace	PRINCETON Princeton Shopping Center	PRINCETON BORO Nassau St. at Palmer Square	LAWRENCEVILLE Franklin Corner Rd. at US 206	LAWRENCE TWP. Rider University	TRENTON Princeton Ave. at N. Olden Ave.	TRENTON W. State St. at Calhoun St.	TRENTON W. State St. at S. Warren St.	TRENTON RAIL STATION - West Bus Stop S. Clinton Ave. at Barlow St.	TRENTON Greenwood Ave. at S. Olden Ave.	MERCERVILLE Nottingham Way at Regina Ave.	WASHINGTON Foxmoor Shopping Center	WASHINGTON Project Freedom	HAMILTON Hamilton Marketplace
A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
7.28	7.30	7.34	7.37	7.44	7.54	7.56	8.04	8.11	8.15	8.20	8.25	8.33	8.40	8.43	8.55
8.43	8.45	8.49	8.52	8.59	9.09	9.11	9.19	9.26	9.30	9.35	9.41	9.50	9.57	10.00	10.12
9.58	10.00	–	10.03	10.10	10.21	10.23	10.31	10.38	10.42	10.47	10.53	11.02	11.09	–	11.19
–	–	–	–	–	–	–	–	–	–	–	–	P.M.	P.M.	P.M.	P.M.
11.04	11.06	11.10	11.13	11.20	11.31	11.33	11.41	11.48	11.52	11.57	12.03	12.12	12.19	12.22	12.34
P.M.	P.M.	–	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	–	–	–	–	–
12.18	12.20	–	12.23	12.30	12.41	12.43	12.51	12.58	1.02	1.07	1.13	1.22	1.29	–	1.39
1.28	1.30	–	1.33	1.40	1.51	1.53	2.01	2.08	2.12	2.17	2.23	2.32	2.39	2.42	2.54
2.38	2.40	–	2.43	2.50	3.01	3.03	3.11	3.18	3.22	3.27	3.33	3.42	3.49	–	3.59
3.48	3.50	–	3.53	4.00	4.11	4.13	4.21	4.28	4.32	4.37	4.43	4.52	4.59	5.02	5.14
4.58	5.00	–	5.03	5.10	5.21	5.23	5.31	5.38	5.42	5.47	5.53	6.02	6.09	–	6.19
–	–	P.M.	–	–	–	–	–	–	–	–	–	–	–	–	–
6.08	6.10	6.14	6.17	6.24	6.34	6.36	6.44	6.51	6.55	7.00	7.05	7.13	7.20	7.23	7.35
7.18	7.20	7.24	7.27	7.34	7.44	7.46	7.54	8.01	8.05	8.10	8.15	8.23	8.30	–	8.40
8.28	8.30	8.34	8.37	8.44	8.54	8.56	9.04	9.11	9.15	9.20	9.25	9.33	9.40	9.43	9.55
9.38	9.40	9.44	9.47	9.54	10.04	10.06	10.14	10.21	10.25	10.30	10.35	10.43	10.50	10.53	11.05
10.48	10.50	10.54	10.57	11.04	11.14	11.16	11.24	11.31	11.35	11.40	11.45	11.53	–	–	–
A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	–	–
12.13	12.15	12.19	12.22	12.29	12.39	12.41	12.49	12.56	1.00	1.05	1.10	1.18	–	–	–

1603

SD - Operates when school is in session.

All trips are operated with lift-equipped buses.

If you have a disability that prevents you from using the bus, information about Access Link, NJ TRANSIT's ADA paratransit service is available by calling 1(800) 772-2222.

Security Hot Line
1 (888) TIPS NJT
To report suspicious activities or packages.

Sundays

PRINCETON Princeton Care Center	PRINCETON Princeton Community Village	PRINCETON Redding Terrace	PRINCETON Princeton Shopping Center	PRINCETON BORO Nassau st Palmer Square	LAWRENCEVILLE Franklin Corner Rd. at US 206	LAWRENCE TWP. Rider University	TRENTON Princeton Ave. at N. Olden Ave.	TRENTON W. State St. at Calhoun St.	TRENTON W. State St. at S. Warren St.	TRENTON RAIL STATION - West Bus Stop S. Clinton Ave. at Barlow St.	TRENTON Greenwood Ave. at S. Olden Ave.	MERCERVILLE Nottingham Way at Regina Ave.	WASHINGTON Foxmoor Shopping Center	WASHINGTON Project Freedom	HAMILTON Hamilton Marketplace
A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
7.38	7.40	7.44	7.47	7.54	8.04	8.06	8.14	8.21	8.25	8.30	8.35	8.43	8.50	8.53	9.05
8.48	8.50	8.54	8.57	9.04	9.14	9.16	9.24	9.31	9.35	9.40	9.45	9.53	10.00	10.03	10.15
9.58	10.00	–	10.03	10.10	10.21	10.23	10.31	10.38	10.42	10.47	10.53	11.00	11.09	–	11.19
–	–	–	–	–	–	–	–	–	–	–	–	P.M.	P.M.	P.M.	P.M.
11.08	11.10	–	11.13	11.20	11.31	11.33	11.41	11.48	11.52	11.57	12.03	12.12	12.19	12.22	12.34
P.M.	P.M.	–	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	–	–	–	–	–
12.18	12.20	–	12.23	12.30	12.41	12.43	12.51	12.58	1.02	1.07	1.13	1.22	1.29	–	1.39
1.28	1.30	–	1.33	1.40	1.51	1.53	2.01	2.08	2.12	2.17	2.23	2.32	2.39	2.42	2.54
2.38	2.40	–	2.43	2.50	3.01	3.03	3.11	3.18	3.22	3.27	3.33	3.40	3.49	–	3.59
3.48	3.50	–	3.53	4.00	4.11	4.13	4.21	4.28	4.32	4.37	4.43	4.52	4.59	5.02	5.14
4.58	5.00	–	5.03	5.10	5.21	5.23	5.31	5.38	5.42	5.47	5.52	6.00	6.07	–	6.17
–	–	P.M.	–	–	–	–	–	–	–	–	–	–	–	–	–
6.08	6.10	6.14	6.17	6.24	6.34	6.36	6.44	6.51	6.55	7.00	7.05	7.13	7.20	7.23	7.35
8.28	8.30	8.34	8.37	8.44	8.54	8.56	9.04	9.11	9.15	9.20	9.25	9.33	9.40	–	9.50
10.13	10.15	10.19	10.22	10.29	10.39	10.41	10.49	10.56	11.00	11.05	11.10	11.18	11.25	11.28	–
–	–	–	–	–	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	–	–	–
11.43	11.45	11.49	11.52	11.59	12.09	12.11	12.19	12.26	12.30	12.35	12.40	12.48	–	–	–

1604

Holidays

PRINCETON Princeton Care Center	PRINCETON Princeton Community Village	PRINCETON Redding Terrace	PRINCETON Princeton Shopping Center	PRINCETON BORO Palmer Square	LAWRENCEVILLE Franklin Corner Rd. at US 206	LAWRENCE Rider University	TRENTON Princeton Ave. at N. Olden Ave.	TRENTON W. State St. at Calhoun St.	TRENTON W. State St. at Warren St.	TRENTON RAIL STATION South Clinton Avenue Bus Stop	TRENTON Greenwood Ave. at S. Olden Ave.	MERCERVILLE Nottingham Way at Regina Ave.	WASHINGTON Foxmoor Shopping Center	WASHINGTON Project Freedom	HAMILTON Hamilton Marketplace
A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
6.23	6.25	6.29	6.32	6.39	6.49	6.51	6.59	7.06	7.10	7.15	7.20	7.28	7.35	7.38	–
6.53	6.55	6.59	7.02	7.09	7.19	7.21	7.29	7.36	7.40	7.45	7.50	7.58	8.05	8.08	–
7.23	7.25	7.29	7.32	7.39	7.49	7.51	7.59	8.06	8.10	8.15	8.20	8.28	8.35	8.38	8.51
7.53	7.55	7.59	8.02	8.09	8.19	8.21	8.29	8.36	8.40	8.45	8.50	8.58	9.05	–	9.15
8.23	8.25	8.29	8.32	8.39	8.49	8.51	8.59	9.06	9.10	9.15	9.21	9.30	9.37	9.40	9.53
8.53	8.55	8.59	9.02	9.09	9.19	9.21	9.29	9.36	9.40	9.45	9.51	10.00	10.07	–	10.17
9.58	10.00	–	10.03	10.10	10.21	10.23	10.31	10.38	10.42	10.47	10.53	11.02	11.09	11.12	11.25
–	–	–	–	–	–	–	–	–	–	P.M.	P.M.	P.M.	P.M.	–	P.M.
11.13	11.15	–	11.18	11.25	11.36	11.38	11.46	11.53	11.57	12.02	12.08	12.17	12.24	–	12.34
P.M.	P.M.	–	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	–	–	–	P.M.	–
12.28	12.30	–	12.33	12.40	12.51	12.53	1.01	1.08	1.12	1.17	1.23	1.32	1.39	1.42	1.55
1.43	1.45	–	1.48	1.55	2.06	2.08	2.16	2.23	2.27	2.32	2.38	2.47	2.54	–	3.04
3.08	3.10	–	3.13	3.20	3.31	3.33	3.41	3.48	3.52	3.57	4.03	4.12	4.19	4.22	4.35
3.38	3.40	–	3.43	3.50	4.01	4.03	4.11	4.18	4.22	4.27	4.33	4.42	4.49	–	4.59
4.08	4.10	–	4.13	4.20	4.31	4.33	4.41	4.48	4.52	4.57	5.03	5.12	5.19	5.22	5.35
4.38	4.40	–	4.43	4.50	5.01	5.03	5.11	5.18	5.22	5.27	5.33	5.42	5.49	–	5.59
5.08	5.10	–	5.13	5.20	5.31	5.33	5.41	5.48	5.52	5.57	6.03	6.12	6.19	6.22	6.35
5.38	5.40	–	5.43	5.50	6.01	6.03	6.11	6.18	6.22	6.27	6.32	6.40	6.47	–	6.57
6.53	6.55	–	6.58	7.05	7.15	7.17	7.25	7.32	7.36	7.41	7.46	7.54	8.01	8.04	8.17
–	–	P.M.	–	–	–	–	–	–	–	–	–	–	–	–	–
7.58	8.00	8.04	8.07	8.14	8.24	8.26	8.34	8.41	8.45	8.50	8.55	9.03	9.10	9.13	9.26
9.13	9.15	9.19	9.22	9.29	9.39	9.41	9.49	9.56	10.00	10.05	10.10	10.18	10.25	–	10.35
10.28	10.30	10.34	10.37	10.44	10.54	10.56	11.04	11.11	11.15	11.20	11.25	11.33	–	–	–
–	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	–	–	–
11.58	12.00	12.04	12.07	12.14	12.24	12.26	12.34	12.41	12.45	12.50	12.55	1.03	–	–	–

1618H

Customer Services

Commendations/Complaints

8 a.m. - 5 p.m. Monday thru Friday

Customer Service 1 (800) 772-2222
Fax 1 (973) 491-7567

How to use this schedule

1. Choose the direction you wish to travel and locate the WEEKDAY, SATURDAY or SUNDAY schedule. Timepoints are listed from the beginning of the route (on the left) to the end (on the right).
2. Timepoints in the schedule correspond with the timepoint dots on the map. If your stop is between two timepoints, use the earlier time as a guide.
3. If there is a letter to the left of the times listed for the trip you wish to take, look for the explanation under or next to the schedule block.
4. Check departure location information on front, if applicable. Be sure to see other special notes for more information.
5. Be sure to check the bus destination sign before boarding the bus.

Please...

For the comfort of all, observe these simple rules while riding the bus:

- No smoking.
- No eating or drinking.
- No littering.
- Use headphones if you're listening to a radio.
- Speak softly when using cellular phones.

Printed with soy ink on 30% post consumer waste recycled paper

Fare Information

This is an exact fare line. Passengers are required to have exact fare when boarding buses on this line. One dollar bills and most U.S. coins are accepted. Drivers do not carry money and cannot make change.

How to determine your fare

Your fare is based on the number of zones you travel through. Check the map on this schedule to see how many zones you travel. Each time you cross a zone boundary, you must pay for another zone.

Cash Fares

Zone	1	2	3	4	Transfer
Adult	$1.25	$1.75	$2.10	$2.55	$0.55
Children & Sr. Citizens	$0.60	$0.80	$0.95	$1.15	$0.25

Transfers must be purchased when boarding bus.

Reduced Fare Program

Children's Fares - Ages 5-11 save 50% or more from regular one-way fares at all times. Up to three children ages four and under ride free with a passenger paying any fare except child/student.

Senior Citizens 62 and older and passengers with disabilities can travel on-board NJ TRANSIT trains, buses, and light rail vehicles at a reduced fare of one-half the regular one-way fare or less at all times. **Seniors Citizens 62 and older** may be asked to present a valid ID (any ID or document printed with your date of birth and issued by a government, social service, or mass transportation agency) to obtain the reduced fare. Valid ID for Seniors 65 and older also includes the MTA Reduced Fare Card; PA Senior Citizen Transit ID or PACE Card; PATH Senior Fare Card; or Medicare Card. **Passengers with disabilities** must present an NJ TRANSIT Reduced Fare ID or Medicare Card to obtain the reduced fare. Call (973) 378-6401 for more information on the Reduced Fare Program.

Monthly Passes are available for frequent riders at a substantial discount from the regular fare. Buy a pass at a NJ TRANSIT ticket agent or through NJ TRANSIT Mail-Fare, One Penn Plaza East, Newark, NJ 07105-2246. Call 1(800) 648-0215 for more information.

You Can Ride With Your Rail Pass

You can use your NJ TRANSIT monthly rail pass on NJ TRANSIT buses. Monthly rail passes are imprinted with a zone number. You can use your rail pass for bus trips up to the number of zones imprinted, during the month of validity.

You can use your NJ TRANSIT weekly rail pass for any local NJ TRANSIT bus trip up to one zone, at no additional charge during the week of validity.

RECEIPT FOR RIDE
Don't forget to take one!

T0606 - 2/06

606 PRINCETON MERCERVILLE HAMILTON MARKETPLACE

Effective: April 8, 2006

Serving: Princeton
Princeton Care Center
Princeton Shopping Center
Palmer Square
Princeton University
Lawrenceville
Lawrence
Rider University
Trenton
Trenton Rail Station
Hamilton
Mercerville
Hamilton Rail Station
Hamilton Square
Foxmoor Shop. Ctr.
Washington
Project Freedom
Hamilton Marketplace

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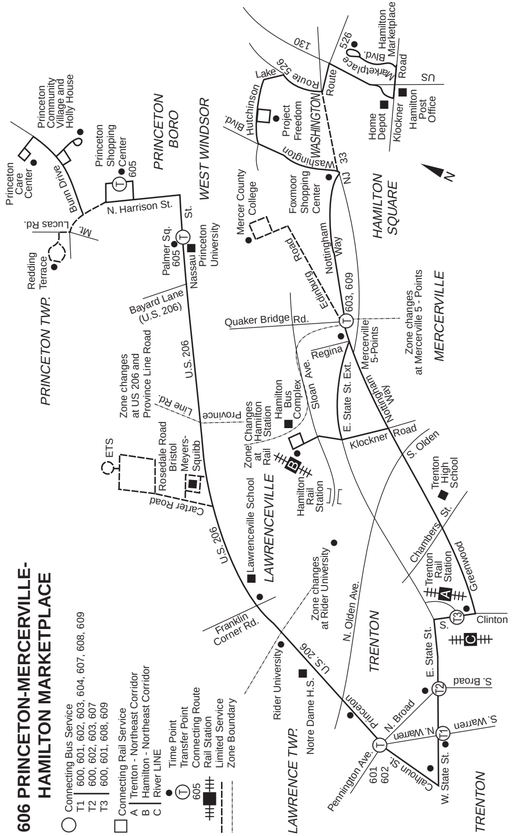
To Princeton



Weekdays

HAMILTON Hamilton Marketplace	WASHINGTON Project Freedom	WASHINGTON Foxmoor Shopping Center	WEST WINDSOR Mercer County College	MERCERVILLE Nottingham Way at Regina Ave.	HAMILTON Hamilton Rail Station	TRENTON Greenwood Ave. at S. Olden Ave.	TRENTON RAIL STATION - East Bus Stop S. Clinton Ave. at Raoul Wallenberg Blvd.	TRENTON E. State St. at N. Broad St.	TRENTON W. State St. at Calhoun St.	TRENTON Princeton Ave. at N. Olden Ave.	LAWRENCE TWP. Rider University	LAWRENCEVILLE Franklin Corner Rd. at US 206	HOPEWELL TWP. Educational Testing Services Bus Stop	PRINCETON BORO Nassau St. across from Palmer Square	PRINCETON Princeton Shopping Center	PRINCETON Princeton Community Village	PRINCETON Redding Terrace	PRINCETON Princeton Community Village	PRINCETON Princeton Care Center
A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
–	–	–	–	5:17	–	5:25	5:30	5:39	5:46	5:54	5:56	–	6:08	6:16	6:19	6:23	6:25
–	5:32	5:35	–	5:42	–	5:50	5:55	6:00	6:05	6:12	6:20	6:22	–	6:34	6:42	–	6:46	6:48
–	–	–	–	–	5:54	6:05	6:10	6:15	6:20	6:27	6:35	6:37	–	6:49	6:57	–	–	–
–	5:53	5:56	–	6:03	6:09	6:20	6:25	6:30	6:35	6:43	6:51	6:53	–	7:06	7:14	7:17	7:21	7:23
–	6:17	6:20	–	6:27	–	6:35	6:40	6:45	6:50	6:58	7:06	7:08	–	7:21	7:29	7:32	7:36	7:38
6:16	–	6:26	–	6:33	6:39	6:50	6:55	7:00	7:05	7:13	7:21	7:23	–	7:36	7:44	–	–	–
–	6:38	6:41	–	6:48	6:54	7:05	7:10	7:15	7:20	7:28	7:36	7:38	7:53	–	–	–	–	–
6:55	–	7:05	–	7:12	–	7:20	7:25	7:30	7:35	7:43	7:51	7:53	–	8:06	8:14	–	8:18	8:20
–	7:23	7:26	–	7:33	7:39	7:50	7:55	8:00	8:05	8:13	8:21	8:23	–	8:36	8:44	–	–	–
7:46	–	7:56	–	8:03	8:09	8:20	8:25	8:30	8:35	8:43	8:51	8:53	–	9:06	9:14	–	–	–
8:10	8:23	8:26	–	8:33	8:39	8:50	8:55	9:00	9:05	9:13	9:21	9:23	–	9:36	9:44	–	9:48	9:50
8:55	–	9:05	–	9:12	–	9:20	9:25	9:30	9:35	9:43	9:51	9:53	–	10:05	10:13	–	–	–
9:28	–	9:38	–	9:45	9:51	10:02	10:07	10:12	10:17	10:24	10:32	10:34	–	10:46	10:54	–	10:58	11:00
10:11	10:24	10:27	–	10:34	–	10:42	10:47	10:52	10:57	11:04	11:12	11:14	–	11:26	11:34	–	–	–
–	–	–	–	–	–	–	–	–	–	–	–	–	–	P.M.	P.M.	–	P.M.	P.M.
10:48	–	10:58	–	11:05	–	11:13	11:18	11:23	11:28	11:40	11:48	11:50	–	12:02	12:12	–	12:16	12:18
–	–	–	–	–	–	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	–	P.M.	–	–	–	–
11:37	–	11:47	–	11:54	–	12:02	12:07	12:12	12:17	12:29	12:37	12:39	–	12:52	1:02	–	–	–
P.M.	–	P.M.	–	P.M.	P.M.	–	–	–	–	–	–	–	–	–	–	–	–	–
12:08	–	12:18	–	12:25	12:31	12:42	12:47	12:52	12:57	1:09	1:17	1:19	–	1:32	1:42	–	1:46	1:48
–	P.M.	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
12:51	1:04	1:07	–	1:14	–	1:22	1:27	1:32	1:37	1:49	1:57	1:59	–	2:12	2:22	–	–	–
1:28	–	1:38	–	1:45	–	1:53	1:58	2:03	2:08	2:20	2:28	2:30	–	2:43	2:53	–	2:57	2:59
1:51	2:04	2:07	–	2:14	–	2:22	2:27	2:32	2:37	2:49	2:57	2:59	–	3:12	3:22	–	–	–
–	–	–	–	–	2:44	–	2:52	2:57	3:02	3:07	3:19	3:27	3:29	–	3:52	4:02	–	4:06	4:08
SD –	–	–	–	–	–	3:10	3:15	3:20	3:25	3:37	–	–	–	–	–	–	–	–	–
2:57	–	3:07	–	3:14	–	3:22	3:27	3:32	3:37	3:49	3:57	3:59	–	4:22	4:32	–	–	–
–	3:24	3:27	–	3:34	–	3:42	3:47	3:52	3:57	4:09	4:17	4:19	–	4:42	4:52	–	–	–
–	–	–	–	–	3:51	4:02	4:07	4:12	4:17	4:29	4:37	4:39	–	5:02	5:12	–	5:16	5:18
3:47	4:04	4:07	–	4:14	–	4:22	4:27	4:32	4:37	4:49	4:57	4:59	–	5:22	5:32	–	5:36	5:38
–	4:34	4:37	–	4:44	–	4:52	4:57	5:02	5:07	5:19	5:27	5:29	–	5:52	6:02	–	6:06	6:08
4:47	5:04	5:07	–	5:14	–	5:22	5:27	5:32	5:37	5:49	5:57	5:59	–	6:22	6:32	–	6:36	6:38
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	P.M.	–	–
–	5:34	5:37	–	5:44	–	5:52	5:57	6:02	6:07	6:15	6:23	6:25	–	6:48	6:56	6:59	7:03	7:05
5:53	–	6:07	–	6:14	–	6:22	6:27	6:32	6:37	6:45	6:53	6:55	–	7:08	7:16	7:19	7:23	7:25
6:32	6:45	6:48	–	6:55	–	7:03	7:08	7:13	7:18	7:25	7:33	7:35	–	7:47	7:55	7:58	8:02	8:04
7:57	–	8:07	–	8:14	–	8:22	8:27	8:32	8:37	8:44	8:52	8:54	–	9:06	9:14	9:17	9:21	9:23
8:51	9:04	9:07	–	9:14	–	9:22	9:27	9:32	9:36	9:43	9:51	9:53	–	10:03	10:10	10:13	10:17	10:19
–	–	–	P.M.	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
MC –	–	–	10:10	10:18	–	10:26	10:31	10:36	10:41	10:48	10:56	10:58	–	11:10	11:18	11:21	11:25	11:27
–	–	–	–	–	–	–	–	–	–	A.M.	A.M.	A.M.	–	A.M.	A.M.	A.M.	A.M.	A.M.
11:11	11:24	11:27	–	11:34	–	11:42	11:47	11:52	11:57	12:04	12:12	12:14	–	12:26	12:34	12:37	12:41	12:43

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Saturdays

HAMILTON Hamilton Marketplace	WASHINGTON Project Freedom	WASHINGTON Foxmoor Shopping Center	MERCERVILLE Nottingham Way at Regina Ave.	TRENTON Greenwood Ave. at S. Olden Ave.	TRENTON RAIL STATION - East Bus Stop S. Clinton Ave. at Raoul Wallenberg Blvd.	TRENTON E. State St. at N. Broad St.	TRENTON W. State St. at Calhoun St.	TRENTON Princeton Ave. at N. Olden Ave.	LAWRENCE TWP. Rider University	LAWRENCEVILLE Franklin Corner Rd. at US 206	PRINCETON BORO Nassau St. across from Palmer Square	PRINCETON Princeton Shopping Center	PRINCETON Redding Terrace	PRINCETON Princeton Community Village	PRINCETON Princeton Care Center
A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
–	5:30	5:33	5:40	5:48	5:53	5:58	6:03	6:10	6:18	6:26	6:30	6:37	6:40	6:44	6:46
–	5:57	6:00	6:07	6:15	6:20	6:25	6:30	6:37	6:45	6:47	6:57	7:04	7:07	7:11	7:13
–	7:12	7:15	7:22	7:30	7:35	7:40	7:45	7:52	8:00	8:02	8:12	8:19	8:22	8:26	8:28
–	8:27	8:30	8:37	8:45	8:50	8:55	9:00	9:07	9:15	9:17	9:27	9:34	–	9:37	9:39
9:30	9:42	9:45	9:52	10:01	10:07	10:12	10:17	10:24	10:32	10:34	10:45	10:52	–	10:55	10:57
–	–	–	–	–	–	–	–	–	–	–	–	P.M.	–	P.M.	P.M.
10:45	–	10:55	11:02	11:11	11:17	11:22	11:27	11:34	11:42	11:44	11:55	12:02	–	12:05	12:07
–	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	–	–	–	–
11:50	12:02	12:05	12:12	12:21	12:27	12:32	12:37	12:44	12:52	12:54	1:05	1:12	–	1:15	1:17
P.M.	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
1:05	–	1:15	1:22	1:31	1:37	1:42	1:47	1:54	2:02	2:04	2:15	2:22	–	2:25	2:27
2:10	2:22	2:25	2:32	2:41	2:47	2:52	2:57	3:04	3:12	3:14	3:25	3:32	–	3:35	3:37
3:25	–	3:35	3:42	3:51	3:57	4:02	4:07	4:14	4:22	4:24	4:35	4:42	–	4:45	4:47
4:30	4:42	4:45	4:52	5:01	5:07	5:12	5:17	5:24	5:32	5:34	5:44	5:51	–	5:53	5:55
5:45	–	5:55	6:02	6:10	6:15	6:20	6:25	6:32	6:40	6:42	6:52	6:59	–	7:01	7:03
–	–	–	–	–	–	–	–	–	–	–	–	–	P.M.	–	–
6:50	7:02	7:05	7:12	7:20	7:25	7:30	7:35	7:42	7:50	7:52	8:02	8:09	8:12	8:16	8:18
8:05	–	8:15	8:22	8:30	8:35	8:40	8:45	8:52	9:00	9:02	9:12	9:19	9:22	9:26	9:28
9:10	9:22	9:25	9:32	9:40	9:45	9:50	9:55	10:02	10:10	10:12	10:22	10:29	10:32	10:36	10:38
10:25	–	10:35	10:42	10:50	10:55	11:00	11:05	11:12	11:20	11:22	11:32	11:39	11:42	11:46	11:48
–	–	–	–	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
11:30	11:42	11:45	11:52	12:00	12:05	12:10	12:15	12:22	12:30	12:32	12:42	12:49	12:52	12:56	12:58

1603

SD - Operates when school is in session.

Traveling between the Trenton Rail Station and Downtown Trenton or the State House?

Capital Connection will get you there!

Just look for buses and bus stops marked with the Capital logo. For schedule information, pick up a Capital Connection timetable, which highlights all 601, 606, 608, and 609 buses that connect Trenton Rail Station with Downtown Trenton and the State House.

Sundays

HAMILTON Hamilton Marketplace	WASHINGTON Project Freedom	WASHINGTON Foxmoor Shopping Center	MERCERVILLE Nottingham Way at Regina Ave.	TRENTON Greenwood Ave. at S. Olden Ave.	TRENTON RAIL STATION - East Bus Stop S. Clinton Ave. Raoul Wallenberg Blvd.	TRENTON E. State St. at N. Broad St.	TRENTON W. State St. at Calhoun St.	TRENTON Princeton Ave. at N. Olden Ave.	LAWRENCEVILLE Franklin Corner Rd. at US 206	PRINCETON BORO Nassau St. across from Palmer Square	PRINCETON Princeton Shopping Center	PRINCETON Redding Terrace	PRINCETON Princeton Community Village	PRINCETON Princeton Care Center
A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
–	–	5:52	6:00	6:05	6:10	6:15	6:18	6:22	6:30	6:32	6:42	6:49	6:52	6:56	6:58
–	7:22	7:25	7:32	7:40	7:45	7:50	7:55	8:02	8:10	8:12	8:22	8:29	8:32	8:36	8:38
–	8:32	8:35	8:42	8:50	8:55	9:00	9:05	9:12	9:20	9:22	9:32	9:39	9:42	9:46	9:48
9:35	–	9:45	9:52	10:00	10:05	10:10	10:15	10:22	10:30	10:32	10:43	10:50	–	10:53	10:55
–	–	–	–	–	–	–	–	–	–	–	–	P.M.	–	P.M.	P.M.
10:40	10:52	10:55	11:02	11:10	11:15	11:20	11:25	11:32	11:40	11:42	11:53	12:00	–	12:03	12:05
–	–	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	–	–	–	–	–
11:55	–	12:05	12:12	12:20	12:25	12:30	12:35	12:42	12:50	12:52	1:03	1:10	–	1:13	1:15
P.M.	P.M.	–	–	–	–	–	–	–	–	–	–	–	–	–	–
1:00	1:12	1:15	1:22	1:30	1:35	1:40	1:45	1:52	2:00	2:02	2:13	2:20	–	2:23	2:25
2:15	–	2:25	2:32	2:40	2:45	2:50	2:55	3:02	3:10	3:12	3:23	3:30	–	3:33	3:35
3:20	3:32	3:35	3:42	3:50	3:55	4:00	4:05	4:12	4:20	4:22	4:33	4:40	–	4:43	4:45
4:35	–	4:45	4:52	5:01	5:07	5:12	5:17	5:24	5:32	5:34	5:44	5:51	–	5:54	5:56
–	–	–	–	–	–	–	–	–	–	–	–	–	P.M.	–	–
5:40	5:52	5:55	6:02	6:10	6:15	6:20	6:25	6:32	6:40	6:42	6:52	6:59	7:02	7:06	7:08
6:55	–	7:05	7:12	7:20	7:25	7:30	7:35	7:42	7:50	7:52	8:02	8:09	8:12	8:16	8:18
8:30	8:42	8:45	8:52	9:00	9:05	9:10	9:15	9:22	9:30	9:32	9:42	9:49	9:52	9:56	9:58
10:10	10:22	10:25	10:32	10:40	10:45	10:50	10:55	11:02	11:10	11:12	11:22	11:29	11:32	11:36	11:38

1604

Holiday Service Guide

Holiday	Date	Schedule in Effect
Good Friday	Fri. 4/14/2006	Holiday
Memorial Day	Mon. 5/29/2006	Sunday
Independence Day	Tue. 7/4/2006	Sunday
Labor Day	Mon. 9/4/2006	Sunday
Columbus Day	Mon. 10/9/2006	Holiday
Veterans Day	Sat. 11/11/2006	Saturday
Thanksgiving Day	Thu. 11/23/2006	Sunday
Friday After Thanksgiving	Fri. 11/24/2006	Holiday
Christmas Day	Mon. 12/25/2006	Sunday
New Year's Day	Mon. 1/1/2007	Sunday
Martin Luther King Jr. Day	Mon. 1/15/2007	Holiday
Presidents' Day	Mon. 2/19/2007	Holiday
Good Friday	Fri. 4/6/2007	Holiday
Memorial Day	Mon. 5/28/2007	Sunday

Holidays

HAMILTON Hamilton Marketplace	WASHINGTON Project Freedom	WASHINGTON Foxmoor Shopping Center	MERCERVILLE Nottingham Way at Regina Ave.	TRENTON Greenwood Ave. at S. Olden Ave.	TRENTON RAIL STATION - East Bus Stop S. Clinton Ave. at Raoul Wallenberg Blvd.	TRENTON E. State St. at N. Broad St.	TRENTON W. State St. at Calhoun St.	TRENTON Princeton Ave. at N. Olden Ave.	LAWRENCE TWP. Rider University	LAWRENCEVILLE Franklin Corner Rd. at US 206	PRINCETON BORO Nassau St. across from Palmer Square	PRINCETON Princeton Shopping Center	PRINCETON Redding Terrace	PRINCETON Princeton Community Village	PRINCETON Princeton Care Center
A.M.	–	–	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
–	–	–	5:07	5:15	5:20	5:25	5:30	5:37	5:45	5:47	5:57	6:04	6:07	6:11	6:13
–	5:27	5:30	5:37	5:45	5:50	5:55	6:00	6:07	6:15	6:17	6:27	6:34	6:37	6:41	6:43
–	5:57	6:00	6:07	6:15	6:20	6:25	6:30	6:37	6:45	6:47	6:57	7:04	7:07	7:11	7:13
–	6:27	6:30	6:37	6:45	6:50	6:55	7:00	7:07	7:15	7:17	7:27	7:34	7:37	7:41	7:43
–	6:57	7:00	7:07	7:15	7:20	7:25	7:30	7:37	7:45	7:47	7:57	8:04	8:07	8:11	8:13
–	7:27	7:30	7:37	7:45	7:50	7:55	8:00	8:07	8:15	8:17	8:27	8:34	8:37	8:41	8:43
–	7:57	8:00	8:07	8:15	8:20	8:25	8:30	8:37	8:45	8:47	8:57	9:04	9:07	9:11	9:13
–	8:27	8:30	8:37	8:45	8:50	8:55	9:00	9:07	9:15	9:17	9:27	9:34	–	9:37	9:39
9:30	9:43	9:46	9:53	10:02	10:08	10:13	10:18	10:25	10:33	10:35	10:45	10:52	–	10:56	10:58
–	–	–	–	–	–	–	–	–	–	–	P.M.	P.M.	–	P.M.	P.M.
10:51	–	11:01	11:08	11:17	11:23	11:28	11:33	11:40	11:48	11:50	12:01	12:08	–	12:11	12:13
P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	–	–	–	–	–
12:00	12:13	12:16	12:23	12:32	12:38	12:43	12:48	12:55	1:03	1:05	1:16	1:23	–	1:26	1:28
1:21	–	1:31	1:38	1:47	1:53	1:58	2:03	2:10	2:18	2:20	2:31	2:38	–	2:41	2:43
2:30	2:43	2:46	2:53	3:02	3:08	3:13	3:18	3:25	3:33	3:35	3:46	3:53	–	3:56	3:58
3:21	–	3:31	3:38	3:47	3:53	3:58	4:03	4:10	4:18	4:20	4:31	4:38	–	4:41	4:43
3:50	–	4:00	4:07	4:16	4:22	4:27	4:32	4:39	4:47	4:49	5:00	5:07	–	5:10	5:12
4:15	4:28	4:31	4:38	4:47	4:53	4:58	5:03	5:10	5:18	5:20	5:31	5:38	–	5:41	5:43
4:50	–	5:00	5:07	5:16	5:22	5:27	5:32	5:39	5:47	5:49	6:00	6:07	–	6:10	6:12
5:21	–	5:31	5:38	5:47	5:53	5:58	6:03	6:10	6:18	6:20	6:30	6:37	–	6:40	6:42
6:15	6:28	6:31	6:38	6:46	6:51	6:56	7:01	7:08	7:16	7:18	7:28	7:35	–	7:38	7:40
–	–	–	–	–	–	–	–	–	–	–	–	P.M.	–	–	–
7:36	–	7:46	7:53	8:01	8:06	8:11	8:16	8:23	8:31	8:33	8:43	8:50	8:53	8:57	8:59
8:45	8:58	9:01	9:08	9:16	9:21	9:26	9:31	9:38	9:46	9:48	9:58	10:05	10:08	10:12	10:14
10:21	–	10:31	10:38	10:46	10:51	10:56	11:01	11:08	11:16	11:18	11:28	11:35	11:38	11:42	11:44
–	–	–	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
–	–	–	12:07	12:15	12:20	12:25	12:30	12:37	12:45	12:47	12:57	1:04	1:07	1:11	1:13

1618H

NJ Transit Information

Schedules, Fares, and Lost & Found

6 a.m. - Midnight Daily

Transit Information, Lost & Found, & Lift Equipped Bus Reservations 1 (800) 772-2222
Text Telephone (TT) 1 (800) 772-2287

PATCO Information 1 (609) 772-6900
SEPTA Information 1 (215) 580-7800
AMTRAK 1 (800) 872-7245

609

EWING
QUAKER BRIDGE MALL
MERCER COUNTY COLLEGE

Effective: January 28, 2006

Serving: Ewing
NJ D.O.T. Offices
NJ Library for the Blind
NJ State Hospital
West Trenton
Mercer Med. Center
Trenton
State House Complex
Trenton Rail Station
St. Francis Med. Center
Hamilton
Mercerville
Mercer County Vo. Tech
Mercer County College
Quaker Bridge Plaza
Quaker Bridge Mall
Lawrence

CAPITAL CONNECTION

NJ TRANSIT
The Way To Go.
www.njtransit.com℠

To Quaker Bridge Mall/Mercer County College

Weekdays

	EWING N.J.D.O.T	EWING NJ Library for the Blind	TRENTON W. State & Calhoun	TRENTON W. State & S. Warren	TRENTON RAIL STATION South Clinton Avenue Bus Stop	TRENTON Hamilton & S. Olden	MERCERVILLE Nottingham Way & Regina Ave.	WEST WINDSOR TWP. Mercer County Vo-Tech	WEST WINDSOR TWP. Mercer County College	HAMILTON TWP. Quaker Bridge & Sloane Rd.	HAMILTON TWP.. Quaker Bridge Plaza	LAWRENCE TWP.. Quaker Bridge Mall
	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
	5:47	–	5:59	6:03	6:08	6:18	6:28	–	6:31	–	6:39	–
	6:10	–	6:22	6:26	6:31	6:41	6:51	–	6:54	7:02	7:02	–
	6:30	–	6:42	6:46	6:51	7:01	7:11	–	7:14	7:17	7:25	–
	6:50	–	7:02	7:06	7:11	7:21	7:31	7:41	7:43	–	7:54	7:57
S	7:10	–	7:22	7:26	7:31	7:41	7:51	–	–	7:56	–	–
	7:20	–	7:32	7:36	7:41	–	–	–	–	–	8:09	8:12
	7:25	–	7:37	7:41	7:46	7:56	8:06	–	–	–	–	8:20
S	7:34	–	7:46	7:50	7:55	8:05	8:15	–	8:25	–	–	–
	7:49	–	8:01	8:05	8:10	8:20	–	–	–	–	–	–
S	7:50	–	8:02	8:06	8:11	8:21	8:31	–	8:41	–	–	–
	7:57	–	8:09	8:13	8:18	8:28	8:38	–	–	–	–	–
S	8:02	–	8:14	8:18	8:23	8:33	8:43	–	8:48	–	8:46	8:49	8:57
	8:10	8:13	8:24	8:28	8:33	8:43	8:53	–	–	–	8:56	8:59	9:07
	8:30	8:33	8:44	8:48	8:53	9:03	9:13	–	–	–	9:16	9:19	9:27
	8:40	8:43	8:54	8:58	9:03	9:13	9:23	–	9:33	–	–	–	–
	8:53	8:56	9:07	9:11	9:16	9:26	9:36	–	9:46	–	9:56	–	10:04
	9:10	9:13	9:24	9:28	9:33	9:43	9:53	–	–	–	–	–	10:24
	–	9:33	9:44	9:48	9:53	10:03	10:13	–	–	–	10:16	10:19	10:27
	10:10	10:13	10:24	10:28	10:33	10:43	10:53	–	11:03	–	11:16	–	11:24
	–	10:33	10:44	10:48	10:53	11:03	11:13	–	–	–	–	–	11:44
	–	10:53	11:04	11:08	11:13	11:23	11:33	–	–	–	11:36	–	–
	11:10	11:13	11:24	11:28	11:33	11:43	11:53	–	12:03	–	–	–	–
	–	–	–	–	P.M.	P.M.	P.M.	–	–	–	P.M.	P.M.	P.M.
	–	11:33	11:44	11:48	11:53	12:03	12:13	–	–	–	12:16	–	12:24
	–	P.M.	P.M.	P.M.	–	–	–	–	–	–	–	–	–
	11:53	12:04	12:08	12:13	12:23	12:33	–	–	–	–	12:36	–	12:44
	P.M.	–	–	–	–	–	–	–	–	–	–	–	–
	12:10	12:13	12:24	12:28	12:33	12:43	12:53	–	1:03	–	–	–	–
	–	12:33	12:44	12:48	12:53	1:03	1:13	–	–	–	1:16	–	1:24
	–	12:53	1:04	1:08	1:13	1:23	1:33	–	–	–	1:36	–	–
	1:10	1:13	1:24	1:28	1:33	1:43	1:53	–	2:03	–	–	–	2:24
	–	1:33	1:44	1:48	1:53	2:03	2:13	–	–	–	2:16	–	–
	2:10	1:53	2:04	2:08	2:13	2:23	2:33	–	–	3:03	–	–	3:24
	–	2:13	2:24	2:28	2:33	2:43	2:53	–	3:03	–	3:16	–	–
	3:10	2:53	3:04	3:08	3:13	3:23	3:33	–	–	–	–	–	3:44
	–	3:13	3:24	3:28	3:33	3:43	3:53	–	4:03	–	–	–	–
	–	3:33	3:44	3:48	3:53	4:03	4:13	–	–	–	4:16	–	4:24
	3:50	3:50	4:01	4:05	4:10	4:20	4:30	–	–	–	–	–	4:44
	4:10	4:13	4:24	4:28	4:33	4:43	4:53	–	5:03	–	4:36	–	–
	4:30	4:33	4:44	4:48	4:53	5:03	5:13	–	–	–	5:16	–	5:24
	4:50	4:53	5:04	5:08	5:13	5:23	5:33	–	–	5:36	–	–	5:44
	5:05	5:08	5:19	5:23	5:28	5:38	5:48	–	5:58	–	6:16	–	–
	5:30	5:33	5:44	5:48	5:53	6:03	6:13	–	–	–	–	–	6:24
	5:50	5:53	6:04	6:08	6:13	6:20	6:28	–	–	–	6:31	–	6:39
	6:10	–	6:22	6:26	6:31	6:38	6:46	–	6:56	–	–	–	–
	6:30	–	6:42	6:46	6:51	6:58	7:06	–	–	–	7:09	–	7:17
	7:00	–	7:12	7:16	7:21	7:28	7:36	–	–	–	7:39	–	7:47
	7:35	–	7:47	7:51	7:56	8:03	8:11	–	–	–	8:14	–	8:22
	8:55	–	9:07	9:11	9:16	9:23	9:31	–	9:41	–	–	–	–
	9:55	–	10:07	10:11	10:16	10:23	10:31	–	–	–	10:34	–	10:42

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S - Trip operates only on weekdays when school is in session.

On weekdays when school is in session, extra service is operated over portions of this route to meet passenger demand. Trip times vary according to school schedules. All such trips are open to the general public.

Saturdays

	EWING N.J.D.O.T	EWING NJ Library for the Blind	TRENTON W. State & Calhoun	TRENTON W. State & S. Warren	TRENTON RAIL STATION South Clinton Avenue Bus Stop	TRENTON Hamilton & S. Olden	MERCERVILLE Nottingham Way & Regina Ave.	WEST WINDSOR TWP. Mercer County College	HAMILTON TWP. Quaker Bridge & Sloane Rd.	HAMILTON TWP.. Quaker Bridge Plaza	LAWRENCE TWP.. Quaker Bridge Mall
	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
	–	–	6:00	6:05	6:15	6:25	–	6:28	6:36	6:39	–
	6:15	–	6:27	6:31	6:36	6:46	6:56	–	6:59	7:02	7:07
	7:15	–	7:27	7:31	7:36	7:46	7:56	–	7:59	8:02	8:07
	7:45	–	7:57	8:01	8:06	8:16	8:26	8:36	–	–	–
	8:20	8:23	8:34	8:38	8:43	8:53	9:03	–	9:06	9:09	9:14
	–	8:51	9:02	9:06	9:11	9:21	9:31	9:41	–	–	–
	9:10	9:13	9:24	9:28	9:33	9:43	9:53	–	9:56	9:59	10:04
	–	9:33	9:44	9:48	9:53	10:03	10:13	–	10:16	10:19	10:24
	9:53	9:56	10:07	10:11	10:16	10:26	10:36	–	10:39	10:42	10:47
	–	10:13	10:24	10:28	10:33	10:43	10:53	11:03	–	–	–
	–	10:33	10:44	10:48	10:53	11:03	11:13	–	11:16	11:19	11:24
	10:53	10:56	11:07	11:11	11:16	11:26	11:36	–	11:39	11:42	11:47
	–	–	–	–	–	–	–	–	P.M.	P.M.	P.M.
	–	11:13	11:24	11:28	11:33	11:43	11:53	12:03	–	–	–
	–	–	–	–	P.M.	P.M.	P.M.	–	P.M.	P.M.	P.M.
	–	11:33	11:44	11:48	11:53	12:03	12:13	–	12:16	12:19	12:24
	11:50	11:53	12:04	12:08	12:13	12:23	12:33	–	–	–	–
	–	P.M.	P.M.	P.M.	–	–	–	–	12:36	12:39	12:44
	–	12:13	12:24	12:28	12:33	12:43	12:53	1:03	–	–	–
	–	12:33	12:44	12:48	12:53	1:03	1:13	–	1:16	1:19	1:24
	P.M.	–	–	–	–	–	–	–	–	–	–
	12:50	12:53	1:04	1:08	1:13	1:23	1:33	–	1:36	1:39	1:44
	–	1:13	1:24	1:28	1:33	1:43	1:53	2:03	–	–	–
	1:50	1:53	2:04	2:08	2:13	2:23	2:33	–	2:36	2:39	2:44
	–	2:13	2:24	2:28	2:33	2:43	2:53	3:03	–	–	–
	2:50	2:53	3:04	3:08	3:13	3:23	3:33	–	3:36	3:39	3:44
	–	3:13	3:24	3:28	3:33	3:43	3:53	4:03	–	–	–
	–	3:33	3:44	3:48	3:53	4:03	4:13	–	4:16	4:19	4:24
	3:50	3:53	4:04	4:08	4:13	4:23	4:33	–	4:36	4:39	4:44
	–	4:13	4:24	4:28	4:33	4:43	4:53	5:03	–	–	–
	4:50	4:33	4:44	4:48	4:53	5:03	5:13	–	5:16	5:19	5:24
	–	4:53	5:04	5:08	5:13	5:23	5:33	–	5:36	5:39	5:44
	5:10	–	5:22	5:26	5:31	5:41	5:51	6:01	–	–	–
	5:30	–	5:42	5:46	5:51	6:01	6:09	–	6:12	6:15	6:20
	5:50	–	6:02	6:06	6:11	6:18	6:26	–	6:29	6:32	6:37
	6:10	–	6:22	6:26	6:31	6:38	6:46	6:56	–	–	–
	6:30	–	6:42	6:46	6:51	6:58	7:06	–	7:09	7:12	7:17
	7:00	–	7:12	7:16	7:21	7:28	7:36	–	7:39	7:42	7:47
	7:30	–	7:42	7:46	7:51	7:58	8:06	–	8:09	8:12	8:17
	8:00	–	8:12	8:16	8:21	8:28	8:36	–	8:39	8:42	8:47
	8:15	–	8:27	8:31	8:36	8:43	8:51	–	8:54	8:57	9:02
	8:30	–	8:42	8:46	8:51	8:58	9:06	9:16	–	–	–
	9:00	–	9:12	9:16	9:21	9:28	9:36	–	9:39	9:42	9:47
	10:00	–	10:12	10:16	10:21	10:28	10:36	10:46	–	–	–

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Sundays

	EWING N.J.D.O.T.	EWING NJ Library for the Blind	TRENTON W. State & Calhoun	TRENTON W. State & S. Warren	TRENTON RAIL STATION South Clinton Avenue Bus Stop	TRENTON Hamilton at S. Olden Ave.	MERCERVILLE Nottingham Way & Regina Ave.	HAMILTON TWP. Quaker Bridge Rd. at Sloane Rd.	LAWRENCE TWP. Quaker Bridge Mall
	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
	7:00	–	7:12	7:16	7:21	7:29	7:39	7:42	7:50
	8:00	–	8:12	8:16	8:21	8:29	8:39	8:42	8:50
	9:00	–	9:12	9:16	9:21	9:29	9:39	9:42	9:50
	10:00	–	10:12	10:16	10:21	10:29	10:39	10:42	10:50
	11:00	–	11:12	11:16	11:21	11:29	11:39	11:42	11:50
	P.M.	–	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
	12:00	–	12:12	12:16	12:21	12:29	12:39	12:42	12:50
	1:00	–	1:12	1:16	1:21	1:29	1:39	1:42	1:50
	2:00	–	2:12	2:16	2:21	2:29	2:39	2:42	2:50
	3:00	–	3:12	3:16	3:21	3:29	3:39	3:42	3:50
	4:00	–	4:12	4:16	4:21	4:29	4:39	4:42	4:50
	5:00	–	5:12	5:16	5:21	5:29	5:39	5:42	5:50
	6:00	–	6:12	6:16	6:21	6:29	6:39	6:42	6:50
	7:00	–	7:12	7:16	7:21	7:29	7:39	7:42	7:50
	8:00	–	8:12	8:16	8:21	8:29	8:39	8:42	8:50
	9:00	–	9:12	9:16	9:21	9:29	9:39	9:42	9:50

1652

Fare Information

This is an exact fare line. Passengers are required to have exact fare when boarding buses on this line. One dollar bills and most U.S. coins are accepted. Drivers do not carry money and cannot make change.

How to determine your fare

Your fare is based on the number of zones you travel through. Check the map on this schedule to see how many zones you travel. Each time you cross a zone boundary, you must pay for another zone.

Cash Fares

Zone	1	2	Transfer
Adult	$1.25	$1.75	$0.35
Student & Sr. Citizens	$0.60	$0.80	$0.25

Transfers must be purchased when boarding bus.

Reduced Fare Program

Children's Fares - Ages 5-11 save 50% or more from regular one-way fares at all times. Up to three children ages four and under ride free with a passenger paying any fare except child/student.

Senior Citizens 62 and older and passengers with disabilities can travel on board NJ TRANSIT trains, buses, and light rail vehicles at a reduced fare of one-half the regular one-way fare or less at all times. **Seniors Citizens 62 and older** may be asked to present a valid ID (any ID or document printed with your date of birth and issued by a government, social service, or mass transportation agency) to obtain the reduced fare. Valid ID for Seniors 65 and older also includes the MTA Reduced Fare Card; PA Senior Citizen Transit ID or PACE Card; PATH Senior Fare Card; or Medicare Card. **Passengers with disabilities** must present an NJ TRANSIT Reduced Fare ID or Medicare Card to obtain the reduced fare. Call (973) 378-6401 for more information on the Reduced Fare Program.

Monthly Passes are available for frequent riders at a substantial discount from the regular fare. Buy a pass at a NJ TRANSIT ticket agent or through NJ TRANSIT Mail-Fare, One Penn Plaza East, Newark, NJ 07105-2246. Call 1(800) 648-0215 for more information.

You Can Ride With Your Rail Pass

You can use your NJ TRANSIT monthly rail pass on NJ TRANSIT buses. Monthly rail passes are imprinted with a zone number. You can use your rail pass for bus trips up to the number of zones imprinted, during the month of validity.

You can use your NJ TRANSIT weekly rail pass for any local NJ TRANSIT bus trip up to one zone, at no additional charge during the week of validity.

NJ Transit Information

Schedules, Fares, and Lost & Found

6 a.m. - Midnight Daily

Transit Information, Lost & Found, & Lift Equipped Bus Reservations	1 (800) 772-2222
Text Telephone (TT)	1 (800) 772-2287
PATCO information	1 (609) 772-6900
SEPTA information	1 (215) 580-7800
AMTRAK	1 (800) 872-7245

Holiday Service Guide

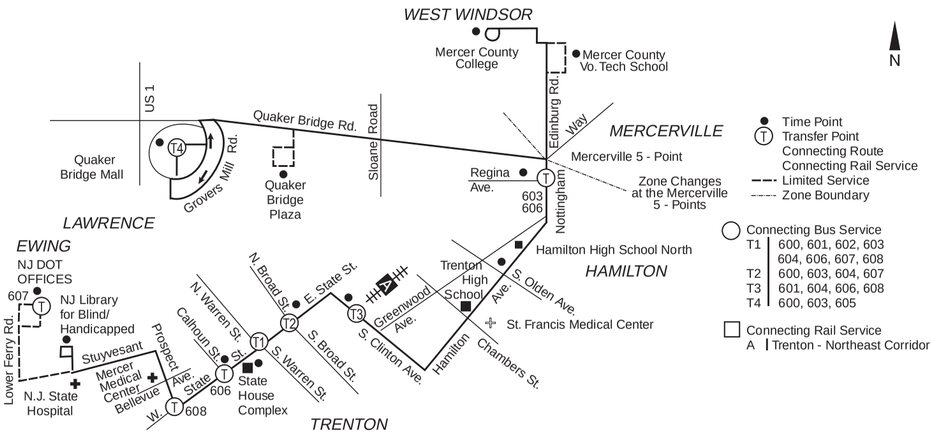
Holiday	Date	Schedule In Effect
Presidents' Day	Mon. 2/20/2006	Saturday
Good Friday	Fri. 4/14/2006	Saturday
Memorial Day	Mon. 5/29/2006	Sunday
Independence Day	Tue. 7/4/2006	Sunday
Labor Day	Mon. 9/4/2006	Sunday
Columbus Day	Mon. 10/9/2006	Saturday
Veterans Day	Sat. 11/11/2006	Saturday
Thanksgiving Day	Thu. 11/23/2006	Sunday
Friday After Thanksgiving	Fri. 11/24/2006	Saturday
Christmas Day	Mon. 12/25/2006	Sunday
New Year's Day	Mon. 1/1/2007	Sunday
Martin Luther King Jr. Day	Mon. 1/15/2007	Saturday
Presidents' Day	Mon. 2/19/2007	Saturday

Security Hot Line
1 (888) TIPS NJT
To report suspicious activities or packages.

Printed with soy ink on 30% post consumer waste recycled paper

T0609 - 12/05

609 - EWING - QUAKER BRIDGE MALL
MERCER COUNTY COLLEGE



To West Trenton

Weekdays

LAWRENCE TWP. Quaker Bridge Mall	HAMILTON TWP. Quaker Bridge Plaza	HAMILTON TWP. Quaker Bridge & Sloane Rd.	WEST WINDSOR TWP. Mercer County College	WEST WINDSOR TWP. Mercer County Vo-Tech	MERCERVILLE Nottingham Way & Regina Ave.	TRENTON Hamilton & S. Olden	TRENTON RAIL STATION South Clinton Avenue Bus Stop	TRENTON E. State & N. Broad	TRENTON W. State & Calhoun	EWING NJ Library for the Blind	EWING N.J.D.O.T.
A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
–	–	–	–	–	–	–	5.20	5.25	5.30	–	5.41
–	–	–	–	–	–	5.35	5.45	5.50	5.55	–	6.06
–	–	–	–	–	5.45	5.55	6.05	6.10	6.15	–	6.26
–	–	–	–	–	6.05	6.15	6.25	6.30	6.35	–	6.46
–	–	–	–	–	6.25	6.35	6.45	6.50	6.55	–	7.06
6.53	–	7.01	–	–	7.04	7.14	7.24	7.29	7.34	–	7.45
7.13	–	7.21	–	–	7.24	7.34	7.44	7.49	7.54	–	8.05
7.33	–	7.41	–	–	7.44	7.54	8.04	8.09	8.14	8.24	8.27
–	–	–	7.58	–	8.08	8.18	8.28	8.33	8.38	8.48	8.51
8.11	–	8.19	–	–	8.22	8.32	8.42	8.47	8.52	9.02	–
8.33	–	8.41	–	–	8.44	8.54	9.04	9.09	9.14	9.24	–
–	–	–	8.58	–	9.08	9.18	9.28	9.33	9.38	9.48	9.51
9.17	–	9.25	–	–	9.28	9.38	9.48	9.53	9.58	10.08	–
9.37	–	9.45	–	–	9.48	9.58	10.08	10.13	10.18	10.28	–
–	–	–	9.58	–	10.08	10.18	10.28	10.33	10.38	10.48	10.51
10.17	–	10.25	–	–	10.28	10.38	10.48	10.53	10.58	11.08	–
10.37	–	10.45	–	–	10.48	10.58	11.08	11.13	11.18	11.28	–
10.57	–	11.05	–	–	11.08	11.18	11.28	11.33	11.38	11.48	11.51
–	–	–	–	–	–	–	–	–	–	P.M.	–
–	–	–	11.15	–	11.25	11.35	11.45	11.50	11.55	12.05	–
–	–	–	–	–	–	–	P.M.	P.M.	P.M.	–	–
11.37	–	11.45	–	–	11.48	11.58	12.08	12.13	12.18	12.28	–
–	–	P.M.	–	–	P.M.	P.M.	–	–	–	–	P.M.
11.57	–	12.05	–	–	12.08	12.18	12.28	12.33	12.38	12.48	12.51
–	–	–	P.M.	–	–	–	–	–	–	–	–
–	–	–	12.18	–	12.28	12.38	12.48	12.53	12.58	1.08	–
P.M.	–	–	–	–	–	–	–	–	–	–	–
12.37	–	12.45	–	–	12.48	12.58	1.08	1.13	1.18	1.28	–
12.57	–	1.05	–	–	1.08	1.18	1.28	1.33	1.38	1.48	1.51
–	–	–	1.18	–	1.28	1.38	1.48	1.53	1.58	2.08	–
1.37	–	1.45	–	–	1.48	1.58	2.08	2.13	2.18	2.28	–
1.57	–	2.05	–	–	2.08	2.18	2.28	2.33	2.38	2.48	2.51
–	–	–	2.18	–	2.28	2.38	2.48	2.53	2.58	3.08	–
2.37	–	2.45	–	–	2.48	2.58	3.08	3.13	3.18	3.28	–
S –	–	–	–	–	–	3.10	3.20	3.25	3.30	3.40	–
S –	–	–	–	–	–	3.10	3.20	3.25	3.30	3.40	–
S –	–	–	–	–	–	3.15	3.25	3.30	3.35	3.45	3.48
2.57	–	3.05	–	–	3.08	3.18	3.28	3.33	3.38	3.48	3.51
–	–	–	–	P.M.	–	–	–	–	–	–	–
–	–	–	3.05	3.08	3.18	3.28	3.38	3.43	3.48	3.58	4.01
S –	–	–	3.15	–	3.25	3.35	3.45	3.50	3.55	4.05	–
3.37	–	3.45	–	–	3.48	3.58	4.08	4.13	4.18	4.28	4.31
–	P.M.	–	–	–	–	–	–	–	–	–	–
3.55	4.03	4.06	–	–	4.09	4.19	4.29	4.34	4.39	4.49	4.52
–	–	–	4.18	–	4.28	4.38	4.48	4.53	4.58	5.08	5.11
–	–	–	–	–	4.43	4.53	5.03	5.08	5.13	5.23	–
4.40	4.48	4.51	–	–	4.54	5.04	5.14	5.19	5.24	5.34	–
4.52	5.00	5.03	–	–	5.06	5.16	5.26	5.31	5.36	5.46	5.49
–	–	–	5.18	–	5.28	5.38	5.48	5.53	5.58	–	6.09
5.32	5.40	5.43	–	–	5.46	5.56	6.06	6.11	6.16	–	6.27
5.55	–	6.03	–	–	6.06	6.16	6.26	6.31	6.36	–	6.47
–	–	–	6.08	–	6.18	6.28	6.38	6.43	6.48	–	6.59
6.30	–	6.38	–	–	6.41	6.51	7.01	7.06	7.11	–	7.22
7.00	–	7.08	–	–	7.11	7.21	7.31	7.36	7.41	–	7.52
–	–	–	7.08	–	7.18	7.28	7.38	7.43	7.48	–	7.59
7.30	–	7.38	–	–	7.41	7.51	8.01	8.06	8.11	–	8.22
8.00	–	8.08	–	–	8.11	8.21	8.31	8.36	8.41	–	8.52
–	–	–	8.08	–	8.18	8.28	8.38	8.43	8.48	–	8.59
9.00	–	9.08	–	–	9.11	9.21	9.31	9.36	9.41	–	9.52
–	–	–	9.18	–	9.28	9.38	9.48	9.53	9.58	–	10.09
10.00	–	10.08	–	–	10.11	10.21	10.31	10.36	10.41	–	10.52
–	–	–	10.18	–	10.28	10.38	10.48	10.53	10.58	–	11.09
10.50	–	10.58	–	–	11.01	11.11	11.21	11.26	11.31	–	11.42

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S - Trip operates only on weekdays when school is in session.

Saturdays

LAWRENCE TWP. Quaker Bridge Mall	HAMILTON TWP. Quaker Bridge & Sloane Rd.	WEST WINDSOR TWP. Mercer County College	MERCERVILLE Nottingham Way & Regina Ave.	TRENTON Hamilton & S. Olden	TRENTON RAIL STATION South Clinton Avenue Bus Stop	TRENTON E. State & N. Broad	TRENTON W. State & Calhoun	EWING NJ Library for the Blind	EWING N.J.D.O.T.
A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
–	–	–	5.30	5.40	5.50	5.55	6.00	–	6.11
–	–	–	6.00	6.10	6.20	6.25	6.30	–	6.41
–	–	–	6.25	6.35	6.45	6.50	6.55	–	7.06
6.53	7.01	–	7.04	7.14	7.24	7.29	7.34	–	7.45
7.23	7.31	–	7.34	7.44	7.54	7.59	8.04	8.14	–
–	–	8.00	8.10	8.20	8.30	8.35	8.40	8.50	8.53
8.13	8.21	–	8.24	8.34	8.44	8.49	8.54	9.04	–
8.33	8.41	–	8.44	8.54	9.04	9.09	9.14	9.24	9.27
–	–	9.00	9.10	9.20	9.30	9.35	9.40	9.50	–
9.13	9.21	–	9.24	9.34	9.44	9.49	9.54	10.04	–
9.33	9.41	–	9.44	9.54	10.04	10.09	10.14	10.24	10.27
–	–	10.00	10.10	10.20	10.30	10.35	10.40	10.50	–
10.13	10.21	–	10.24	10.34	10.44	10.49	10.54	11.04	–
10.33	10.41	–	10.44	10.54	11.04	11.09	11.14	11.24	11.27
10.53	11.01	–	11.04	11.14	11.24	11.29	11.34	11.44	–
–	–	–	–	–	–	–	P.M.	P.M.	–
–	–	11.20	11.30	11.40	11.50	11.55	12.00	12.10	–
–	–	–	–	–	P.M.	P.M.	–	–	P.M.
11.33	11.41	–	11.44	11.54	12.04	12.09	12.14	12.24	12.27
–	P.M.	–	P.M.	P.M.	–	–	–	–	–
11.53	12.01	–	12.04	12.14	12.24	12.29	12.34	12.44	–
–	–	P.M.	–	–	–	–	–	–	–
–	–	12.20	12.30	12.40	12.50	12.55	1.00	1.10	–
P.M.	–	–	–	–	–	–	–	–	–
12.33	12.41	–	12.44	12.54	1.04	1.09	1.14	1.24	1.27
12.53	1.01	–	1.04	1.14	1.24	1.29	1.34	1.44	–
–	–	1.20	1.30	1.40	1.50	1.55	2.00	2.10	–
1.33	1.41	–	1.44	1.54	2.04	2.09	2.14	2.24	2.27
1.53	2.01	–	2.04	2.14	2.24	2.29	2.34	2.44	–
–	–	2.20	2.30	2.40	2.50	2.55	3.00	3.10	–
2.33	2.41	–	2.44	2.54	3.04	3.09	3.14	3.24	3.27
2.53	3.01	–	3.04	3.14	3.24	3.29	3.34	3.44	–
–	–	3.20	3.30	3.40	3.50	3.55	4.00	4.10	–
3.33	3.41	–	3.44	3.54	4.04	4.09	4.14	4.24	4.27
3.53	4.01	–	4.04	4.14	4.24	4.29	4.34	4.44	–
–	–	4.20	4.30	4.40	4.50	4.55	5.00	5.10	–
4.33	4.41	–	4.44	4.54	5.04	5.09	5.14	–	5.25
4.53	5.01	–	5.04	5.14	5.24	5.29	5.34	–	5.45
–	–	5.20	5.30	5.40	5.50	5.55	6.00	–	6.11
5.33	5.41	–	5.44	5.54	6.04	6.09	6.14	–	6.25
–	–	6.03	6.13	6.23	6.33	6.38	6.43	–	6.54
6.15	6.23	–	6.26	6.36	6.46	6.51	–	–	–
6.35	6.43	–	6.46	6.56	7.06	7.11	7.16	–	7.27
–	–	7.00	7.10	7.20	7.30	7.35	7.40	–	7.51
7.15	7.23	–	7.26	7.36	7.46	7.51	7.56	–	8.07
7.35	7.43	–	7.46	7.56	8.06	8.11	8.16	–	8.27
8.00	8.08	–	8.11	8.21	8.31	8.36	8.41	–	8.52
8.45	8.53	–	8.56	9.06	9.16	9.21	9.26	–	9.37
9.00	9.08	–	9.11	9.21	9.31	9.36	9.41	–	9.52
9.40	9.48	–	9.51	10.01	10.11	10.16	10.21	–	10.32
–	–	9.50	10.00	10.10	10.20	10.25	–	–	–
10.00	10.08	–	10.11	10.21	10.31	10.36	10.41	–	10.52
–	–	10.50	11.00	11.10	11.20	11.25	11.30	–	11.41

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Sundays

LAWRENCE TWP. Quaker Bridge Mall	HAMILTON TWP. Quaker Bridge Rd. at Sloane Rd.	MERCERVILLE Nottingham Way & Regina Ave.	TRENTON Hamilton at S. Olden Ave.	TRENTON RAIL STATION South Clinton Avenue Bus Stop	TRENTON E. State & N. Broad	TRENTON W. State & Calhoun	EWING NJ Library for the Blind	EWING N.J.D.O.T.
A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
–	–	6.16	6.26	6.34	6.39	6.44	–	6.55
–	–	7.16	7.26	7.34	7.39	7.44	–	7.55
8.05	8.13	8.16	8.26	8.34	8.39	8.44	–	8.55
9.05	9.13	9.16	9.26	9.34	9.39	9.44	–	9.55
10.05	10.13	10.16	10.26	10.34	10.39	10.44	–	10.55
11.05	11.13	11.16	11.26	11.34	11.39	11.44	–	11.55
P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	–	P.M.
12.05	12.13	12.16	12.26	12.34	12.39	12.44	–	12.55
1.05	1.13	1.16	1.26	1.34	1.39	1.44	–	1.55
2.05	2.13	2.16	2.26	2.34	2.39	2.44	–	2.55
3.05	3.13	3.16	3.26	3.34	3.39	3.44	–	3.55
4.05	4.13	4.16	4.26	4.34	4.39	4.44	–	4.55
5.05	5.13	5.16	5.26	5.34	5.39	5.44	–	5.55
6.05	6.13	6.16	6.26	6.34	6.39	6.44	–	6.55
7.05	7.13	7.16	7.26	7.34	7.39	7.44	–	7.55
8.05	8.13	8.16	8.26	8.34	8.39	8.44	–	8.55
9.05	9.13	9.16	9.26	9.34	9.39	9.44	–	9.55

1652

Traveling between the Trenton Rail Station and Downtown Trenton or the State House?

Capital Connection will get you there!

Just look for buses and bus stops marked with the Capital logo. For schedule information, pick up a Capital Connection timetable, which highlights all 601, 606, 608, and 609 buses that connect Trenton Rail Station with Downtown Trenton and the State House.

Customer Services

Commendations/Complaints

8 a.m. - 5 p.m. Monday thru Friday

Customer Service 1 (800) 772-2222
Fax 1 (973) 491-7567

How to use this schedule

1. Choose the direction you wish to travel and locate the WEEKDAY, SATURDAY or SUNDAY schedule. Timepoints are listed from the beginning of the route (on the left) to the end (on the right).
2. Timepoints in the schedule correspond with the timepoint dots on the map. If your stop is between two timepoints, use the earlier time as a guide.
3. If there is a letter to the left of the times listed for the trip you wish to take, look for the explanation under or next to the schedule block.
4. Check departure location information on front, if applicable. Be sure to see other special notes for more information.
5. Be sure to check the bus destination sign before boarding the bus.

Please...

For the comfort of all, observe these simple rules while riding the bus:

- No smoking.
- No eating or drinking.
- No littering.
- Use headphones if you're listening to a radio.
- Speak softly when using cellular phones.

If you have a disability that prevents you from using the bus, information about Access Link, NJ TRANSIT's ADA paratransit service is available by calling 1(800) 772-2222.

All trips are operated with lift-equipped buses.

RECEIPT FOR RIDE
Don't forget to take one!

FROM NEW YORK/NEWARK — MONDAY – FRIDAY *(except Holidays)*

Northeast Corridor Line

AM / PM — OFF-PEAK ROUNDTRIP FARES ARE NOT VALID FROM NEW YORK, SECAUCUS, HOBOKEN OR NEWARK

TRAINS / Departing from:	3809	3209	3811	3813	3215	3815	3703	3217	3817	3819	3221	3821
NEW YORK	4 20	4 44	4 54	5 21	5 41	6 01	6 17	6 25	6 31	6 52	7 01	7 12
Secaucus Junction	4 29		5 03		5 51	6 10	6 26	6 34	6 40	7 01	7 10	7 22
via PATH from WTC	4 00	4 30	4 30	5 00	5 30	5 30	6 00	6 12	6 12	6 42	6 42	7 02
arrive NEWARK	4 22	4 52	4 52	5 22	5 52	5 52	6 22	6 34	6 34	7 04	7 04	7 24
NEWARK PENN STATION	4 40	5 01	5 13	5 37	6 01	6 18	6 34	6 42	6 49	7 11	7 18	7 31
Newark Int'l Airport	4 45	5 06	5 18	5 42	6 06	6 23	6 39	6 47	6 54	7 16	7 23	7 36
North Elizabeth	4 48	5 09	5 21	5 45	6 09	6 26	6 42		6 57		7 26	7 39
Elizabeth	4 51	5 12	5 23	5 48	6 12	6 29	6 45	6 52	7 00		7 29	7 42
Linden	4 57	5 17	5 28	5 54	6 17	6 34	6 50	6 57	7 05		7 34	7 47
Rahway	5 00	5 20	5 32	5 57	6 20	6 37	6 53	7 00	7 08		7 38	7 50
Metropark	5 06		5 37	6 03		6 43	6 59		7 13	7 32		7 55
Metuchen	5 10		5 41	6 08		6 47	7 03		7 17			8 00
Edison	5 15		5 46	6 12		6 51	7 07		7 22			8 04
New Brunswick	5 19		5 49	6 16		6 55	L7 11		7 26	7 42		8 09
Jersey Avenue				6 21			7 16					8 12
Princeton Junction	5 35		6 03	L6 33		L7 09			L7 43	7 55		8 24
via Princeton Shuttle	5 40		6 25	L6 52		7 18			8 04	8 04		8 37
arrive Princeton	5 45		6 30	6 57		7 23			8 09	8 09		8 42
Hamilton	5 42		6 09	L6 40		L7 16			L7 49	8 02		8 31
TRENTON	5 54		6 20	6 52		7 27			7 55	8 11		8 41
via SEPTA to Philadelphia TRENTON	6 15		6 37	7 04		7 34			8 01	8 19		8 50
30th Street Station	7 08		7 27	7 57		8 27			8 50	9 12		9 40
Suburban Station	7 12		7 32	8 02		8 32			8 55	9 17		9 45
Market East	7 17		7 37	8 07		8 37			9 00	9 22		9 50

TRAINS / Departing from:	3823	3223	3899	3825	3827	3227	3829	3231	3831	3833	3835	3235
NEW YORK	7 34	7 45	7 53	8 12	8 29	8 41	9 02	9 37	9 41	10 05	10 29	10 37
Secaucus Junction	7 43	7 54	8 02	8 21	8 38	8 50	9 11	9 47	9 51	10 15	10 39	10 47
via PATH from WTC	7 22	7 31	7 41	7 58	8 16	8 30	8 50	9 22	9 32	9 52	10 12	10 22
arrive NEWARK	7 44	7 53	8 03	8 20	8 38	8 52	9 12	9 44	9 54	10 14	10 34	10 44
NEWARK PENN STATION	7 53	8 04	8 11	8 30	8 48	8 59	9 21	9 57	10 02	10 25	10 49	10 56
Newark Int'l Airport	7 58	8 09	8 16	8 35	8 53	9 04	9 26	10 02	10 07	10 30	10 54	11 01
North Elizabeth		8 12			8 56							11 04
Elizabeth		8 15		8 39	8 58	9 08	9 30	10 07	10 12	10 34	10 59	11 07
Linden		8 20		8 44	9 03	9 13	9 35	10 12	10 17	10 39	11 04	11 12
Rahway		8 23	8 26	8 48	9 07	9 17	9 39	10 16	10 21	10 43	11 08	11 16
Metropark	8 11		8 32	8 53	9 12		9 44		10 27	10 48	11 13	
Metuchen			8 36	8 57	9 16		9 48		10 31	10 52	11 17	
Edison			8 40	9 01	9 21		9 52		10 35	10 56	11 22	
New Brunswick	8 21		8 45	9 05	9 25		9 56		10 39	11 00	11 26	
Jersey Avenue					9 28				10 43		11 29	
Princeton Junction	L8 35		8 59	9 19	9 40		10 10		10 55	11 14	11 42	
via Princeton Shuttle	L9 04		L9 04	L9 45	L9 45		L10 17		L11 18	L11 18	L11 51	
arrive Princeton	9 09		9 09	9 50	9 50		10 22		11 23	11 23	11 56	
Hamilton	L8 41		9 05	9 25	9 46		10 16		11 01	11 20	11 48	
TRENTON	8 54		9 15	9 34	9 56		10 27		11 12	11 33	11 59	
via SEPTA to Philadelphia TRENTON			9 40	9 40			10 39			11 40		
30th Street Station			10 27	10 27			11 27			12 27		
Suburban Station			10 32	10 32			11 32			12 32		
Market East			10 37	10 37			11 37			12 37		

TRAINS / Departing from:	3837	3839	3239	3841 (PM)	3843	3243	3845	3847	3247	3949	3849	8849
NEW YORK	11 04	11 29	11 37	12 01	12 28	12 37	1 01	1 28	1 37	2 01	2 07	2 26
Secaucus Junction	11 14	11 39	11 47	12 10	12 38	12 47	1 10	1 38	1 47		2 17	2 35
via PATH from WTC	10 52	11 12	11 22	11 42	12 12	12 22	12 42	1 12	1 22	1 42	1 52	2 12
arrive NEWARK	11 14	11 34	11 44	12 04	12 34	12 44	1 04	1 34	1 44	2 04	2 14	2 34
NEWARK PENN STATION	11 24	11 49	11 57	12 20	12 47	12 57	1 20	1 49	1 57	2 17	2 27	2 46
Newark Int'l Airport	11 29	11 54	12 02	12 25	12 53	1 02	1 25	1 54	2 02		2 32	2 51
North Elizabeth					12 56							
Elizabeth	11 33	11 59	12 07	12 29	12 59	1 07	1 29	1 59	2 07		2 36	
Linden	11 38	12 04	12 12	12 34	1 04	1 12	1 34	2 04	2 12		2 41	
Rahway	11 42	12 08	12 16	12 38	1 08	1 16	1 38	2 08	2 16		2 45	
Metropark	11 47	12 13		12 43	1 13		1 43	2 13			2 50	L3 05
Metuchen	11 51	12 17		12 47	1 17		1 47	2 17			2 54	L3 09
Edison	11 56	12 22		12 52	1 22		1 52	2 22			2 58	L3 14
New Brunswick	12 00	12 26		12 56	1 26		1 56	2 26			3 02	L3 18
Jersey Avenue		12 29		12 59	1 29		1 59	2 29			3 05	L3 21
Princeton Junction	12 14	12 42		1 11	1 42		2 11	2 42		L2 52	3 16	L3 33
via Princeton Shuttle	12 20	L12 48		L1 18	L1 50		L2 21	L2 57		L2 57	L3 21	3 55
arrive Princeton	12 25	12 53		1 23	1 55		2 26	3 02		3 02	3 26	4 00
Hamilton	12 20	12 48		1 18	1 48		2 18	2 48		L2 59	3 23	L3 40
TRENTON	12 31	12 59		1 28	1 59		2 28	2 59		3 11	3 33	3 51
via SEPTA to Philadelphia TRENTON	12 39			1 38			2 38	3 18		3 18	3 45	
30th Street Station	1 27			2 27			3 26	4 07		4 07	4 36	
Suburban Station	1 32			2 32			3 31	4 12		4 12	4 41	
Market East	1 37			2 37			3 36	4 17		4 17	4 46	

TRAINS / Departing from:	3851	3251	3953	3853	3503	8853	3855	3857	3959	3859	3405	3861
NEW YORK	2 32	2 52	3 01	3 07	3 23	3 25	3 33	3 54	4 01	4 07	4 17	4 28
Secaucus Junction	2 42	3 02		3 17	3 33	3 35	3 43			4 17	4 27	4 38
via PATH from WTC	2 22	2 42	2 42	2 52	3 12	3 12	3 22	3 42	3 42	3 52	4 02	4 17
arrive NEWARK	2 44	3 04	3 04	3 14	3 34	3 34	3 44	4 04	4 04	4 14	4 24	4 39
NEWARK PENN STATION	2 52	3 11	3 17	3 26	3 42	3 44	3 53	4 11	4 18	4 28	4 37	4 49
Newark Int'l Airport	2 57	3 16		3 31	3 47	3 50	3 58	4 16			4 42	4 54
North Elizabeth		3 19			3 50			4 19			4 45	4 57
Elizabeth	3 02	3 21		3 36	3 52			4 22			4 48	5 00
Linden	3 07	3 26		3 41	3 57			4 28			4 53	5 05
Rahway	3 10	3 30		3 44	4 01		4 07	4 32			4 57	5 09
Metropark	3 16			3 50		L4 04	4 13	L4 38		4 44		5 15
Metuchen	3 20			3 54		L4 08	4 17	L4 42		4 49		5 19
Edison	3 24			3 58		L4 13	4 22	L4 47		4 54		5 24
New Brunswick	3 28			4 02		L4 17	4 26	L4 51		4 58		5 28
Jersey Avenue	3 31			4 06		L4 20	4 29	L4 54		L5 02		
Princeton Junction	3 43		L3 52	4 18		L4 32	4 41	L5 06	L4 53	L5 15		5 43
via Princeton Shuttle	3 55		3 55	L4 22		L4 43	L5 03	L5 35	L5 03	L5 35		L5 55
arrive Princeton	4 00		4 00	4 27		4 48	5 08	5 40	5 08	5 40		6 00
Hamilton	3 49		L3 59	4 24		L4 39	4 48	L5 13	L5 01	L5 21		5 50
TRENTON	3 59		4 08	4 30		4 50	4 56	5 24	5 11	5 30		5 59
via SEPTA to Philadelphia TRENTON	4 14		4 14	4 38			5 06	5 54		5 54		6 32
30th Street Station	5 09		5 09	5 27			5 57	6 42		6 42		7 19
Suburban Station	5 14		5 14	5 32			6 02	6 47		6 47		7 24
Market East	5 19		5 19	5 37			6 07					7 29

TRAINS / Departing from:	3863	3961	3865	3963	3507	3725	3965	3867	3509	3967	3869	3969
NEW YORK	4 32	4 39	4 54	5 01	5 05	5 12	5 16	5 25	5 28	5 30	5 37	5 43
Secaucus Junction	4 42				5 14	5 22			5 38		5 47	
via PATH from WTC	4 22	4 27	4 39	4 47	4 51	5 01	5 06	5 11	5 15	5 15	5 27	5 31
arrive NEWARK	4 44	4 49	5 01	5 09	5 13	5 23	5 28	5 33	5 37	5 37	5 49	5 53
NEWARK PENN STATION	4 52	4 56	5 10	5 16	5 24	5 33	5 34	5 42	5 49	5 47	5 58	6 00
Newark Int'l Airport					5 30				5 54		6 03	
North Elizabeth					5 33				5 58			
Elizabeth					5 36				6 01			
Linden					5 41				6 06			
Rahway					5 45				6 10		L6 13	
Metropark	L5 07		L5 28			L5 51		L5 59			L6 19	
Metuchen	L5 12		L5 33			L5 56		L6 04			L6 24	
Edison	L5 16		L5 38			L6 01		L6 09			L6 29	
New Brunswick	L5 20		L5 43			L6 06		L6 14			L6 34	
Jersey Avenue	L5 24		L5 47			6 11					L6 38	
Princeton Junction	L5 37	L5 30	L5 59	L5 52			L6 08	L6 28		L6 21	L6 51	L6 36
via Princeton Shuttle	L5 55	L5 35	L6 15	L5 55			L6 15	L6 41		L6 41	L7 17	L6 41
arrive Princeton	6 00	5 40	6 20	6 00			6 20	6 46		6 46	7 22	6 46
Hamilton	L5 44	L5 37	L6 05	L6 00			L6 15	L6 34		L6 28	L6 58	L6 43
TRENTON	5 53	5 45	6 15	6 07			6 24	6 43		6 36	7 07	6 51
via SEPTA to Philadelphia TRENTON		5 54	6 32				6 32	7 00			7 41	7 00
30th Street Station		6 42	7 19				7 19	7 47			8 26	7 47
Suburban Station		6 47	7 24				7 24	7 52			8 31	7 52
Market East			7 29				7 29				8 35	

TRAINS / Departing from:	3271	3729	3971	3871	3973	3511	3731	3975	3875	3441	3977	3877
NEW YORK	5 53	5 55	6 03	6 11	6 13	6 24	6 32	6 34	6 49	6 52	7 03	7 13
Secaucus Junction	6 03		6 13	6 21		6 34	6 42			7 02		
via PATH from WTC	5 43	5 43	5 52	6 02	5 57	6 12	6 22	6 22	6 37	6 42	6 47	6 52
arrive NEWARK	6 05	6 05	6 14	6 24	6 19	6 34	6 44	6 44	6 59	7 04	7 09	7 14
NEWARK PENN STATION	6 14	6 12	6 22	6 32	6 29	6 45	6 53	6 51	7 06	7 13	7 20	7 30
Newark Int'l Airport	6 20			6 38		6 50	6 58			7 18	7 25	7 35
North Elizabeth	6 24					6 54				7 21		
Elizabeth	6 27					6 57				7 24		
Linden	6 33					7 02				7 30		
Rahway	6 37			L6 48		7 06	L7 08			7 34		7 45
Metropark		L6 29		L6 56			L7 15		L7 23			7 50
Metuchen		L6 34		L7 01			L7 20		L7 28			7 55
Edison		L6 39		L7 06			L7 25		L7 33			8 00
New Brunswick		L6 44		L7 10	L6 54		L7 30	L7 16	L7 38		L7 47	8 04
Jersey Avenue		6 50			L6 58		7 37	L7 20	L7 42		L7 51	8 07
Princeton Junction			L6 59	L7 25	L7 12			L7 34	L7 55		L8 04	L8 19
via Princeton Shuttle			L7 17	L7 39	L7 17			L7 39	L8 10		L8 10	L8 34
arrive Princeton			7 22	7 44	7 22			7 44	8 15		8 15	8 39
Hamilton			L7 07	L7 32	L7 19			L7 41	L8 02		L8 11	L8 25
TRENTON			7 17	7 42	7 28			7 48	8 10		8 17	8 33
via SEPTA to Philadelphia TRENTON				8 11	7 41			8 11			8 40	8 40
30th Street Station				8 56	8 26			8 56			9 26	9 26
Suburban Station				9 01	8 31			9 01			9 31	9 31
Market East				9 06	8 35			9 06			9 35	9 35

TRAINS / Departing from:	3281	3979	3881	3513	3983	3883	3285	3985	3885	3287	3887	3889
NEW YORK	7 20	7 29	7 44	7 47	8 07	8 11	8 29	8 44	8 52	9 02	9 10	9 35
Secaucus Junction	7 30	7 38		7 57		8 21	8 39		9 02	9 12	9 20	
via PATH from WTC	7 02	7 12	7 32	7 32	7 52	8 02	8 12	8 32	8 42	8 52	8 52	9 22
arrive NEWARK	7 24	7 34	7 54	7 54	8 14	8 24	8 34	8 54	9 04	9 14	9 14	9 44
NEWARK PENN STATION	7 40	7 48	8 01	8 07	8 24	8 31	8 49	9 01	9 12	9 21	9 29	9 52
Newark Int'l Airport	7 46			8 12		8 36	8 54		9 17	9 26	9 34	9 57
North Elizabeth	7 49			8 15			8 57			9 29		
Elizabeth	7 52			8 18			9 00			9 32		
Linden	7 57			8 23			9 05			9 37		
Rahway	8 00		8 14	8 27		8 45	9 09		9 26	9 40	9 43	10 07
Metropark			8 19			8 51			9 31		9 49	10 12
Metuchen			8 23			8 54			9 35		9 53	10 17
Edison			8 27			8 59			9 40		9 57	10 21
New Brunswick		L8 12	8 31		L8 48	9 02		L9 24	9 43		10 01	10 25
Jersey Avenue		L8 16	8 34		L8 52			L9 28			10 04	10 28
Princeton Junction		L8 29	8 47		L9 05	9 16		L9 41	9 57		10 16	10 40
via Princeton Shuttle		L8 34	L8 54		B9 20	B9 20		L10 02	L10 02		L10 22	L10 47
arrive Princeton		8 39	8 59		B9 30	B9 30		10 07	10 07		10 27	10 52
Hamilton		L8 36	8 54		L9 12	9 22		L9 48	10 03		10 23	10 46
TRENTON		8 50	9 04		9 23	9 34		10 02	10 15		10 34	10 57
via SEPTA to Philadelphia TRENTON			9 40		9 40	9 40		10 39	10 39			
30th Street Station			10 26		10 26	10 26		11 26	11 26			
Suburban Station			10 31		10 31	10 31		11 31	11 31			
Market East			10 35		10 35	10 35		11 36	11 36			

TRAINS / Departing from:	3289	3891	3893	3293	3879	3895	3297	3897	3201	3801	3805	5347 (LAST TRAIN)
NEW YORK	9 45	10 09	10 34	10 41	10 44	11 09	11 30	11 42	12 37	12 42	1 41	c1 41
Secaucus Junction	9 55	10 19	10 43	10 50	10 54	11 19	11 40	11 52	12 46	12 51	1 50	c1 50
via PATH from WTC	9 32	9 52	10 22	10 22	10 22	10 52	11 07	11 22	11 57	12 30	1 30	1 30
arrive NEWARK	9 54	10 14	10 44	10 44	10 44	11 14	11 29	11 44	12 19	12 52	1 52	1 52
NEWARK PENN STATION	10 05	10 29	10 53	11 00	11 03	11 28	11 49	12 01	12 54	12 59	1 59	2 10
Newark Int'l Airport	10 10	10 34	10 58	11 05	11 08	11 33	11 54	12 06	12 59	1 04	2 04	2 15
North Elizabeth	10 13	10 37			11 11	11 36		12 09				
Elizabeth	10 16	10 39		11 09	11 13	11 38	11 58	12 12	1 04	1 09	2 09	2 19
Linden	10 21	10 44		11 14	11 18	11 43	12 03	12 17	1 09	1 15	2 14	2 24
Rahway	10 25	10 48		11 18	11 22	11 47	12 07	12 21	1 13	1 18	2 18	2 28
Metropark		10 53	11 11		11 27	11 52		12 26		1 23	2 23	
Metuchen		10 57	11 15		11 31	11 56		12 30		1 27	2 27	
Edison		11 02	11 19		11 36	12 01		12 34		1 31	2 31	
New Brunswick		11 05	11 23		11 40	12 04		12 38		1 35	2 35	
Jersey Avenue		11 08	11 26		11 44	12 07		12 41		1 38	2 38	
Princeton Junction		11 20	11 38		11 56	12 20		12 53		1 50	2 50	
via Princeton Shuttle		L11 25	L11 45		L12 25	L12 25		L12 58				
arrive Princeton		11 30	11 50		12 30	12 30		1 03				
Hamilton		11 27	11 44		12 03	12 26		12 59		1 56	2 56	
TRENTON		11 43	12 01		12 14	12 40		1 17		2 21	3 21	
via SEPTA to Philadelphia TRENTON		12 10	12 10									
30th Street Station		12 54	12 54									
Suburban Station		12 59	12 59									
Market East		1 03	1 03									

Trains 8849 and 8853: Only May 26, June 30, July 3 and Sept 1

PEAK HOURS (trains 3959 through 3441)

CHECK THE FINE PRINT this line has special conditions

HOLIDAYS

Major Holidays Weekend service will run on New Year's Day, Presidents' Day, Memorial Day, Independence Day, Labor Day, Thanksgiving and Christmas.

SPECIAL CONDITIONS

6 12 / 6 17 **Extra Service** Trains marked red **will run only** on specified days. See timetable for actual dates.

6 12 / 6 17 **Limited Service** Trains marked gray **will not run** on specified days. See timetable for actual dates.

L6 12 **L** Trains may leave ahead of schedule.

B6 12 **B** Princeton Branch and Princeton Shuttle service provided by shuttle bus. The bus will load and unload passengers from the outbound platform side drop-off lane.

CONNECTIONS

c6 12 **C Change Trains at Newark Penn Station** for travel to/from New York. Every effort will be made to maintain connections, however, they cannot be guaranteed.

SEPTA All schedules are subject to change. For complete times, see R-7 schedule or check online at www.septa.org.

Princeton Shuttle This shuttle provides direct service to downtown Princeton from Princeton Junction Station.

River LINE NJ TRANSIT riders can connect to River LINE at Trenton Station for trips to Camden and points in between. See the River LINE timetable for detailed information.

Newark City Subway NJ TRANSIT riders can connect to the Newark City Subway at Newark Penn Station for trips in Newark, to Belleville and Bloomfield. See the Newark City Subway timetable for detailed information.

Capital Connection Buses and bus stops marked with the Capital Connection logo travel between Trenton Station and downtown Trenton or the State House. See Capital Connection timetables for details.

ARRIVES TRENTON

MONDAY – FRIDAY

6 28 AM	12 13 PM
6 43 AM	12 43 PM
6 58 AM	1 13 PM
7 13 AM	1 43 PM
7 28 AM	2 13 PM
7 43 AM	2 43 PM
7 58 AM	3 13 PM
8 13 AM	3 43 PM
8 28 AM	4 13 PM
8 48 AM	4 43 PM
8 58 AM	5 13 PM
9 13 AM	5 28 PM
9 28 AM	5 43 PM
9 43 AM	5 58 PM
10 13 AM	6 13 PM
10 43 AM	6 28 PM
11 13 AM	6 43 PM
11 43 AM	6 58 PM
	7 13 PM
	7 28 PM
	7 43 PM
	7 58 PM
	8 13 PM
	8 43 PM
	9 13 PM
	9 43 PM
	10 13 PM

SAT/SUN/HOLIDAYS

6 58 AM	12 28 PM
7 28 AM	12 58 PM
7 58 AM	1 28 PM
8 28 AM	1 58 PM
9 28 AM	2 28 PM
9 58 AM	2 58 PM
10 28 AM	3 28 PM
10 58 AM	3 58 PM
11 28 AM	4 28 PM
11 58 AM	4 58 PM
	5 28 PM
	5 58 PM
	6 28 PM
	6 58 PM
	7 28 PM
	7 58 PM
	8 28 PM
	8 58 PM
	9 28 PM
	10 13 PM
SAT 12 13 AM	10 43 PM SAT
SAT 12 43 AM	11 13 PM SAT
SAT 1 13 AM	11 43 PM SAT

DEPARTS TRENTON

MONDAY – FRIDAY

6 00 AM	12 00 PM
6 15 AM	12 30 PM
6 30 AM	1 00 PM
6 45 AM	1 30 PM
7 00 AM	2 00 PM
7 15 AM	2 30 PM
7 30 AM	3 00 PM
7 45 AM	3 30 PM
8 00 AM	4 00 PM
8 15 AM	4 15 PM
8 30 AM	4 30 PM
9 00 AM	4 45 PM
9 30 AM	5 00 PM
10 00 AM	5 15 PM
10 30 AM	5 30 PM
11 00 AM	5 54 PM
11 30 AM	6 00 PM
	6 15 PM
	6 30 PM
	6 45 PM
	7 00 PM
	7 15 PM
	7 30 PM
	7 45 PM
	8 00 PM
	8 30 PM
	9 05 PM

SAT/SUN/HOLIDAYS

6 15 AM	12 15 PM
6 45 AM	12 45 PM
7 15 AM	1 15 PM
7 45 AM	1 45 PM
8 15 AM	2 15 PM
8 45 AM	2 45 PM
9 15 AM	3 15 PM
9 45 AM	3 45 PM
10 15 AM	4 15 PM
10 45 AM	4 45 PM
11 15 AM	5 15 PM
11 45 AM	5 45 PM
	6 15 PM
	6 45 PM
	7 15 PM
	7 45 PM
	8 15 PM
	8 45 PM
	9 00 PM
SAT ONLY 12 00 AM	9 30 PM SAT ONLY
	10 00 PM SAT ONLY
	10 30 PM SAT ONLY
	11 00 PM SAT ONLY
	11 30 PM SAT ONLY

TO NEWARK/NEW YORK — MONDAY – FRIDAY *(except Holidays)*

Northeast Corridor Line

AM / PM — OFF-PEAK ROUNDTRIP FARES ARE NOT VALID TO NEW YORK, SECAUCUS, HOBOKEN OR NEWARK (trains 3702 through 3930: PEAK HOURS). LAST TRAIN: 3800.

Departing from: / TRAINS	3806	3202	3808	3204	3700	3810	3702	3812	3814	3914	3500	3704	3450	3916	3706	3920
via SEPTA from Philadelphia: Market East														505		
Suburban Station									443					510		
30th Street Station									447					514		
arrive TRENTON									536					603		
TRENTON	348		444			511		535	550	605				620		635
Hamilton	354		450			517		541	556	611				626		641
via Princeton Shuttle						510		530	550	610				610		636
arrive Princeton Junction						515		535	555	615				615		641
Princeton Junction	400		456			523		547	602	619				634		648
Jersey Avenue					511		540					620			632	
New Brunswick	414		509		516	537	545	601	616			627			639	
Edison	418				520		549	605	620			632			644	
Metuchen	422				525	543	554	609	624			637			650	
Metropark	426		518		529	548	558	614	629			642			655	
Rahway	432			529	534		603				627		646			
Linden	436				537		607				632		650			
Elizabeth	442				543		613				640		657			
North Elizabeth					546		616				643		700			
Newark Int'l Airport	446	459	530	539	549	601	619				647		703			
NEWARK PENN STATION	452	505	536	545	555	606	626	630	647	652	654	700	711	710	714	722
via PATH	500	530	545	556	606	616	636	636	656	701	701	706	721	716	721	729
arrive World Trade Center	522	552	607	618	628	638	658	658	718	723	723	728	743	738	743	751
Secaucus Junction	459	512	543	552	602			637			701	708		717	721	
NEW YORK	520	526	557	606	615	625	646	651	705	710	715	723	729	732	736	741

Departing from: / TRAINS	3708	3922	3818	3822	3710	3924	3220	3824	3712	3926	3826	3828	3714	3928	3504	3716
via SEPTA from Philadelphia: Market East		544	505								544			628		
Suburban Station		549	510								549			633		
30th Street Station		553	514								553			637		
arrive TRENTON		642	603								642			726		
TRENTON		650	627			710				728	703			748		
Hamilton		656	633			717				735	709			755		
via Princeton Shuttle		636	610			702				731	702			753		
arrive Princeton Junction		641	615			707				736	707			758		
Princeton Junction		703	639			724				743	716			803		
Jersey Avenue	652				713				736				755			814
New Brunswick	658		653	708	719			730	742		736	754	804	817		821
Edison	703		657	713	724			735	747		741	759	809			826
Metuchen	708		701	718	729			740	752		746	804	814			831
Metropark	713		706	723	734			745	757		751	809	819			836
Rahway			712				734				758				825	
Linden			717				739				803				830	
Elizabeth			725				746				812				837	
North Elizabeth			728				749				815				840	
Newark Int'l Airport			731				753				817			837	843	849
NEWARK PENN STATION	731	740	738	744	750	802	800	804	815	819	824	828	835	845	850	856
via PATH	737	746	746	751	756	809	809	813	821	825	833	837	841	851	856	906
arrive World Trade Center	759	808	808	813	818	831	831	835	843	847	855	859	903	913	918	928
Secaucus Junction	738		745	751	757		807	811		826	831	836	842	852	857	
NEW YORK	752	758	800	806	812	820	822	825	835	841	846	852	857	906	912	914

Departing from: / TRAINS	3930	3830	3718	3932	3456	3720	3230	3934	3722	3936	3832	3232	3938	3724	3836	3236
via SEPTA from Philadelphia: Market East	659	628								751	751				852	
Suburban Station	704	633								756	756				857	
30th Street Station	708	637								800	800				901	
arrive TRENTON	757	726								849	849				952	
TRENTON	808	801		833				851		918	904		940		1000	
Hamilton	815	807		839				857		924	910		946		1006	
via Princeton Shuttle	814	753		814				847		918	847		918		1000	
arrive Princeton Junction	819	758		819				852		923	852		923		1005	
Princeton Junction	823	813		845				904		930	917		952		1012	
Jersey Avenue			836			900			917					1006		
New Brunswick		827	842	858		907		918	923	943	931		1006	1011	1026	
Edison		832	847			911			927		935			1015	1030	
Metuchen		837	852			916			932		940			1020	1035	
Metropark		842	857			920			937		944			1025	1039	
Rahway		848			911		921				951	959			1045	1058
Linden		852			915		925				956	1003			1049	1102
Elizabeth		859			922		931				1003	1009			1055	1108
North Elizabeth					925		934				1005					
Newark Int'l Airport		904	910	918	928		938	941			1008	1014	1026	1037	1059	1112
NEWARK PENN STATION	858	911	917	925	934	938	944	948	953	1008	1014	1020	1033	1043	1105	1118
via PATH	906	921	926	936	946	946	956	956	1006	1016	1026	1026	1046	1056	1116	1126
arrive World Trade Center	928	943	948	958	1008	1008	1018	1018	1018	1038	1048	1048	1108	1118	1138	1148
Secaucus Junction	905	918	924	932	941	945	951	955	1000		1021	1027		1050	1115	1125
NEW YORK	919	932	938	947	955	959	1006	1009	1015	1026	1035	1040	1052	1104	1126	1139

Departing from: / TRAINS	3838	3240	3840	3842	3244 (PM)	3844	3846	3248	3848	3850	3252	3852	3854	3256	3856	3858
via SEPTA from Philadelphia: Market East			952			1052			1152			1252			152	
Suburban Station			957			1057			1157			1257			157	225
30th Street Station			1001			1101			1201			101			201	229
arrive TRENTON			1051			1153			1253			151			251	317
TRENTON	1038		1110	1126		1200	1242		113	129		200	230		305	329
Hamilton	1044		1116	1132		1206	1248		119	135		206	236		311	335
via Princeton Shuttle	1028			1128		1201	1237		100	130		201	231		307	331
arrive Princeton Junction	1033			1133		1206	1242		105	135		206	236		312	336
Princeton Junction	1050		1122	1138		1212	1254		125	141		212	243		317	342
Jersey Avenue																
New Brunswick	1104		1136	1152		1226	108		139	155		226	257		331	356
Edison	1108		1140	1156		1230	112		143	159		230	301		335	400
Metuchen	1112		1145	1201		1235	117		148	204		235	306		340	405
Metropark	1116		1150	1205		1239	121		152	208		239	311		344	410
Rahway	1122	1138	1155	1211	1239	1245	127	138	158	214	239	245	316	338	350	416
Linden	1125	1142	1159	1214	1242	1249	131	142	202	218	242	249	320	342	354	420
Elizabeth	1131	1148	1205	1220	1248	1255	137	148	208	224	248	255	327	347	401	428
North Elizabeth																
Newark Int'l Airport	1136	1152	1209	1226	1253	1259	141	152	212	228	252	259	331	352	405	433
NEWARK PENN STATION	1141	1158	1216	1233	1258	106	148	158	219	235	258	305	338	357	412	439
via PATH	1156	1206	1226	1246	106	116	156	206	226	246	306	316	346	406	418	446
arrive World Trade Center	1218	1228	1248	108	128	138	218	228	248	308	328	338	408	428	440	508
Secaucus Junction		1207	1223	1240	105	113	156	205	226	242	305	312	345	404	419	446
NEW YORK	1200	1220	1237	1254	119	127	209	219	240	256	320	326	359	418	433	500

Departing from: / TRAINS	3260	3860	3510	3862	3864	3266	3866	3868	3270	3896	3870	3898	3512	3872	3874	3274
via SEPTA from Philadelphia: Market East		252					350	419		445	506	515		531	548	
Suburban Station		257		325			355	424		450	511	520		536	553	
30th Street Station		301		329			359	428		454	515	524		540	557	
arrive TRENTON		351		417			449	518		543	606	612		628	648	
TRENTON		400		436	450		505	526		554	613	622		643	703	
Hamilton		406		442	456		511	532		600	619	628		649	709	
via Princeton Shuttle		404		433	453		453	513		545	605	625		625	703	
arrive Princeton Junction		409		438	458		458	518		550	610	630		630	708	
Princeton Junction		413		448	502		517	538		606	625	634		655	716	
Jersey Avenue																
New Brunswick		427		502	516		531	552		620	638	648		710	730	
Edison		431		506	520		535	556		623	641	651		714	734	
Metuchen		436		511	525		539	600		628	646	656		719	738	
Metropark		441		516	529		543	605		632	650	700		723	742	
Rahway	433	446	503	521		533	549	610	620			705	717	728		805
Linden	437	450	507	525		537	553	614	625			709	720	732		809
Elizabeth	443	456	513	531	540	542	559	621	632			715	726	737		815
North Elizabeth	446		516			545	602		634			717				
Newark Int'l Airport	449	501	519	535	544	548	605	628	638	646		721	731	742	755	819
NEWARK PENN STATION	455	508	525	542	551	554	611	635	645	652	706	728	737	748	801	825
via PATH	502	514	531	551	601	601	621	646	656	706	716	736	746	756	816	836
arrive World Trade Center	524	536	553	613	623	623	643	708	718	728	738	758	808	818	838	858
Secaucus Junction	502	515	532	549		601	618	L646	654	659	713		745		808	832
NEW YORK	516	529	546	604	609	615	632	659	708	712	728	746	758	808	822	846

Departing from: / TRAINS	3876	3878	3278	3880	3514	3882	3284	3884	3288	3888	3292	3892	3200	3800 (LAST TRAIN)
via SEPTA from Philadelphia: Market East	614	636		714		754		844		941		1041		1145
Suburban Station	619	641		719		759		848		945		1045		1149
30th Street Station	623	645		723		803		852		949		1049		1153
arrive TRENTON	714	735		814		852		941		1037		1138		1241
TRENTON	733	755		828		903		952		1051		1151		102
Hamilton	739	801		834		909		958		1057		1157		108
via Princeton Shuttle	727	756		820		904		B935		1032		1135		1243
arrive Princeton Junction	732	801		825		909		B945		1037		1140		1248
Princeton Junction	745	807		840		915		1004		1103		1203		114
Jersey Avenue														
New Brunswick	759	821		854		929		1018		1117		1217		128
Edison	802	825		858		933		1021		1120		1220		131
Metuchen	807	830		902		938		1026		1125		1225		136
Metropark	811	835		907		942		1030		1129		1229		141
Rahway	816		853	912	924	948	1023	1035	1125	1134	1227	1234		
Linden	820		857	916	928	952	1027	1039	1129	1138	1231	1238		
Elizabeth	826		903	922	934	958	1033	1044	1135	1143	1237	1243	127	151
North Elizabeth														
Newark Int'l Airport	830	848	907	926	938	1002	1037	1049	1139	1148	1241	1248	131	155
NEWARK PENN STATION	836	853	913	933	944	1009	1043	1055	1145	1154	1247	1254	136	201
via PATH	846	906	926	941	956	1026	1056	1111	1200	1200	100	100	200	230
arrive World Trade Center	908	928	948	1003	1018	1048	1118	1133	1222	1222	122	122	222	252
Secaucus Junction		900	920	941	951	1016	1050	1102	1152	1201	1254	101	144	208
NEW YORK	854	914	934	954	1004	1031	1105	1121	1218	1223	113	120	203	236

PEAK HOURS — PEAK HOURS — PEAK HOURS

CHECK THE FINE PRINT this line has special conditions

HOLIDAYS

Major Holidays Weekend service will run on New Year's Day, Presidents' Day, Memorial Day, Independence Day, Labor Day, Thanksgiving and Christmas.

SPECIAL CONDITIONS

612 / 617 **Extra Service** Trains marked red **will run only** on specified days. See timetable for actual dates.

612 / 617 **Limited Service** Trains marked gray **will not run** on specified days. See timetable for actual dates.

L6 12 **L** Trains may leave ahead of schedule.

B6 12 **B** Princeton Branch and Princeton Shuttle service provided by shuttle bus. The bus will load and unload passengers from the outbound platform side drop-off lane.

CONNECTIONS

c6 12 **C Change Trains at Newark Penn Station** for travel to/from New York. Every effort will be made to maintain connections, however, they cannot be guaranteed.

SEPTA All schedules are subject to change. For complete times, see R-7 schedule or check online at www.septa.org.

Princeton Shuttle This shuttle provides direct service to downtown Princeton from Princeton Junction Station.

River LINE NJ TRANSIT riders can connect to River LINE at Trenton Station for trips to Camden and points in between. See the River LINE timetable for detailed information.

Newark City Subway NJ TRANSIT riders can connect to the Newark City Subway at Newark Penn Station for trips in Newark, to Belleville and Bloomfield. See the Newark City Subway timetable for detailed information.

Capital Connection Buses and bus stops marked with the Capital Connection logo travel between Trenton Station and downtown Trenton or the State House. See Capital Connection timetables for details.

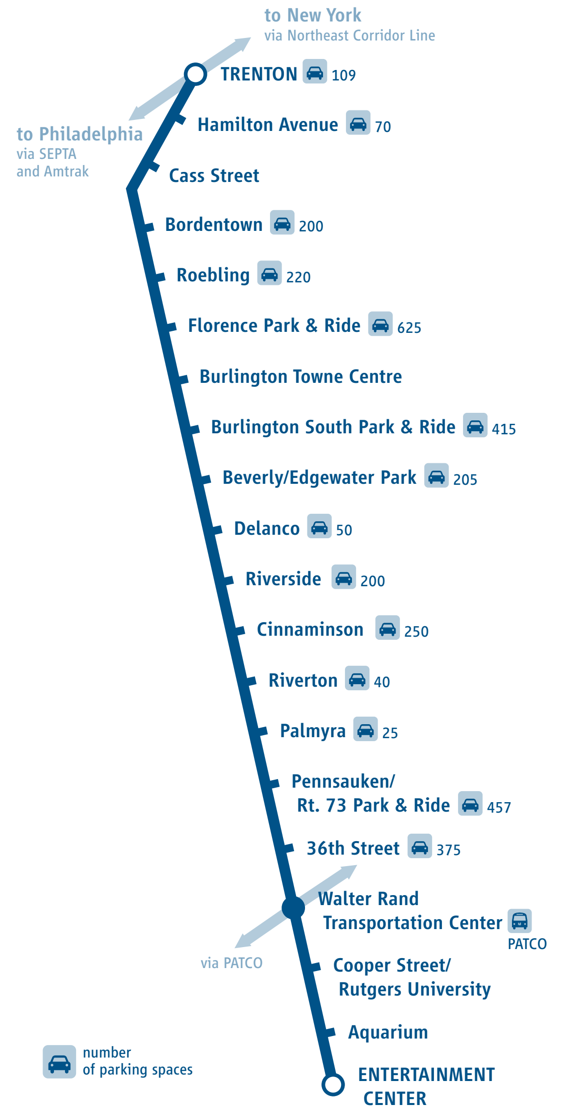
River LINE
connecting service at Trenton

Free Parking Take advantage of the free parking available at most River LINE stations. There is a fee to park at the Trenton station.

Peak Service River LINE service runs every 15 minutes during peak hours. Service runs every 30 minutes during off-peak hours and on the weekends.

Easy Connections During weekdays, the first River LINE train arrives at Trenton Station at 6:28am. The last weekday River LINE train departs Trenton at 9:05pm. Special late night service operates on Saturdays.

Travel Flexibility You can now use your NJ TRANSIT monthly or weekly rail pass to ride the River LINE for free.



TO NEWARK/NEW YORK — SATURDAY/SUNDAY/HOLIDAYS
with late night service

Northeast Corridor Line

AM / PM (LAST TRAIN: 7800)

TRAINS	7804	7204	7808	7208	7810	7812	7212	7814	7816	7216	7818	7820	7220	7822	7824	7224	7826	7828
Departing from:																		
via SEPTA from Philadelphia Market East						6 00			7 00			8 00			9 00			10 00
Suburban Station						6 05			7 05			8 05			9 05			10 05
30th Street Station						6 09			7 09			8 09			9 09			10 09
arrive TRENTON						6 55			7 54			8 55			9 54			10 55
TRENTON	5 11		6 11		6 36	7 11		7 36	8 11		8 36	9 11		9 36	10 11		10 36	11 11
Hamilton	5 17		6 17		6 42	7 17		7 42	8 17		8 42	9 17		9 42	10 17		10 42	11 17
via Princeton Shuttle			6 11		6 38	7 13		7 38	8 13		8 38	9 13		9 38	10 13			11 13
arrive Princeton Junction			6 16		6 43	7 18		7 43	8 18		8 43	9 18		9 43	10 18			11 18
Princeton Junction	5 23		6 23		6 48	7 23		7 48	8 23		8 48	9 23		9 48	10 23		10 48	11 23
Jersey Avenue																		
New Brunswick	5 36		6 36		7 02	7 36		8 02	8 36		9 02	9 36		10 02	10 36		11 02	11 36
Edison	5 40		6 40		7 06	7 40		8 06	8 40		9 06	9 40		10 06	10 40		11 06	11 40
Metuchen	5 44		6 44		7 10	7 44		8 10	8 44		9 10	9 44		10 10	10 44		11 10	11 44
Metropark	5 48		6 48		7 14	7 48		8 14	8 48		9 14	9 48		10 14	10 48		11 14	11 48
Rahway	5 53	6 02	6 53	7 01		7 53	8 01		8 53	9 01		9 53	10 01		10 53	11 01		11 53
Linden	5 57	6 06	6 57	7 05		7 57	8 05		8 57	9 05		9 57	10 05		10 57	11 05		11 57
Elizabeth	6 03	6 12	7 03	7 11		8 03	8 11		9 03	9 11		10 03	10 11		11 03	11 11		12 03
North Elizabeth							8 14			9 14								
Newark Int'l Airport	6 07	6 16	7 07	7 15	7 27	8 07	8 16	8 27	9 07	9 16	9 27	10 07	10 15	10 27	11 07	11 15	11 27	12 07
NEWARK PENN STATION	6 12	6 23	7 12	7 21	7 33	8 12	8 22	8 33	9 12	9 22	9 33	10 12	10 21	10 33	11 12	11 21	11 33	12 12
via PATH	6 30	6 30	7 30	7 30	7 45	8 30	8 30	8 45	9 30	9 30	9 45	10 30	10 30	10 45	11 30	11 30	11 45	12 30
arrive World Trade Center	6 52	6 52	7 52	7 52	8 07	8 52	8 52	9 07	9 52	9 52	10 07	10 52	10 52	11 07	11 52	11 52	12 07	12 52
Secaucus Junction	6 24	6 33	7 24	7 29		8 24	8 30		9 24	9 30		10 24	10 29		11 24	11 29		12 24
NEW YORK	6 38	6 44	7 38	7 41	7 51	8 38	8 42	8 51	9 38	9 45	9 51	10 37	10 41	10 51	11 37	11 41	11 51	12 37

TRAINS	7228	7830	7832	7232	7834	7836	7236	7838	7840	7240	7844	7244	7846	7848	7248	7850	7852	7252
via SEPTA from Philadelphia Market East			11 00			12 00			1 00		2 00			3 00			4 00	
Suburban Station			11 05			12 05			1 05		2 05			3 05			4 05	
30th Street Station			11 09			12 09			1 09		2 09			3 09			4 09	
arrive TRENTON			11 54			12 55			1 54		2 55			3 54			4 55	
TRENTON		11 36	12 11		12 36	1 11		1 36	2 11		3 11		3 42	4 11		4 36	5 11	
Hamilton		11 42	12 17		12 42	1 17		1 42	2 17		3 17		3 48	4 17		4 42	5 17	
via Princeton Shuttle		11 38	12 13		12 38	1 13		1 38	2 13		3 13		3 38	4 13		4 37	5 13	
arrive Princeton Junction		11 43	12 18		12 43	1 18		1 43	2 18		3 18		3 43	4 18		4 42	5 18	
Princeton Junction		11 48	12 23		12 48	1 23		1 48	2 23		3 23		3 54	4 23		4 48	5 23	
Jersey Avenue																		
New Brunswick		12 02	12 36		1 02	1 36		2 02	2 36		3 36		4 07	4 36		5 02	5 36	
Edison		12 06	12 40		1 06	1 40		2 06	2 40		3 40		4 11	4 40		5 06	5 40	
Metuchen		12 10	12 44		1 10	1 44		2 10	2 44		3 44		4 15	4 44		5 10	5 44	
Metropark		12 14	12 48		1 14	1 48		2 14	2 48		3 48		4 19	4 48		5 14	5 48	
Rahway	12 01		12 53	1 01		1 53	2 01		2 53	3 01	3 53	4 01		4 53	5 01		5 53	6 01
Linden	12 05		12 57	1 05		1 57	2 05		2 57	3 05	3 57	4 05		4 57	5 05		5 57	6 05
Elizabeth	12 11		1 03	1 11		2 03	2 11		3 03	3 11	4 03	4 11		5 03	5 11		6 03	6 11
North Elizabeth																		
Newark Int'l Airport	12 15	12 27	1 07	1 15	1 27	2 07	2 15	2 27	3 07	3 15	4 07	4 15	4 31	5 07	5 15	5 27	6 07	6 15
NEWARK PENN STATION	12 21	12 33	1 12	1 21	1 33	2 12	2 21	2 33	3 12	3 21	4 12	4 21	4 36	5 12	5 21	5 32	6 12	6 21
via PATH	12 30	12 45	1 30	1 30	1 45	2 30	2 30	2 45	3 30	3 30	4 30	4 30	4 45	5 30	5 30	5 45	6 30	6 30
arrive World Trade Center	12 52	1 07	1 52	1 52	2 07	2 52	2 52	3 07	3 52	3 52	4 52	4 52	5 07	5 52	5 52	6 07	6 52	6 52
Secaucus Junction	12 29		1 24	1 29		2 24	2 29		3 24	3 29	4 24	4 29		5 24	5 29		6 24	6 29
NEW YORK	12 41	12 51	1 38	1 41	1 51	2 38	2 41	2 51	3 38	3 41	4 38	4 41	4 57	5 38	5 41	5 51	6 38	6 41

TRAINS	7854	2384	7856	7256	7858	7860	7260	7864	7264	7868	7268	7872	7272	7876	7276	7802	7200	7800 (LAST TRAIN)
via SEPTA from Philadelphia Market East			5 00			6 00		7 00		8 00		9 00		10 00		11 00		
Suburban Station			5 05			6 05		7 05		8 05		9 05		10 05		11 05		
30th Street Station			5 09			6 09		7 09		8 09		9 09		10 09		11 09		
arrive TRENTON			5 54			6 55		7 54		8 55		9 54		10 55		11 55		
TRENTON	5 36		6 11		6 36	7 11		8 11		9 11		10 11		11 11		12 10		1 02
Hamilton	5 42		6 17		6 42	7 17		8 17		9 17		10 17		11 17				1 08
via Princeton Shuttle	5 37		6 13		6 38	7 13		8 15		9 15		10 15		11 15		12 09		12 43
arrive Princeton Junction	5 42		6 18		6 43	7 18		8 20		9 20		10 20		11 20		12 14		12 48
Princeton Junction	5 48		6 23		6 48	7 23		8 23		9 23		10 23		11 23		12 20		1 14
Jersey Avenue																		
New Brunswick	6 02		6 36		7 02	7 36		8 36		9 36		10 36		11 36		12 34		1 28
Edison	6 06		6 40		7 06	7 40		8 40		9 40		10 40		11 40				1 31
Metuchen	6 10		6 44		7 10	7 44		8 44		9 44		10 44		11 44				1 36
Metropark	6 14		6 48		7 14	7 48		8 48		9 48		10 48		11 48		12 43		1 41
Rahway		6 38	6 53	7 01		7 53	8 01	8 53	9 01	9 53	10 01	10 53	11 01	11 53	12 27			
Linden			6 57	7 05		7 57	8 05	8 57	9 05	9 57	10 05	10 57	11 05	11 57	12 31			
Elizabeth		6 46	7 03	7 11		8 03	8 11	9 03	9 11	10 03	10 11	11 03	11 11	12 03	12 37		1 27	1 51
North Elizabeth																		
Newark Int'l Airport	6 27		7 07	7 15	7 27	8 07	8 15	9 07	9 15	10 07	10 15	11 07	11 15	12 07	12 41	12 55	1 31	1 55
NEWARK PENN STATION	6 32	6 56	7 12	7 21	7 34	8 12	8 21	9 12	9 21	10 12	10 21	11 12	11 21	12 12	12 47	1 01	1 36	2 01
via PATH	6 45	7 15	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	12 30	1 00	1 30	2 00	2 30
arrive World Trade Center	7 07	7 37	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	12 52	1 22	1 52	2 22	2 52
Secaucus Junction		c7 24	7 24	7 30	7 42	L8 30	8 36	9 24	9 29	10 24	10 29	11 24	11 29	12 24	12 55	1 09	1 44	2 08
NEW YORK	6 51	c7 38	7 38	7 45	7 55	8 41	8 48	9 38	9 41	10 38	10 42	11 38	11 41	12 35	1 13	1 19	2 03	2 36

FROM NEW YORK/NEWARK — SATURDAY/SUNDAY/HOLIDAYS
with late night service

Northeast Corridor Line

AM / PM (LAST TRAIN: 7805)

TRAINS	7813	7217	7817	7221	7821	7225	7825	7229	7829	7233	7833	7237	7837	2383	7241	7841	7245	7845
Departing from:																		
NEW YORK	5 14	6 07	6 13	7 07	7 14	8 07	8 14	9 07	9 14	10 07	10 14	11 07	11 14	c11 14	12 07	12 13	1 07	1 14
Secaucus Junction		6 16	6 22	7 16	7 23	8 16	8 23	9 16	9 23	10 16	10 23	11 16	11 23	c11 23	12 16	12 22	1 16	1 23
via PATH from World Trade Center	5 00	5 30	6 00	6 30	7 00	7 57	7 57	8 57	8 57	9 57	9 57	10 57	10 57	11 12	11 57	11 57	12 57	12 57
arrive NEWARK	5 22	5 52	6 22	6 52	7 22	8 19	8 19	9 19	9 19	10 19	10 19	11 19	11 19	11 34	12 19	12 19	1 19	1 19
NEWARK PENN STATION	5 32	6 25	6 32	7 25	7 32	8 25	8 32	9 25	9 32	10 25	10 32	11 25	11 32	11 42	12 25	12 32	1 25	1 32
Newark Int'l Airport	5 37	6 30	6 37	7 30	7 37	8 30	8 37	9 30	9 37	10 30	10 37	11 30	11 37		12 30	12 37	1 30	1 37
North Elizabeth																		
Elizabeth	5 41	6 34	6 41	7 34	7 41	8 34	8 41	9 34	9 41	10 34	10 41	11 34	11 41	11 49	12 34	12 41	1 34	1 41
Linden	5 47	6 39	6 47	7 39	7 47	8 39	8 47	9 39	9 47	10 39	10 47	11 39	11 47		12 39	12 47	1 39	1 47
Rahway	5 50	6 43	6 50	7 43	7 50	8 43	8 50	9 43	9 50	10 43	10 50	11 43	11 50	11 56	12 43	12 50	1 43	1 50
Metropark	5 55		6 55		7 55		8 55		9 55		10 55		11 55			12 55		1 55
Metuchen	5 59		6 59		7 59		8 59		9 59		10 59		11 59			12 59		1 59
Edison	6 03		7 03		8 03		9 03		10 03		11 03		12 03			1 03		2 03
New Brunswick	6 07		7 07		8 07		9 07		10 07		11 07		12 07			1 07		2 07
Jersey Avenue																		
Princeton Junction	6 20		7 20		8 20		9 20		10 20		11 20		12 20			1 20		2 20
via Princeton Shuttle	6 23		7 27		8 27		9 27		10 27		11 27		12 27			1 27		2 27
arrive Princeton	6 28		7 32		8 32		9 32		10 32		11 32		12 32			1 32		2 32
Hamilton	6 27		7 27		8 27		9 27		10 27		11 27		12 27			1 27		2 27
TRENTON	6 38		7 38		8 38		9 38		10 38		11 38		12 38			1 38		2 38
via SEPTA to Philadelphia TRENTON	6 46		7 47		8 46		9 47		10 46		11 47		12 46			1 47		2 46
30th Street Station	7 33		8 33		9 33		10 33		11 33		12 33		1 33			2 33		3 33
Suburban Station	7 38		8 38		9 38		10 38		11 38		12 38		1 38			2 38		3 38
Market East	7 43		8 43		9 43		10 43		11 43		12 43		1 43			2 43		3 43

TRAINS	7847	7249	7849	7851	7253	7853	7855	7257	7857	7859	7261	7861	7863	7265	7865	7867	7269	7869
NEW YORK	1 55	2 07	2 14	2 55	3 08	3 14	3 54	4 07	4 14	5 01	5 07	5 14	5 56	6 07	6 14	7 01	7 07	7 13
Secaucus Junction		2 16	2 23		3 17	3 23	4 03	4 16	4 23		5 16	5 23		6 16	6 23		7 16	7 22
via PATH from World Trade Center	1 42	1 57	1 57	2 42	2 57	2 57	3 42	3 57	3 57	4 42	4 57	4 57	5 42	5 57	5 57	6 42	6 57	6 57
arrive NEWARK	2 04	2 19	2 19	3 04	3 19	3 19	4 04	4 19	4 19	5 04	5 19	5 19	6 04	6 19	6 19	7 04	7 19	7 19
NEWARK PENN STATION	2 11	2 25	2 32	3 12	3 25	3 32	4 13	4 25	4 32	5 18	5 25	5 32	6 12	6 25	6 32	7 17	7 25	7 32
Newark Int'l Airport	2 16	2 30	2 37	3 17	3 30	3 37	4 18	4 30	4 37	5 23	5 30	5 37	6 17	6 30	6 37	7 22	7 30	7 37
North Elizabeth									4 40			5 40						
Elizabeth		2 34	2 41		3 34	3 41		4 34	4 42		5 34	5 42		6 34	6 41		7 34	7 41
Linden		2 39	2 47		3 39	3 47		4 39	4 48		5 39	5 48		6 39	6 47		7 39	7 47
Rahway		2 43	2 50		3 43	3 50		4 43	4 51		5 43	5 51		6 43	6 50		7 43	7 50
Metropark	2 29		2 55	3 31		3 55	4 31		4 56	5 41		5 56	6 31		6 55	7 35		7 55
Metuchen	2 33		2 59	3 35		3 59	4 35		5 00	5 45		6 00	6 35		6 59	7 39		7 59
Edison	2 38		3 03	3 40		4 03	4 40		5 04	5 50		6 04	6 40		7 03	7 44		8 03
New Brunswick	2 42		3 07	3 44		4 07	4 44		5 08	5 54		6 08	6 44		7 07	7 48		8 07
Jersey Avenue																		
Princeton Junction	2 55		3 20	3 57		4 20	4 57		5 21	6 07		6 21	6 57		7 20	8 02		8 20
via Princeton Shuttle	L3 00		3 27	L4 02		4 27	L5 02		5 27	6 27		6 27	L7 02		7 27	L8 05		8 27
arrive Princeton	3 05		3 32	4 07		4 32	5 07		5 32	6 32		6 32	7 07		7 32	8 10		8 32
Hamilton	3 02		3 27	4 04		4 27	5 04		5 28	6 14		6 28	7 04		7 27	8 08		8 27
TRENTON	3 12		3 38	4 14		4 38	5 14		5 39	6 24		6 38	7 14		7 38	8 19		8 38
via SEPTA to Philadelphia TRENTON			3 47			4 46			5 47			6 46			7 47			8 46
30th Street Station			4 33			5 33			6 33			7 33			8 33			9 33
Suburban Station			4 38			5 38			6 38			7 38			8 38			9 38
Market East			4 43			5 43			6 43			7 43			8 43			9 43

TRAINS	7871	7273	7873	7875	7277	7877	7879	7281	7881	7883	7285	7885	7287	7887	7201	7801	7205	7805 (LAST TRAIN)
NEW YORK	8 03	8 07	8 14	9 01	9 07	9 14	10 03	10 07	10 14	10 57	11 07	11 14	11 51	11 56	12 37	12 42	1 37	1 41
Secaucus Junction		8 16	8 23		9 16	9 23		10 16	10 23		11 16	11 23	12 00	12 05	12 46	12 51	1 46	1 50
via PATH from World Trade Center	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	11 42	12 00	12 30	1 00	1 30
arrive NEWARK	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	12 04	12 22	12 52	1 22	1 52
NEWARK PENN STATION	8 19	8 25	8 32	9 17	9 25	9 32	10 20	10 25	10 32	11 12	11 25	11 32	12 09	12 17	12 54	12 59	1 54	1 59
Newark Int'l Airport	8 24	8 30	8 37	9 22	9 30	9 37	10 25	10 30	10 37	11 17	11 30	11 37	12 14	12 22	12 59	1 04	1 59	2 04
North Elizabeth																		
Elizabeth		8 34	8 41		9 34	9 41		10 34	10 41		11 34	11 41	12 18	12 27	1 04	1 09	2 04	2 09
Linden		8 39	8 47		9 39	9 47		10 39	10 47		11 39	11 47	12 23	12 32	1 09	1 14	2 09	2 14
Rahway		8 43	8 50		9 43	9 50		10 43	10 50		11 43	11 50	12 27	12 36	1 13	1 18	2 13	2 18
Metropark	8 37		8 55	9 34		9 55	10 38		10 55	11 30		11 55		12 41		1 23		2 23
Metuchen	8 41		8 59	9 38		9 59	10 42		10 59	11 34		11 59		12 45		1 27		2 27
Edison	8 46		9 03	9 43		10 03	10 47		11 03	11 39		12 03		12 49		1 31		2 31
New Brunswick	8 50		9 07	9 47		10 07	10 51		11 07	11 43		12 07		12 52		1 35		2 35
Jersey Avenue																1 38		2 38
Princeton Junction	9 03		9 20	10 00		10 20	11 04		11 20	11 57		12 20		1 06		1 50		2 50
via Princeton Shuttle	9 27		9 27	L10 05		10 27	11 27		11 27	L11 59		L12 25						
arrive Princeton	9 32		9 32	10 10		10 32	11 32		11 32	12 04		12 30						
Hamilton	9 10		9 27	10 07		10 27	11 11		11 27	12 03		12 27		1 12		1 56		2 56
TRENTON	9 20		9 38	10 17		10 38	11 21		11 38	12 14		12 38		1 24		2 21		3 21
via SEPTA to Philadelphia TRENTON			9 47			10 46			11 47			12 47						
30th Street Station			10 33			11 33			12 33			1 33						
Suburban Station			10 38			11 38			12 38			1 38						
Market East			10 43			11 43			12 43			1 43						
									Only Sundays			Only Saturdays						

CHECK THE FINE PRINT this line has special conditions

HOLIDAYS

Major Holidays Weekend service will run on New Year's Day, Presidents' Day, Memorial Day, Independence Day, Labor Day, Thanksgiving and Christmas.

6 12 / 6 17 **Extra Service** Trains marked red will run only on specified days. See timetable for actual dates.

SPECIAL CONDITIONS

L6 12 **L** Trains may leave ahead of schedule.

6 12 / 6 26 **Limited Service** SEPTA trains marked gray **will run only** on specified days. See timetable.

CONNECTIONS

c6 12 **C Change Trains at Newark Penn Station** for travel to/from New York. Every effort will be made to maintain connections, however, they cannot be guaranteed.

Q **Q** Please note that PATH schedules vary on Saturday and Sunday. For complete times, check online at www.pathrail.com.

SEPTA All schedules are subject to change. For complete times, see R-7 schedule or check online at www.septa.org.

Princeton Shuttle This shuttle provides direct service to downtown Princeton from Princeton Junction Station.

River LINE NJ TRANSIT riders can connect to River LINE at Trenton Station for trips to Camden and points in between. See the River LINE timetable for detailed information.

Newark City Subway NJ TRANSIT riders can connect to the Newark City Subway at Newark Penn Station for trips in Newark, to Belleville and Bloomfield. See the Newark City Subway timetable for detailed information.

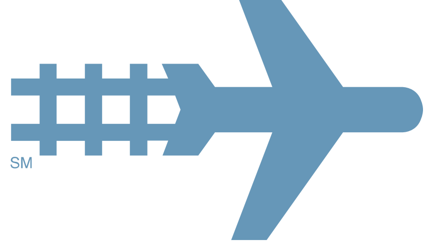
Capital Connection Buses and bus stops marked with the Capital Connection logo travel between Trenton Station and downtown Trenton or the State House. See the Capital Connection timetable for details.

SECAUCUS JUNCTION

Secaucus Junction connects 10 of NJ TRANSIT's 11 commuter rail lines. On the upper level you'll find the Northeast Corridor, North Jersey Coast Line and MidTOWN DIRECT service (on the Morris & Essex and Montclair-Boonton lines) to and from New York. On the lower level are the Main, Bergen County, Port Jervis and Pascack Valley lines. You can transfer between the upper and lower levels using magnetically encoded tickets to pass through fare gates. You can transfer directly between train lines on the same level.

TAKE A TRAIN TO THE PLANE Newark Liberty International Airport Station

It's easy and fast. Direct rail service to Newark Liberty International Airport Station is available on the Northeast Corridor and North Jersey Coast Line. At the airport station, you'll need to transfer to AirTrain for service to the airport terminals.



TICKETS AND FARES

NJ TRANSIT fares to Newark Liberty International Airport Station are based on how far you travel. One-way tickets, 10-trip tickets and monthly passes are available. It is important to retain your tickets as they are magnetically encoded to allow you to go through the AirTrain fare gates at the station. Without a magnetic encoded ticket, the access fee for AirTrain is $5.50. These access tickets are available from TVMs at the airport station.

Tickets to Newark Liberty International Airport Station are available from all TVMs. See Ticket Prices for fares. For NJ TRANSIT fares from other stations, visit www.njtransit.com or call 1-800-772-2222.

Reduced fares for senior citizens and passengers with disabilities and promotional fares, including children's fares apply only to the NJ TRANSIT portion of transportation (the AirTrain access fee is not discounted).

MAKE YOUR TRAVEL EASIER

If you plan to return via AirTrain and NJ TRANSIT, purchase two one-way tickets when you begin your trip.

AirTrain provides service to Terminals A, B and C every three minutes during peak periods and every 15 to 20 minutes during off-peak hours. Maps at the station and on AirTrain cars can tell you where your airline is.

Your return trip is easy. NJ TRANSIT train monitors are located at AirTrain entrances in each airport terminal, so you can check departure times. If you haven't already purchased your return trip train ticket, TVMs are located at Newark Liberty International Airport Station and at AirTrain entrances in Terminals A, B and C. You can't use airport carts to transport luggage to NJ TRANSIT train platforms.

Traveling light is traveling smart. Space is limited on-board trains during weekday peak periods and on days surrounding holidays. Be aware that train crews will not be available to assist with carrying baggage on and off the train.

There is no parking or passenger drop-off area at the Newark Liberty International Airport Station.

Northeast Corridor

NORTHEAST CORRIDOR LINE

as of 4/23/06

with service to

TRENTON
PRINCETON JUNCTION
NEW BRUNSWICK
METUCHEN
METROPARK
ELIZABETH
NEWARK INT'L AIRPORT
NEWARK
SECAUCUS JUNCTION
NEW YORK

and intermediate points

Connecting service at Trenton to River LINE and Capital Connection buses

Connecting PATH and Ferry service to Jersey City and New York

NJ TRANSIT RAIL
The Way To Go.

www.njtransit.com

OPEN HERE FOR WEEKDAY SCHEDULES

take note

Important Changes
what's new for riders

Minor adjustments have been made to several train times to improve on-time performance. Review the timetable carefully for details.

In compliance with the NJ Smoke Free Air Act, P.L. 2005, c.383:

Smoking is prohibited in enclosed indoor places owned or controlled by NJ TRANSIT in New Jersey. This includes customer waiting rooms, trains, buses, light rail vehicles, and structurally enclosed parking garages and facilities. Smoking is also prohibited on train, bus and light rail platforms in stations and terminals owned or controlled by NJ TRANSIT in New Jersey.

Contact Us
we're here to help

NJ TRANSIT Information	**800 772 2222**
Text Telephone (TT)	800 772 2287
Schedule and fare information 6am to 12am	
Complaints, commendations and suggestions 8am to 5pm	
NJ TRANSIT Police	**800 242 0236**
Out of State	973 378 6565
Security Hot Line	**888 TIPS NJT**
Report suspicious activities or packages	
Lost Articles	
Lost and Found	800 772 2222

Need to visit us in person? Customer Service offices are located at major terminals in NJ and NY. For detailed hours and locations, please go to our website.

Need to make a connection?

SEPTA	215 580 7800
LIRR	718 217 5477
Amtrak	800 USA RAIL
Metro-North	800 638 7646
Ferry	800 53 FERRY
PATH	800 234 PATH
Airtrain	888 EWR INFO

Take transit door to door. Community shuttles are available at the following train stations:

Edison	732 494 8300
Hamilton	609 581 4114
Metuchen	732 632 8519
New Brunswick	732 932 7817
Rahway	732 669 3616
Lyndhurst (Kearny)	201 997 0600

www.njtransit.com

questions about how to get there? www.njtransit.com 800 772 2222

KNOW BEFORE YOU GO

Personal Items Keep aisle ways clear of obstructions at all times. Store larger items in the overhead racks or under the seats.

Pets Only service animals accompanying customers with disabilities or their trainers, police dogs and small pets in carry-on travel cages are allowed on-board NJ TRANSIT trains.

Smoking Smoking is not allowed on any trains, in any stations, or on any platforms.

Electronic Devices and Cell Phones Listen or speak at a volume that does not disturb other passengers.

Bicycles and In-Line Skates You can bring collapsible bicycles on all trains at all times. Standard frame bicycles are permitted in accessible cars only and are not permitted during weekdays on inbound trains from 5 to 9:30am or on outbound trains from 4 to 7pm, or on major holidays. Bicycle storage is available at most stations. For locker information, call 973-491-7587. You can carry in-line skates (rollerblades), but you can't wear them on-board trains.

WE'RE ACCESSIBLE AT MANY STATIONS

Stations with the above symbol are accessible to customers using mobility assist devices. For assistance on or off the train, please inform the train crew. Customers traveling from Hoboken, please arrive 15 minutes before your scheduled train departure and notify an NJ TRANSIT representative for assistance.

SAFETY FIRST

Boarding or Detraining Watch the gap between the platform and train. In rain or snow, use extra caution. Always stand behind the safety line while waiting for your train. Never get on or off a moving train.

Crossing Tracks Permitted only at designated locations. Never go around the lowered gates at a grade crossing.

Please Stay Alert Many of our trains arrive noiselessly. Don't go near overhead electrified lines.

In An Emergency Listen for announcements. In case of smoke or fire, go to an adjoining car and evacuate through the nearest exit as instructed.

Purchasing Tickets
tickets your way

ON-BOARD TRAINS

Train personnel can accept cash only **(no bills over $20)**. A $5 surcharge is applied if ticket vending machines (TVMs) were available or ticket offices were open at the time of boarding.

AVOID THE $5 SURCHARGE *buy before you board*

AT TICKET OFFICES/TVMS

Purchase your ticket before boarding trains when a ticket agent and/or a TVM is available. TVMs accept credit cards, debit cards and cash (no bills over $20). If you have a personal check or Transit Benefits, please go to a ticket agent or a major terminal. NJ TRANSIT 10-trip tickets and student monthly passes are not available from TVMs. PATH 11-, 20- and 40-trip QuickCards are available from all TVMs.

ONLINE

Quik-Tik is the easy way to buy your monthly pass. Quik-Tik accepts major credit cards and Transit Benefits. To apply, visit our website at www.njtransit.com. Customers without web access can call 1-866-QUIK TIK for an application.

ALSO KEEP IN MIND

Extending Your Journey If you extend your trip, you must pay the one-way fare between the destination on your ticket/pass and your final destination.

Changing Your Terminal A flat fee of $3 will be charged on-board trains when you present a ticket/pass printed with Newark Penn Station or Hoboken Terminal for travel to New York or to/via Secaucus.

Traveling to Newark Liberty International Airport Monthly rail passes and one-way tickets with the airport as the destination include an access fee and are encoded to allow passage through the fare gates at the station. Other tickets/passes (including tickets purchased on-board trains) require that you purchase an additional ticket at the airport station TVMs for fare gate passage.

Commuter Tax Benefit Programs Make commuting easy on your wallet by saving up to $105 per month and $400 per year. Employers save too. Call 973-491-7600.

TRAVEL FLEXIBILITY

You can use your NJ TRANSIT rail pass on light rail or bus! Rail passes are imprinted with a **bus-zone** number. You can use that rail pass for any light rail trip, or for bus trips up to the number of zones indicated on the pass simply by presenting it to the bus operator or light rail fare enforcement officer. Because our lowest priced monthly rail passes cost less than a bus or light rail monthly pass, they are not eligible.

Ticket Prices
how much depends on how frequently & how far

NORTHEAST CORRIDOR

ZONES	STATIONS	New York one-way	New York one-way reduced	New York off-peak roundtrip	New York weekly	New York monthly	Newark one-way	Newark one-way reduced	Newark off-peak roundtrip	Newark weekly	Newark monthly	Airport one-way	Airport one-way reduced	Airport 10-trip	Airport monthly
	New York	...	...	...	...	...	$3.75	$1.75	$6.25	$31.00	$101.00	$14.00	$11.00	$129.00	$180.00
	Secaucus Junction	$3.00	$1.50	$5.25	$26.00	$85.00	3.00	1.50	5.25	26.00	85.00	10.50	7.75	94.00	180.00
	Newark Penn Station	3.75	1.75	6.25	31.00	101.00	...	...	...	...	...	7.50	6.50	64.00	95.00
	Newark Int'l Airport	14.00	11.00			180.00	7.50	6.50			95.00				
5	North Elizabeth	5.00	2.25	8.50	43.00	140.00	2.00	1.00	3.25	17.00	55.00	7.50	6.50	64.00	95.00
	Elizabeth														
7	Linden	6.00	2.75	10.25	51.50	169.00	3.00	1.50	5.25	26.00	85.00	8.50	7.00	74.00	125.00
8	Rahway	6.50	3.00	11.00	55.00	180.00	3.50	1.50	5.75	29.00	96.00	9.00	7.00	79.00	136.00
10	Metropark	7.25	3.25	12.50	62.50	207.00	4.25	2.00	7.50	37.00	122.00	9.75	7.50	86.50	162.00
11	Metuchen	8.00	3.50	13.75	68.00	224.00	5.00	2.25	8.50	43.00	140.00	10.50	7.75	94.00	180.00
13	Edison	9.00	4.00	15.50	77.50	254.00	6.00	2.75	10.25	51.50	169.00	11.50	8.25	104.00	209.00
14	New Brunswick	9.50	4.25	16.00	80.00	263.00	6.50	3.00	11.00	55.00	180.00	12.00	8.50	109.00	220.00
	Jersey Avenue														
19	Princeton Junction	10.75	4.75	18.25	92.00	301.00	7.75	3.50	13.25	66.00	217.00	13.25	9.00	121.50	257.00
	Princeton	12.00	5.50	20.25	101.50	333.00	9.00	4.00	15.50	77.50	254.00	14.50	9.50	134.00	294.00
20	Hamilton	11.00	5.00	18.75	94.00	309.00	8.00	3.50	13.75	68.00	224.00	13.50	9.00	124.00	264.00
22	Trenton	11.50	5.25	19.50	97.50	320.00	8.50	3.75	14.25	71.50	235.00	14.00	9.25	129.00	275.00
		buy before you board					*buy before you board*					*buy before you board*			

FARE OPTIONS saving you time and money

We want to make your travel convenient and economical, so we offer lots of options:

Monthly Passes Unlimited trips within a calendar month; can be purchased beginning the 20th of the month prior and are valid until noon on the first commuting weekday of the following month.

Weekly Passes Unlimited trips from 12:01 a.m. Saturday to 6:00 a.m. on the following Saturday.

10-Trip Tickets Ten one-way trips.

One-Way Tickets One continuous trip.

Off-Peak Roundtrip Tickets (ORT) One-way travel in the direction indicated on the ticket. Not valid for AM peak travel to/via, or PM peak travel from/via New York, Secaucus, Newark or Hoboken.

One-Way Reduced Tickets One-way travel valid for senior citizens, passengers with disabilities, and children.

Senior Citizens (62 and Older) and Passengers with Disabilities can travel on-board NJ TRANSIT at a reduced fare of half the regular one-way fare or less at all times. Seniors may be asked to present valid ID (any ID or document with printed date-of-birth and issued by a government, social service or mass transportation agency). Also valid: the MTA Reduced Fare Card; PA Senior Citizen Transit ID or PACE Card; PATH Senior Fare Card; or Medicare Card. Passengers with disabilities must present an NJ TRANSIT Reduced Fare ID or Medicare Card. Call 973-378-6401 for more information.

Children's Fares Small kids, small fares: ages 5-11 save at least 50% on regular one-way fares; 4 and under (up to three children) ride free with a passenger paying any valid fare.

Family SuperSaver Fares Family-friendly NJ TRANSIT allows two children ages 5-11 to ride free with a passenger paying any valid fare from 7pm Friday (or day before a holiday) to 6am Monday (or day after a holiday).

Student Monthly Passes A good reason to stay in school. Ask a ticket agent for details.

Group Rates Travel cheaper together. Call 201-714-2880 for Group Sales.

Refunds One-way and off-peak round-trip tickets are not refundable. Weekly and monthly passes and unused/partially used 10-trip tickets should be mailed to the address below. Passes mailed in after they become valid will have two full one-way fares deducted per business day. Ticket agents will issue a full cash refund for wholly unused 10-trip tickets purchased with cash. If a TVM malfunctions, it will give you an adjustment receipt. Mail it or present it to a ticket agent. If you paid cash, you'll get cash on the spot. If you don't get a receipt, report the problem to a ticket agent or the Refund Department.

Mail requests to:
NJ TRANSIT Rail Refund Dept.
One Penn Plaza East
Newark, NJ 07105-2246

NJ TRANSIT is not responsible for the inconvenience, expense or damage resulting from lost, stolen or destroyed tickets, errors in timetables, canceled or delayed trains/buses/light rail vehicles, failure to make connections or for shortage of equipment. Connecting times for other service providers are shown for information only. Customers should contact those service providers for exact schedule information, as times may have changed since publication of this timetable.

Glance and Go
features for easy reading

The easiest way to find weekday schedules is using the "Open Here" note on the cover. If you want the weekday schedules on the outside, simply fold the timetable inside-out.

For quick scanning, all major terminals and rail line end station names are in **CAPS**. Terminal times are **Bold**.

TRENTON	5 31
Hamilton	5 20
Elizabeth	5 41
Secaucus Junction	6 21
NEW YORK	6 31

Intermediate stations where a connection can be made are shown in ***Italics***.

NEWARK PENN STATION	5 27

Connecting to another transit service such as the PATH? Those services are marked in **Color** and are indented under the station where you will need to detrain.

Princeton Junction	5 41
via Princeton Shuttle	5 47
arrive **Princeton**	6 01

5 41	5 55	
5 47	6 01	
5 57	6 12	
6 06	L	
6 12		
6 22	6 32	

May 27
July 1

Searching for Holiday Getaway Trains? Look for the times in the red bars. The arrow at the bottom indicates the dates these trains will run.

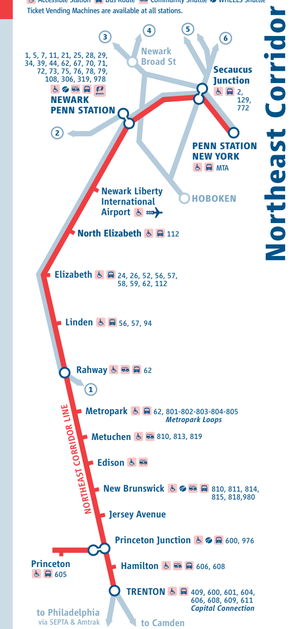
What does that L mean?
Trains may leave early at those times, so please be alert!

Find NJ TRANSIT announcements and latest happenings in Take Note.

Emergency phone numbers are easy to access in the same panel.

take note
Important Changes
what's new
Contact Us
we're here to he
800 772 2222
800 242 0236
973 491 879

Station location and parking information can be found at **njtransit.com**
Accessible Station · Bus Route · Community Shuttle · WHEELS Shuttle
Ticket Vending Machines are available at all stations.



Northeast Corridor

CONNECTING TO:

1. NORTH JERSEY COAST LINE to Long Branch and Bay Head
2. RARITAN VALLEY LINE to Raritan and High Bridge
3. MORRIS & ESSEX LINES to Hackettstown and Gladstone
4. MONTCLAIR-BOONTON LINE to Hackettstown
5. MAIN/BERGEN COUNTY LINE to Suffern and Port Jervis
6. PASCACK VALLEY LINE to Spring Valley

Title of Report: *Route 33 Corridor Study*

Publication No.: 06025

Date Published: June 2006

Geographic Area Covered:
The study area includes portions of the Mercer County municipalities of Hamilton Township and Washington Township.

Key Words:
traffic counts, intersection analysis, improvement options, trip generators, sight distance, bicycle/pedestrian, travel forecasting, accidents

ABSTRACT: *This study was developed using a consensus-based approach with input from the corridor communities as well as state, county and regional agencies in the identification of transportation problems. Detailed field views and technical analyses were conducted to identify and quantify the transportation problem areas and document practical solutions. A detailed write-up of the existing conditions, identified problems and potential improvement scenarios is presented. Crash clusters were identified and analyzed, bicycle and pedestrian improvements recommended and land use policy improvements suggested. The present and future traffic conditions on selected arterials were analyzed using the DVRPC regional simulation model. 2025 traffic volumes on arterial segments in the corridor were developed using different road network scenarios.*

Delaware Valley Regional Planning Commission
8th Floor
190 North Independence Mall West
Philadelphia, PA 19106-1520

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