

## APPENDIX C: PUBLIC OUTREACH MATERIALS

### Round 1 Newsletter, Page 1

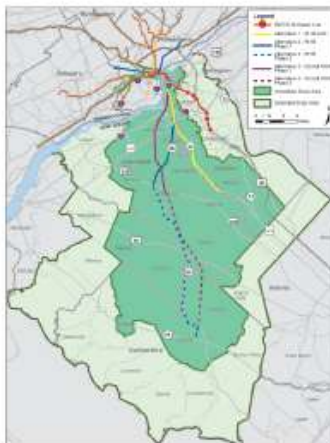


### Southern New Jersey to Philadelphia Mass Transit Expansion Alternatives Analysis Study

The Port Authority Transit Corporation (PATCO), a subsidiary of The Delaware River Port Authority (DRPA), is currently evaluating the need and potential for expanded rapid transit service to Gloucester, Camden, Cumberland and portions of Atlantic and Salem counties. This is a continuation of a previous feasibility study completed in 2005 which strongly endorsed pursuing increased rail transit options in this corridor to address transportation and mobility needs.\*

Several alternatives for rail transit expansion are being studied through an Alternatives Analysis (AA) process. The goal of an AA is to identify a preferred alternative that best addresses the transportation deficiencies and study area needs in a cost-effective way.

Participation by the public is crucial to define the needs and goals that the proposed investments must address and to define the alternatives under consideration. Three rounds of public open houses are planned for the AA study. For more information please review the



Public Involvement information on this website. Project documents and information will also be updated on this website as the study progresses.

\*Please note that the previous study evaluated and recommended transit investments in Southern New Jersey and also in Philadelphia. These investments are independent of each other and are being pursued through separate, parallel Alternatives Analysis studies. This study covers only the transit expansion options identified for Southern New Jersey. For information about transit expansion options being studied for Philadelphia please see the Philadelphia Alternatives Analysis study.

### What's New Since We Last Met

- Numerous Studies Conducted In Past 50 Years With No Results For Gloucester And Cumberland Counties
- Over 500 Comments From Previous Transit Study (2005) Indicated Strong Support For Improved Rapid Transit System
- Strong Agency and Elected Official Support
- Worsening Highway Congestion With No End In Sight And No Room For New Capacity
- Continued Commercial & Residential Growth with no comparable expansion to Transportation System
- Gas Prices Have Risen From \$1.50 a Gallon to Over \$3.00 a Gallon

### What We Want to Hear From You!

- Does The Existing Public Transportation System Meet Your Travel Needs?
- How Does Congestion Affect Your Mobility In The Region?
- Should There Be Options To The Congested Roadway Network Such As Route 55, Route 42 And 676?
- Do You Experience Delays When Traveling To Work?
- Is Improved Access To Camden & Philadelphia Important To You?
- What Is Important In Evaluating Transportation Alternatives?
- What Is Your Preference Of Mode, Alignment And Station Areas That Have Been Presented In The Past?
- Other Ideas And Thoughts – Your Comments Count!

We want your ideas and input.

[www.ridepatco.org](http://www.ridepatco.org)

## Round 1 Newsletter, Page 2



**Southern New Jersey Transit  
Expansion Newsletter**

**Volume 1 • Issue 1  
Fall / Winter 2007**

## Study Area Needs

### 1. Improve Transit Choices in the Study Area

- Increase Rapid Transit Service In Southern NJ
- Provide Access to Growth Areas in Gloucester & Cumberland Counties
- Increase Service on the Existing Public Transportation System
- Improve Access from PATCO Speedline to Job Centers in Center City Philadelphia

### 2. Reduce Congestion with Effective Transit Investments

- Provide alternative to severe congestion levels along roadways
- Diminish reliance on the automobile with fast and effective transit alternatives

### 3. Maximize Existing Transportation Assets

- Utilize existing transportation right-of-way
- Provide a Direct Connection into Philadelphia
- Minimize Environmental Impacts Through Use of Existing Infrastructure

### 4. Develop a Transit Network that Improves Links Between People and Activity Centers

- Improve Access to Core Areas of Employment and Redevelopment
- Connect and Serve Commercial, Institutional and Medical Activity Centers
- Develop a Common Method to Pay Fares Between Transit Systems
- Provide Better Information About Transit Facilities

## Contact Us:

- Project Hot-Line **856-968-2252** for Additional Study Information or Special Assistance
- Visit our website: [www.ridepatco.org](http://www.ridepatco.org)



## Rail Transit Network Regional Disparity

### Philadelphia

Comprehensive Network including:

- 75 Miles Of Heavy Rail
- 450 Miles Of Commuter Rail
- 65 Miles Of Light Rail

### New Jersey

Limited Network including:

- 14 Miles of PATCO Heavy Rail in Camden County Only
- 50 Miles Commuter Rail Atlantic City Line with Majority Outside Study Area
- 34 Miles Light Rail River Line with Majority Outside Study Area

We want your ideas and input.

[www.ridepatco.org](http://www.ridepatco.org)



Round 2 Newsletter, Page 1

Southern New Jersey Transit Expansion **Newsletter**  
 Volume 2 • Issue 1 • Spring/Summer 2009

**Vision for Mass Transit Moves Forward**



**Governor Corzine supports multimodal regional initiative to boost mobility and economic development**

WOODBURY, NJ – May 12, 2009 At a gathering of business and community leaders, the Delaware River Port Authority (DRPA) presented its recommendations to expand transit service in Southern New Jersey. DRPA conducted a transit planning study that focused on transportation needs and solutions for Southern New Jersey. As a result, the agency has recommended that Diesel Light Rail service be advanced from Camden to Glassboro within the existing Conrail right-of-way. In addition, Bus Rapid Transit service to Camden and Philadelphia along Routes 42, 55 and the Atlantic City Expressway, as well as improvements to the NJ TRANSIT Atlantic City rail line have been recommended by DRPA, as a multimodal regional transit initiative.

Governor Jon Corzine endorsed this three-pronged transportation improvement initiative presented at the May 12, 2009 event.



**Please join us for the following Public Open Houses:**

**Wednesday, June 10, 2009**  
 6:30-8:30 PM  
**Rutgers University**  
 Camden Campus  
 Center, Main Lounge  
 326 Penn Street,  
 Camden, NJ 08102  
 Free Parking at Lots  
 #12, #13 & #14



**Thursday, June 11, 2009**  
 6:30-8:30 PM  
**Woodbury Jr/Sr High School**  
 Cafeteria  
 25 North Broad Street, Woodbury, NJ 08096



**Wednesday, June 17, 2009**  
 6:30-8:30 PM  
**Camden County College Civic Hall**  
 located in the Connector Building,  
 Blackwood Campus  
 200 College Drive,  
 Blackwood, NJ 08012



**Thursday, June 18, 2009**  
 6:30-8:30 PM  
**Rowan University**  
 Chamberlain Student Center  
 201 Mullica Hill Road,  
 Glassboro, NJ 08028



**We want your Ideas and Input.**

[www.ridepatco.org](http://www.ridepatco.org)

Round 2 Newsletter, Page 2



Round 1 Public Open Houses

What you told us...

- Congestion delays are experienced on a regular basis when traveling to work.
- That the existing public transportation (transit) system does not meet your needs.
- Improved access to Camden and Philadelphia is important.
- Reducing traffic congestion is the most important factor in planning rail service for Southern New Jersey.
- Preservation of the environment is the most important factor in evaluating transportation alternatives.
- Saving money related to commuting with an automobile is important to you.
- The Conrail right-of-way is the preferred alignment for rail service improvements.
- To consider a Light Rail alternative, which was added and became Alternative 4.



Transit Investment Vision for Southern New Jersey

DRPA CEO and PATCO President, John J. Matheussen, provided the following statement on the three pronged transit improvement plan that has been recommended by the study team and has the support of the Governor.

The proposed solution consists of a three-pronged transit improvement plan that has been recommended by our study team. Based on our finding for needed improvements, we have expanded our geographical scope and the variety of needs and challenges that influence and benefit from transit investments. The plan being presented is truly regional in nature and provides benefits to all of Southern New Jersey. It is a transportation and development plan that surpasses the simple needs of moving people from home to work. It is a plan that sustains and supports smart growth, grows our economy and protects our fragile environment.

The DRPA and PATCO fully support this program of improvements and is committed to bringing this plan to fruition in cooperation with NJDOT and NJTransit.



The plan includes three major elements:

- First, implementation of a light rail system from the Walter Rand Transportation Center in Camden to downtown Glassboro generally along the existing rail right of way and serving numerous established communities that grew up along that rail route at a time when railroads formed the fabric of our country. This is consistent with the state plan for growth and builds on



Diesel Light Rail Transit (DLRT)



Bus Rapid Transit (BRT)



NJT Atlantic City Line



## Round 2 Newsletter, Page 3



recommendations from the State Office of Smart Growth that endorses Light Rail from Camden to Glassboro. This alternative also presents the most opportunity for development and re-development and will put more people on transit than any of the other alternatives, while protecting agriculture and open space in South Jersey -- hence the "green" solution. At close to \$1B less than any of the other alternatives studied, this alternative can be implemented along with additional improvements for less than the more costly alternatives, allowing us to address more of South Jersey's transit needs.

- Second, advance an Alternatives Analysis Study to bring Bus Rapid Transit along Routes 42 and 55 to Camden and Philadelphia. This solution will address congestion and provide yet another option for the traveling public. Express Buses will provide frequent service via exclusive bus lanes during peak commuting periods with direct service to Camden and Center City Philadelphia. This investment not only will help to relieve congestion but will

make efficient use of existing highway infrastructure with minimal impact to the environment and a modest impact in capital cost. At the same time these bus corridors will act to build on the economy of the region by providing increased mobility, commuter alternatives and an opportunity for Transit Oriented Development at the Bus Rapid Transit stations. It also provides a flexible approach to address an ever-changing demographic.

- Third, this regional plan will examine the benefits and requirements to upgrade another severely underutilized transportation asset - the Atlantic City Rail Line. The Atlantic City Line is a tremendous asset

connecting Philadelphia's 30th Street Station with Atlantic City, but misses the opportunity to connect to a South Jersey jewel, the Atlantic City Airport. However, due to a lack of adequate connections, a lack of double track and infrequent service, the system cannot realize its potential and cannot fully provide the benefits to the region. We will examine opportunities to improve this system including the development of a Transfer Station at the PATCO Woodcrest Station allowing for more convenient transfers between PATCO, New Jersey Transit and convenient access from I-295. We will also identify track improvements to facilitate more frequent, reliable service and a better connection to the Atlantic City Airport Terminal. The Atlantic City Airport has untapped capacity to relieve traffic at some of the region's larger airports, and properly planned, we'll help grow the region's economy in leaps and bounds.

These three transportation initiatives are efficient, cost effective and resolve many transportation, community, environmental and economic

development goals for our region.

They are smart investments that enhance underutilized transportation resources to better serve the citizens of South Jersey and beyond. They are affordable investments that have short time frames for implementation to provide quick wins for the region. They will create thousands of direct and indirect construction and transit related jobs and many, many long term jobs and career opportunities as a result of bringing transit to our region. They will open new job opportunities for transit dependent residents of our region. They will spur development and re-development in our communities. They will encourage Transit Oriented Development around transit centers, and they will encourage people to reduce the number of single occupant vehicle trips throughout our region. And last but not least, they will protect our environment and the assets that make South Jersey what it is.

We are conducting the final round of public meetings in June to discuss these investments and the plans to move forward. It is essential that the public continues to be involved every step of the way. We look forward to the public's input to help refine these options to better serve all of South Jersey and the greater Delaware Valley region's needs.

More than a decade ago, South Jersey missed an opportunity to build one component of what we are proposing when light rail between Camden and Glassboro was proposed by New Jersey Transit. We have a rare opportunity before us. We have another chance to build that line and to do more. We have support in Trenton, we have a commitment for funding in the Transportation Trust Fund, we have the support of our Board and we have heard from residents of South Jersey that they want and support expanded mass transportation.

DRPA and PATCO have initiated the study that has led to the recommendations presented here today and have advocated for these improvements.

*Continued on Page 4*

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## Transit Investment Vision for Southern New Jersey *(Continued)*

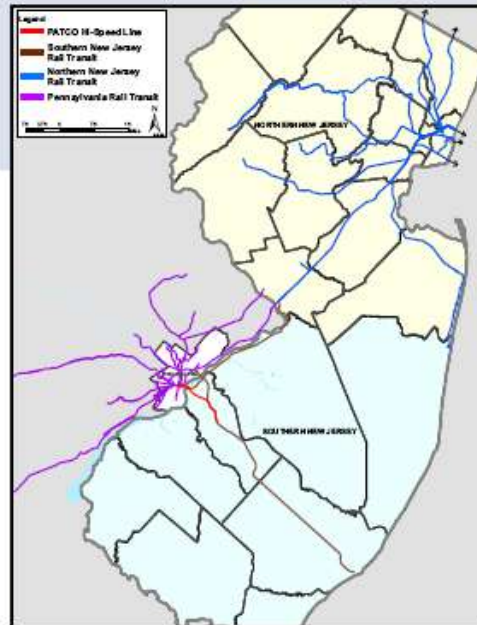


We have found willing partners in our elected officials, our community representatives, our planning agencies, our transit partners and in Trenton.

I am personally proud of what all of us working together have accomplished, where we are today and what our actions will mean for South Jersey for many years to come. There can be no finer example of a region coming together to address its transportation, environmental, and economic issues and developing a solution that will make a difference.

### Rail Transit Network Regional Disparity

- Southeastern Pennsylvania**  
Comprehensive Network Encompassing Over 300 Miles of Rail.
- Northern New Jersey**  
Comprehensive Network Encompassing Over 600 Miles of Rail.
- Southern New Jersey**  
Limited Network of Less Than 100 Miles of Rail.



### Project Goals



- Improve Transit Choices in the Southern New Jersey Study Area
- Reduce Congestion with Effective Transit Investments
- Maximize Existing Transportation Assets
- Develop a Transit Network that Improves Links Between People and Activity Centers
- Support State and Local Planned Growth Initiatives Through a Competitive and Reliable Transit Service

### Contact Us:

- Project Hot-Line 856-968-2252 for Additional Study Information or Special Assistance
- Visit our website: [www.ridepatco.org](http://www.ridepatco.org)

Prepared by:



**We want your ideas and input.**

[www.ridepatco.org](http://www.ridepatco.org)

Round 1 Comment Form, Page 1



We thank you for your interest in this study and taking the time to complete this questionnaire. We value your input. Your input can make a difference. If you have any questions or concerns please contact a project team member for assistance. **Privacy Notice:** Your privacy is important to us. Your contact information will not be sold, shared, distributed or used for any other purpose.

Name: \_\_\_\_\_

Address/City/State/Zip Code: \_\_\_\_\_

Telephone Number: \_\_\_\_\_ E-mail: \_\_\_\_\_

**Specific Questions:**

1. Do You Experience Congestion Delays When Traveling To/From Work?  
 Regularly                       Occasionally                       Never  
 What roadways are prone to delay your trip? \_\_\_\_\_

2. How Does Congestion Affect Your Mobility in the Region?  
 When I Travel (Leaving Earlier / Later for Work)                       Where I Chose to Shop  
 Where I Chose to Work                       What Events / Activities I Engage In  
 Where I Chose to Live                       Other \_\_\_\_\_

3. Does the Existing Public Transportation (Transit) System Meet Your Travel Needs?  
 For Commuting Travel                       For Recreational Travel                       No, Transit is Not a Practical Option  
 Why? \_\_\_\_\_

If You Currently Use Transit Which Mode Do You Use (Check All That Apply.)  
 NJT Bus                       NJT Atlantic City Line  
 PATCO                       Other \_\_\_\_\_  
 NJT River Line                       None, I Do Not Use Transit

4. Is Improved Access to Camden and Philadelphia Important to You?  
 Yes  
 No  
 What other Employment / Activity Destinations are in Need of Improved Transit Access? \_\_\_\_\_

5. What Factors are Most Important in Planning for Rail Service in Southern New Jersey? (Check the **three (3)** most important factors to you.)  
 Providing transportation alternatives                       Encouraging economic development  
 Reducing traffic congestion                       Preserving rural areas  
 Locating stations near communities                       Minimizing costs to taxpayers  
 Providing high speed trains                       Other (please specify): \_\_\_\_\_

OVER →



Round 1 Comment Form, Page 2

6. If Rail Service Were Available in Your Community, for What Types of Trips Would You Consider Using it? (Check all that apply.)

- Travel to and from work
Travel to and from school
Travel to entertainment or sporting events
Travel for personal business, visiting, or shopping
Connections to Amtrak and airports for long distance travel
Other (please specify):
Would not consider using rail for any trips

7. If Rail Service Were Available in Your Community, What Factors Would be Important in Your Decision to Take the Train Instead of Driving? (Check the top five (5) factors important to you.)

- Save money on parking, gas, tolls
Avoid sitting in traffic
Quicker travel to my destination
Having a one seat ride (no transfers)
Trains run frequently and run on time
Trains available evenings and weekends
Station located near my home
Parking available at station
Other (please specify):
None, I would not use the train

8. How Far Would You Drive in Order to Use Transit?

- 0 to 5 Miles
5 to 10 Miles
10 to 15 Miles
More than 15 Miles

9. What Previously Recommended Alignments Would You Prefer?

- Alternative NJ-1 (Rt 42/ACE)
Alternative NJ-2 (Rt 55)
Alternative NJ-3 (Conrail ROW)

Please Explain

What Other Alternatives Should be Evaluated as Part of This Study?

10. What Other Factors are Important in Evaluating Transportation Alternatives?

- Promoting Transit Oriented Development / Smart Growth
Community Redevelopment
Help to Preserve the Environment
Other

Other Ideas And Thoughts - Your Comments Count!

Blank lines for providing additional comments.

Please hand in this comment form to any of the study team representatives or forward at your convenience to Victoria Malaszecki by Fax or Email: Fax - 856.223.8886 Email - vicki@eclimited.com Thank You



## Round 2 Comment Form, Page 1

### Southern New Jersey to Philadelphia Mass Transit Expansion Alternatives Analysis

#### Comment Form

We thank you for your interest in this study and taking the time to complete this questionnaire. We value your input. Your input makes a difference. If you have any questions or concerns please contact a project team member for assistance. **Privacy Notice:** Your privacy is important to us. Your contact information will not be sold, shared, distributed or used for any other purpose.

Name: \_\_\_\_\_

Address/City/State/Zip Code: \_\_\_\_\_

Telephone Number: \_\_\_\_\_ E-mail: \_\_\_\_\_

#### Specific Questions:

1. In what County do you live?

- |                                     |                                      |
|-------------------------------------|--------------------------------------|
| <input type="checkbox"/> Camden     | <input type="checkbox"/> Cumberland  |
| <input type="checkbox"/> Gloucester | <input type="checkbox"/> Other _____ |

2. In what County do you work?

- |                                       |                                      |
|---------------------------------------|--------------------------------------|
| <input type="checkbox"/> Camden       | <input type="checkbox"/> Gloucester  |
| <input type="checkbox"/> Cumberland   | <input type="checkbox"/> Burlington  |
| <input type="checkbox"/> Philadelphia | <input type="checkbox"/> Other _____ |

3. Do you currently use any of the below public transit services? **(Check All That Apply.)**

- |   |  |
|---|--|
| <input type="checkbox"/> PATCO                              | <input type="checkbox"/> NJ Transit Atlantic City Line |
| <input type="checkbox"/> NJ Transit Light Rail (River Line) | <input type="checkbox"/> NJ Transit Bus                |

For what purposes do you currently use these services? **(Check All That Apply.)**

- |  |  |
|--|--|
| <input type="checkbox"/> Work                  | <input type="checkbox"/> Other _____                                 |
| <input type="checkbox"/> School                | <input type="checkbox"/> N/A – I do not currently use Public Transit |
| <input type="checkbox"/> Leisure/Entertainment |  |

4. Under the proposed vision, which of these public transit services would you utilize in the future?

**(Check All That Apply.)**

- |   |   |
|---|---|
| <input type="checkbox"/> Proposed Light Rail Line (ALT-4) | <input type="checkbox"/> NJ Transit Atlantic City Line      |
| <input type="checkbox"/> Proposed Bus Rapid Transit (BRT) | <input type="checkbox"/> NJ Transit Light Rail (River Line) |
| <input type="checkbox"/> PATCO                            | <input type="checkbox"/> NJ Transit Bus                     |

For what purposes would you use these services in the future? **(Check All That Apply.)**

- |  |   |
|--|---|
| <input type="checkbox"/> Work                  | <input type="checkbox"/> Other _____                          |
| <input type="checkbox"/> School                | <input type="checkbox"/> N/A – I would not use Public Transit |
| <input type="checkbox"/> Leisure/Entertainment |   |

NEXT PAGE →

## Round 2 Comment Form, Page 2

5. For what types of trips would you utilize the Light Rail Line? **(Check all that apply.)**
- |   |  |
|---|--|
| <input type="checkbox"/> Travel to and from work  | <input type="checkbox"/> Connections to Amtrak and airports for long distance travel |
| <input type="checkbox"/> Travel to and from school  | <input type="checkbox"/> Other (please specify): _____                               |
| <input type="checkbox"/> Travel to entertainment & sporting events                        | <input type="checkbox"/> N/A – I would not consider using light rail for any trips   |
| <input type="checkbox"/> Travel for personal business, visiting, shopping, or health care |  |
6. What concerns do you have in planning the Light Rail Line?  
**(Check the top three (3) factors important to you.)**
- |   |   |
|---|---|
| <input type="checkbox"/> Air Quality          | <input type="checkbox"/> Environmental                    |
| <input type="checkbox"/> Appearance           | <input type="checkbox"/> Safety                           |
| <input type="checkbox"/> Economic Development | <input type="checkbox"/> Parking availability at stations |
| <input type="checkbox"/> Security             | <input type="checkbox"/> Other (please specify): _____    |
| <input type="checkbox"/> Noise                |   |
7. What benefits and improvements do you anticipate as a result the proposed Light Rail Line?  
**(Check all that apply.)**
- |   |   |
|---|---|
| <input type="checkbox"/> Improved Access to Work and School | <input type="checkbox"/> Increased Local Business Opportunities |
| <input type="checkbox"/> Lower Commuting Costs              | <input type="checkbox"/> New Shops and Retail Services          |
| <input type="checkbox"/> Travel Time Savings                | <input type="checkbox"/> Environmental                          |
| <input type="checkbox"/> Congestion Relief                  | <input type="checkbox"/> Other (please specify): _____          |
8. What service characteristics are most important to you when using the Light Rail Line?  
**(Check the top three (3) factors)**
- |  |   |
|--|---|
| <input type="checkbox"/> Travel Speed                      | <input type="checkbox"/> Availability of Park & Ride        |
| <input type="checkbox"/> Walking Distance to/from stations | <input type="checkbox"/> Availability of Feeder Bus Service |
| <input type="checkbox"/> Vehicle Style & Comfort           | <input type="checkbox"/> Other (please specify): _____      |
| <input type="checkbox"/> Service Frequency                 |   |
9. Have you ever used a Light Rail Line?
- |                              |                             |
|------------------------------|-----------------------------|
| <input type="checkbox"/> Yes | <input type="checkbox"/> No |
|------------------------------|-----------------------------|
10. Have you ever seen or experienced a Bus Rapid Transit operation?
- |                              |                             |
|------------------------------|-----------------------------|
| <input type="checkbox"/> Yes | <input type="checkbox"/> No |
|------------------------------|-----------------------------|
11. Would you utilize the NJ TRANSIT Atlantic City Line if it provided a connection to the Atlantic City Airport?
- |                              |                             |                                |
|------------------------------|-----------------------------|--------------------------------|
| <input type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> Maybe |
|------------------------------|-----------------------------|--------------------------------|
12. Would you utilize the NJ TRANSIT Atlantic City Line if the service was more frequent?
- |                              |                             |                                |
|------------------------------|-----------------------------|--------------------------------|
| <input type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> Maybe |
|------------------------------|-----------------------------|--------------------------------|

NEXT PAGE →







## Public Open House

### We want your ideas and input.

**Southern New Jersey to Philadelphia Mass Transit Expansion Alternative Analysis Study**

This study is currently being conducted by PATCO (Port Authority Transit Corporation), a subsidiary of the Delaware River Port Authority (DRPA). The purpose of the study is to expand upon the previous Southern New Jersey to Philadelphia Transit Study that was completed in 2005. This Alternative Analysis Phase is required by the Federal Transit Administration to receive federal funding. The goal is to improve public transportation from Southern New Jersey to Philadelphia.

**These meetings will be conducted in an Open House format.**

**Visitors may attend anytime during the hours specified to review project information, meet the Planners and Engineers along with DRPA/PATCO staff and provide feedback.**

If special assistance is needed, arrangements will be made upon request, please contact (856)968-2252.

For more information regarding this study, please call (856)968-2252 or visit [www.drpa.org](http://www.drpa.org)

**Please join us for one of the following Public Open Houses:**

- November 27th, 6:30 to 8:30 PM**  
**Deptford Municipal Building**  
 1011 Cooper Street  
 Deptford, NJ 08096
- November 28th, 6:30 to 8:30 PM**  
**Cumberland Mall**  
 3849 S. Delsea Drive  
 Vineland, NJ 08360
- November 29th, 6:30 to 8:30 PM**  
**Glassboro Municipal Building**  
 1 South Main Street  
 Glassboro, NJ 08028
- December 4th, 6:30 to 8:30 PM**  
**Mary Ethel Costello Elementary School**  
 520 Cumberland Street  
 Gloucester City, NJ 08030
- December 6th, 6:30 to 8:30 PM**  
**Monroe Township Municipal Building**  
 125 Virginia Avenue  
 Williamstown, NJ 08094




### Round 2 Open House Flyer

# Public Open Houses

**We want to make your commute EASIER...Find out how!**

**Please join us for the following Public Open Houses:**

**Wednesday, June 10, 2009 • 6:30-8:30 PM**  
**Rutgers University**  
 Camden Campus Center, Main Lounge  
 326 Penn Street, Camden, NJ 08102  
*Free Parking at Lots #12, #13 & #14*

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**Rowan University**  
 Chamberlain Student Center  
 201 Mullica Hill Road, Glassboro, NJ 08028

**Southern New Jersey to Philadelphia Mass Transit Expansion Alternatives Analysis Study**

DRPA/PATCO conducted an extensive Alternatives Analysis Study that focused on identifying transportation needs and solutions for Southern New Jersey. The study revealed the need for a multimodal approach to meet the transportation demands of Southern New Jersey residents. This approach will be outlined at the upcoming Public Open Houses. Please show your support and attend the open houses to provide your feedback on the recommended alternative.

**These meetings will be conducted in an Open House format.**

**Visitors may attend anytime during the hours specified to review project information, meet the Planners and Engineers along with DRPA/PATCO staff and provide feedback.**

If special assistance is needed, arrangements will be made upon request. Please contact (856)968-2252.

For more information regarding this study, please call (856)968-2252 or visit [www.drpa.org](http://www.drpa.org)



Round 1 Open House, Board 1



# Welcome



## Study Team

**Study Sponsors:**

**Study Partners:**

**Consultants:**

## What is An Alternatives Analysis?

- First Step in Federal Transit Administration Planning Process
- Evaluates Needs, Alternatives & Issues
  - Transportation & Community Needs
  - Alignments, Station Locations and Modes
  - Key Environmental Impacts
  - Ridership, Costs and Funding
- Includes Public Outreach and Input
- Results in Locally Preferred Alternative



## Round 1 Open House, Board 2



## What We Want to Hear From You



- Does The Existing Public Transportation System Meet Your Travel Needs?
- How Does Congestion Affect Your Mobility In The Region?
- Should There Be Options To The Congested Roadway Network Such As Route 55, Route 42 And 676?
- Do You Experience Delays When Traveling To Work?
- Is Improved Access To Camden & Philadelphia Important To You?
- What Is Important In Evaluating Transportation Alternatives?
- What Is Your Preference Of Mode, Alignment And Station Areas That Have Been Presented In The Past?
- Other Ideas And Thoughts – Your Comments Count!



*Southern New Jersey to Philadelphia Mass Transit  
Expansion Alternatives Analysis*



## Round 1 Open House, Board 3



## What's New Since We Last Met?



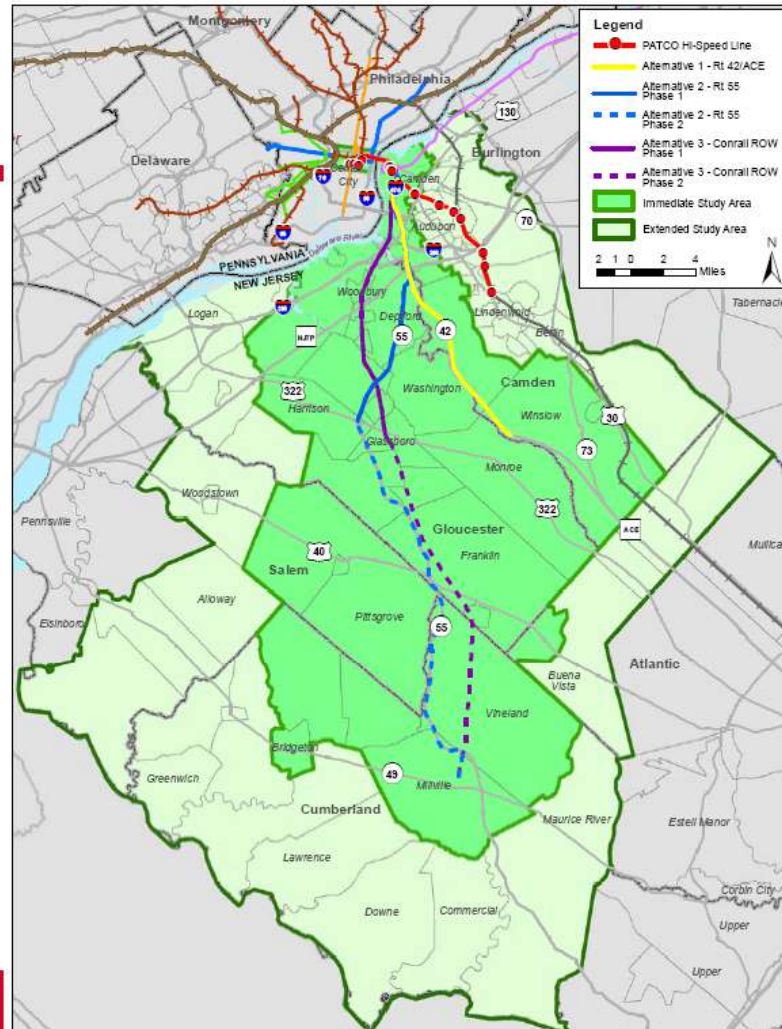
- Numerous Studies Conducted In Past 50 Years With No Results For Gloucester And Cumberland Counties
- Over 500 Comments From Previous Transit Study (2005) Indicated Strong Support For Improved Rapid Transit System
- Strong Agency and Elected Official Support
- Worsening Highway Congestion With No End In Sight And No Room For New Capacity
- Continued Commercial & Residential Growth with no comparable expansion to Transportation System
- Gas Prices Have Risen From \$1.50 a Gallon to Over \$3.00 a Gallon



Round 1 Open House, Board 4

# Study Area

**Philadelphia**  
**Gloucester**  
**Camden**  
**Cumberland**  
**Counties**  
**and**  
**Portions of**  
**Salem**  
**and**  
**Atlantic**  
**Counties**

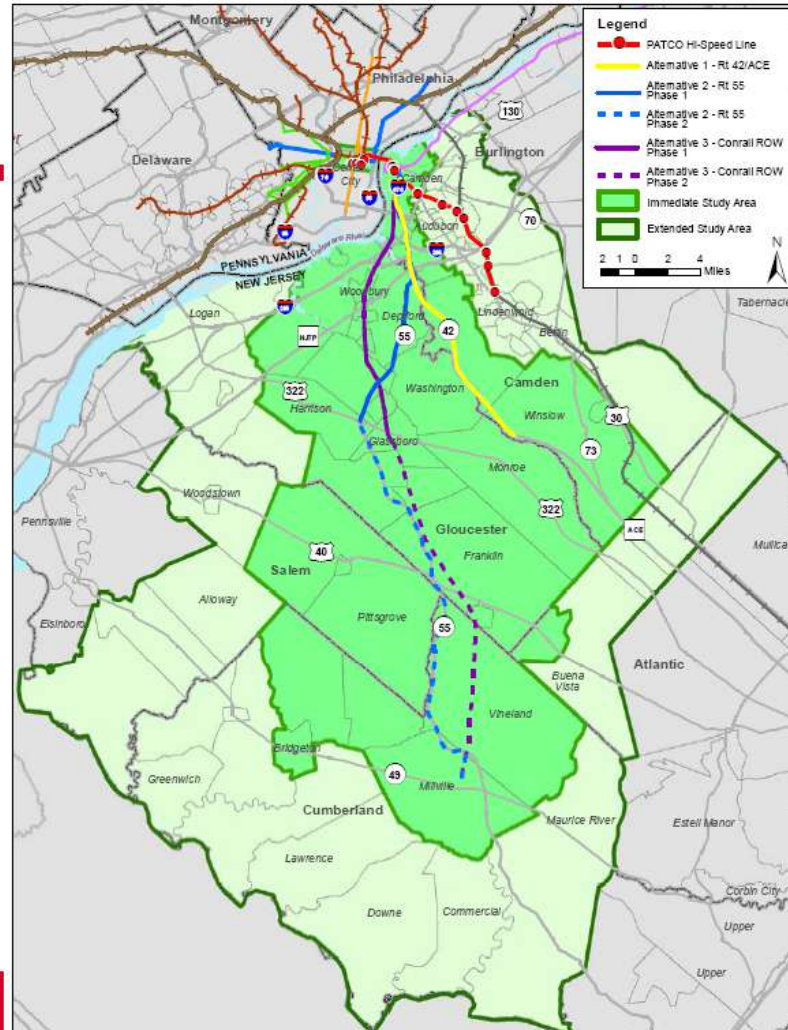




Round 1 Open House, Board 5

# Study Area

**Philadelphia**  
**Gloucester**  
**Camden**  
**Cumberland**  
**Counties**  
**and**  
**Portions of**  
**Salem**  
**and**  
**Atlantic**  
**Counties**



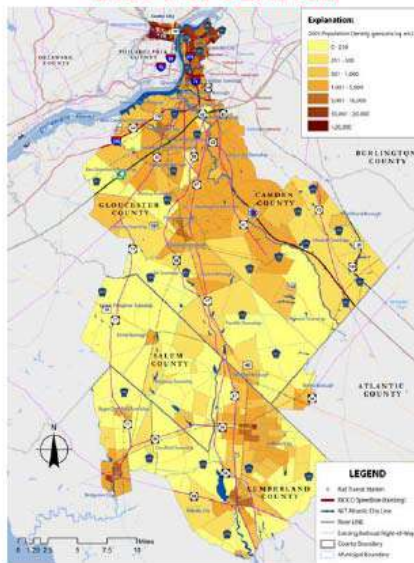
Round 1 Open House, Board 6



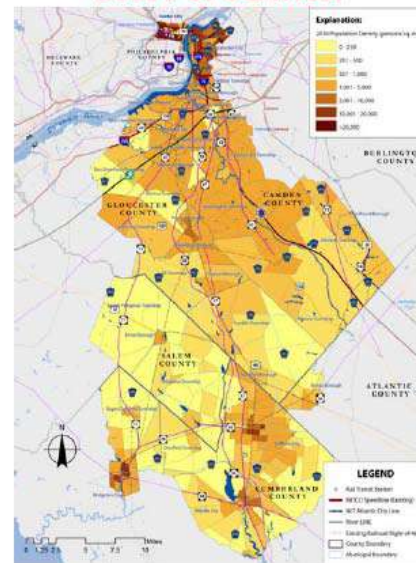
# Population Trends



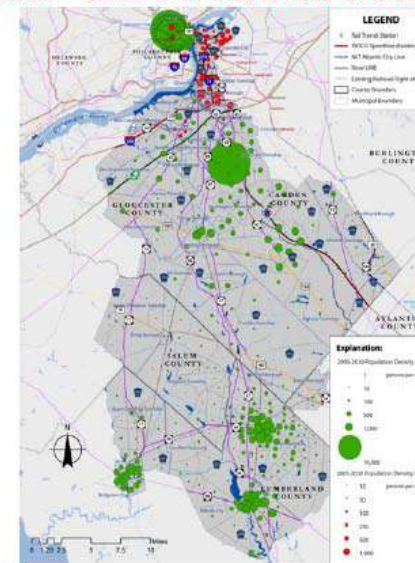
2005 POPULATION



2030 POPULATION



2005 - 2030 POPULATION CHANGE



Population within the Study Area

County*	Area (sq. mi.)	Total Persons		% Change		per Square Mile (Density)	
		2005	2030	2005-2030 Gain	% Gain	2005	2030
Camden	96.1	229,089	243,576	14,588	6.4%	2,383	2,534
Gloucester	239.2	238,659	206,765	57,015	24.2%	999	1,241
Atlantic	2.1	3,292	4,086	180	4.8%	352	579
Cumberland	155.9	121,004	159,482	22,478	14.4%	776	956
Salem	81.0	13,966	16,324	2,458	17.7%	171	201
<b>Study Area TOTAL</b>	<b>629.3</b>	<b>666,625</b>	<b>711,233</b>	<b>104,608</b>	<b>17.2%</b>	<b>1,047</b>	<b>1,238</b>

\*Data shown only for portions of each county that lie within the study area.  
Source: DVRPC and SITPO Demographic Forecasts



Southern New Jersey to Philadelphia Mass Transit Expansion Alternatives Analysis





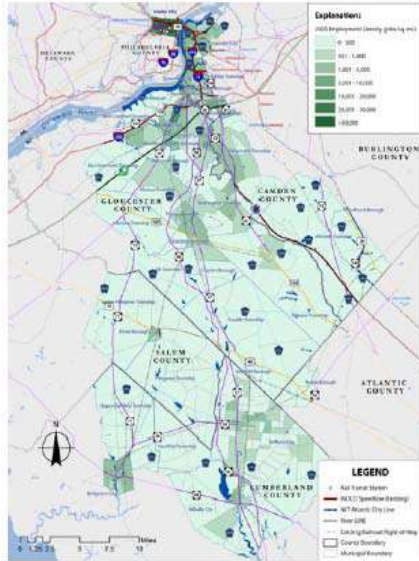
Round 1 Open House, Board 7



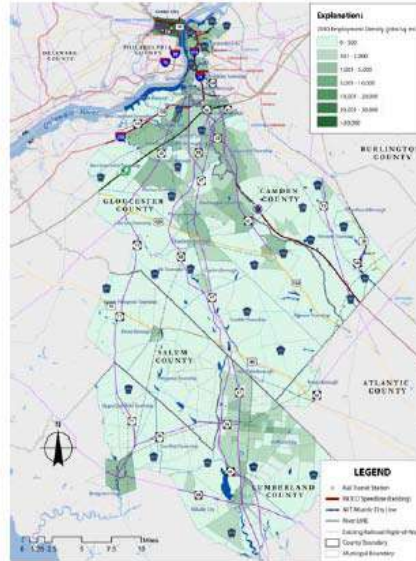
# Employment Trends



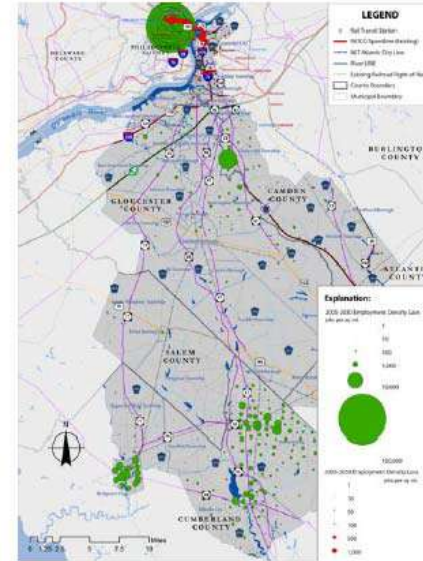
2005 EMPLOYMENT



2030 EMPLOYMENT



2005 - 2030 EMPLOYMENT CHANGE



Employment within the Study Area

County*	Area (sq. mi.)	Total Persons		% Change		Persons-to-Jobs Ratio	
		2005	2030	2005-2030 (Gain)	2005-2030 % Change	2005	2030
Camden	66.1	71,021	79,172	2,246	10.1%	2.2	2.1
Gloucester	230.2	87,107	110,540	23,433	26.9%	2.7	2.7
Atlantic	7.1	1,415	1,613	198	14.0%	2.8	2.5
Cumberland	156.9	40,175	85,142	44,967	111.5%	2.0	1.8
Salem	81.0	2,680	3,055	375	14.0%	5.2	5.3
<b>Study Area TOTAL</b>	<b>579.3</b>	<b>223,208</b>	<b>379,527</b>	<b>156,320</b>	<b>35.2%</b>	<b>2.7</b>	<b>2.5</b>

\*Data is shown only for portions of each county that lie within the study area  
Source: DVR PC and STPO Demographic Forecasts



Southern New Jersey to Philadelphia Mass Transit Expansion Alternatives Analysis





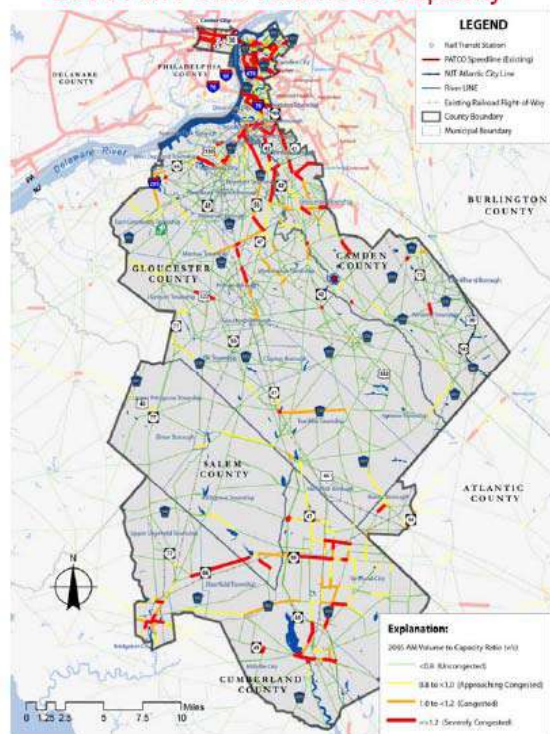
Round 1 Open House, Board 8



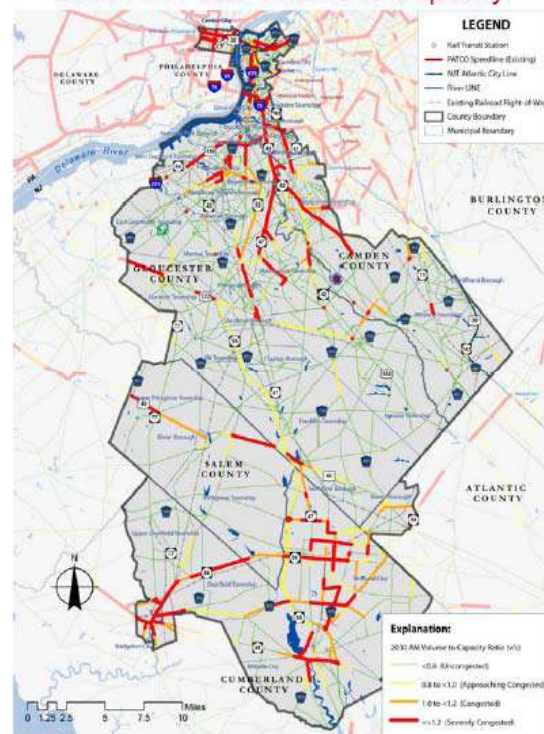
# Roadway Congestion



2005 AM Peak Volume to Capacity



2030 AM Peak Volume to Capacity



Southern New Jersey to Philadelphia Mass Transit Expansion Alternatives Analysis



## Round 1 Open House, Board 9



## Study Area Needs



1. Improve Transit Choices in the Study Area
  - Increase Rapid Transit Service in Southern NJ
  - Provide Access to Growth Areas in Gloucester & Cumberland Counties
  - Increase Service on the Existing Public Transportation System
  - Improve Access from PATCO Hi-Speedline to Job Centers in Center City Philadelphia
2. Reduce Congestion with Effective Transit Investments
  - Provide alternative to severe congestion levels along roadways
  - Diminish reliance on the automobile with fast and effective transit alternatives
3. Maximize Existing Transportation Assets
  - Utilize existing transportation right-of-way
  - Provide a Direct Connection into Philadelphia
  - Minimize Environmental Impacts Through Use of Existing Infrastructure
4. Develop a Transit Network that Improves Links Between People and Activity Centers
  - Improve Access to Core Areas of Employment and Redevelopment
  - Connect and Serve Commercial, Institutional and Medical Activity Centers
  - Develop a Common Method to Pay Fares Between Transit Systems
  - Provide Better Information About Transit Facilities

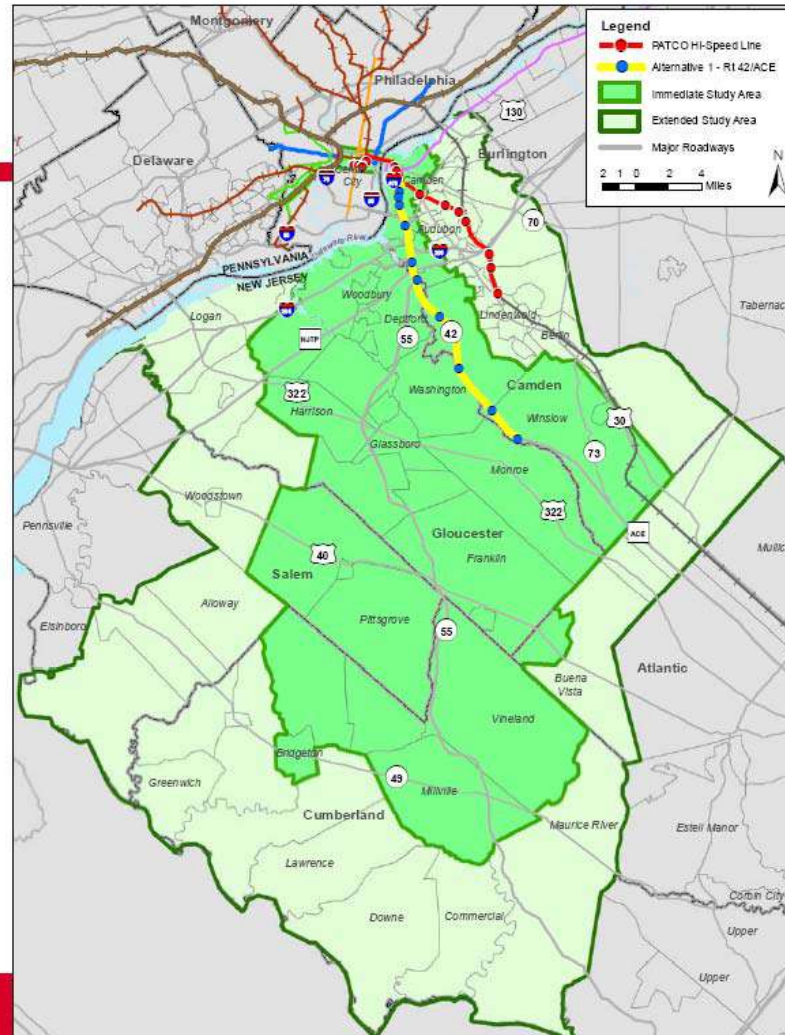


Round 1 Open House, Board 10

# Previous Study: Alternative NJ-1

## Service From Philadelphia to Williamstown via I-676, Rt. 42 and A.C. Expressway

- PATCO Technology – Grade Separated
- Distance of 23 Miles with 40 – 44 Minute Travel Time
- Service Every 7.5 Minutes During Peak Hour and 15 Minutes During Off-Peak
- Order of Magnitude Capital Cost \$100 million per mile
- Annual Operating and Maintenance Cost \$32 Million
- Potential Ridership TBD
- Communities Directly Served Include: Center City Philadelphia, Camden, Gloucester City, Haddon Twp, Mount Ephraim, Bellmawr, Runnemede, Deptford, Gloucester Township, Blackwood, Tumersville, Winslow, Williamstown





## Round 1 Open House, Board 11

## Previous Study: Alternative NJ-2

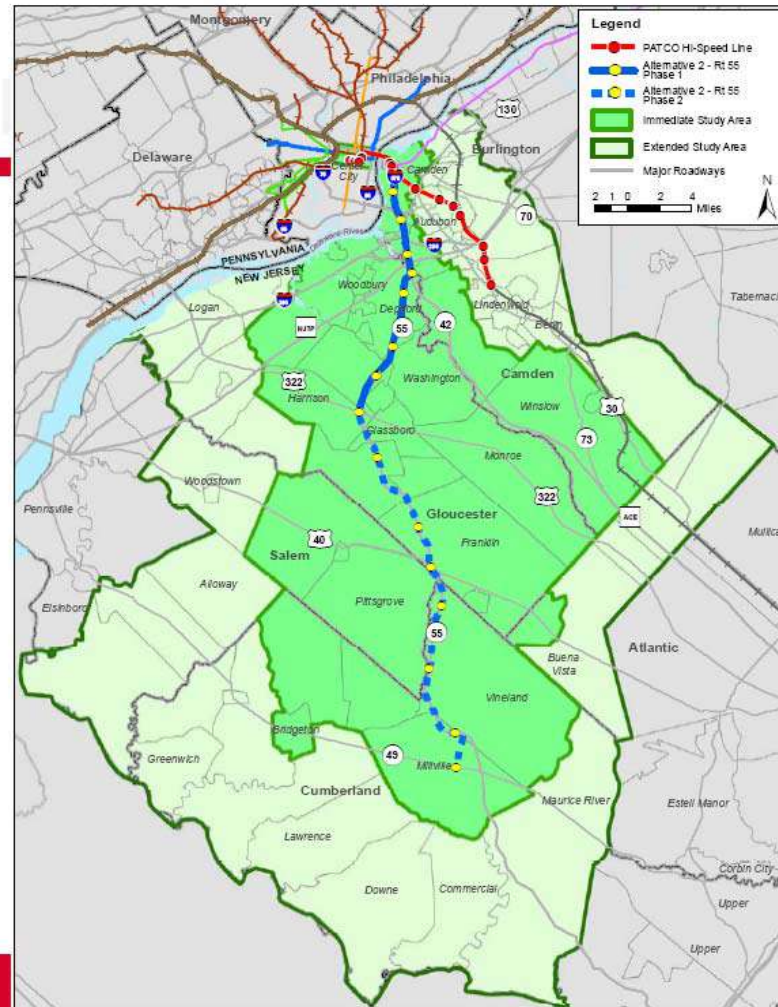
### Service From Philadelphia to Glassboro via I-676, Rt. 42 and Rt. 55

#### • Phase 1

- PATCO Technology – Grade Separated
- Distance of 21 Miles with 36 -40 Minute Travel Time
- Service Every 7.5 Minutes During Peak Hour and 15 Minutes During Off-Peak
- Order of Magnitude Capital Cost \$100 million per mile
- Annual Operating and Maintenance Cost - \$30 Million
- Potential Ridership 18,000 – 27,000 Daily Boardings
- Communities Directly Served Include: Center City Philadelphia, Camden, Gloucester City, Haddon Twp, Mount Ephraim, Bellmawr, Runnemede, Deptford, Turnersville, Mantua, Pitman, Harrison Twp, Glassboro

#### • Phase 2

- Diesel Light Rail or other technology
- Distance of 25 Miles from Millville to Glassboro with 44 – 48 Minute Travel Time
- Service Every 30 Minutes During Peak Hour and 60 Minutes During Off-Peak
- Order of Magnitude Capital Cost \$25 million per mile
- Annual Operating and Maintenance Cost \$7 Million
- Potential Ridership TBD
- Communities Directly Served Include: Glassboro, Elk Twp, Clayton, Franklin Twp, Vineland, Millville





## Round 1 Open House, Board 12

## Previous Study: Alternative NJ-3

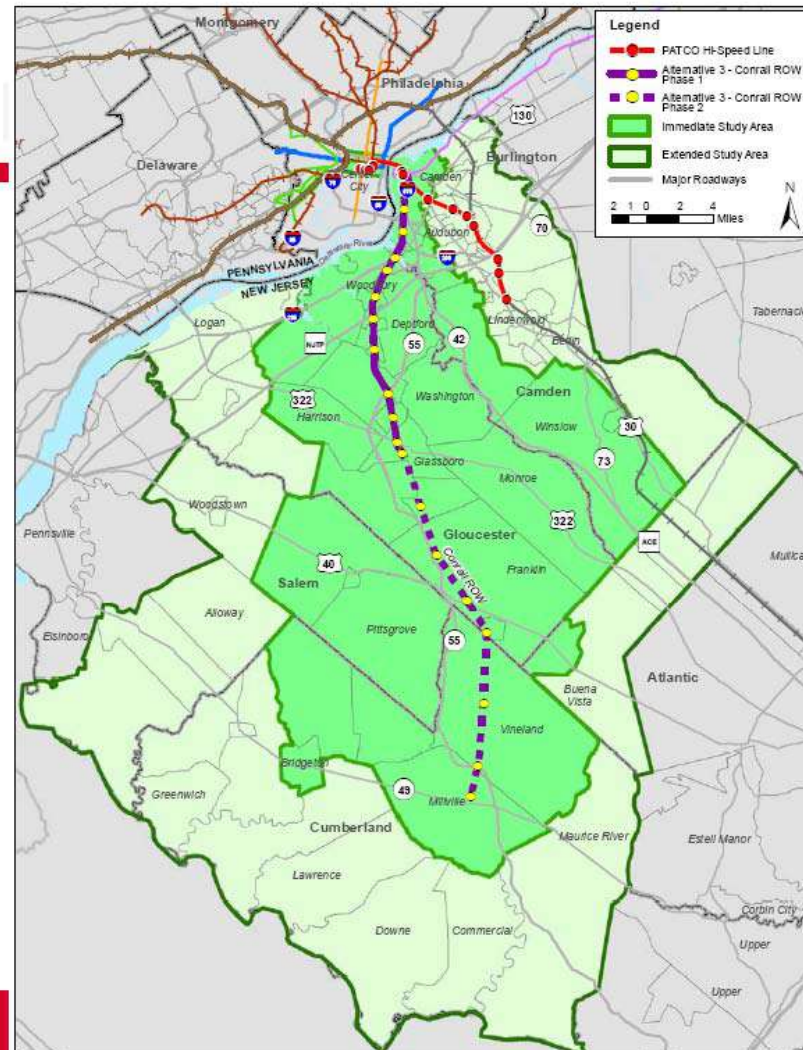
### Service From Philadelphia to Glassboro via Conrail Railroad Right-of-Way

#### • Phase 1

- PATCO Technology – Grade Separated
- Distance of 23 Miles with 40 – 44 Minute Travel Time
- Service Every 7.5 Minutes During Peak Hour and 15 Minutes During Off-Peak
- Order of Magnitude Capital Cost \$100 million per mile
- Annual Operating and Maintenance Cost \$30 Million
- Potential Ridership 21,000 – 31,000 Daily Boardings
- Communities Directly Served Include: Center City Philadelphia, Camden, Gloucester City, Brooklawn, Bellmawr, Westville, West Deptford, Deptford, Woodbury, Wenonah, Mantua, Pitman, Glassboro

#### • Phase 2

- Diesel Light Rail or other technology
- Distance of 22 Miles from Millville to Glassboro with 41 – 45 Minute Travel Time
- Service Every 30 Minutes During Peak Hour and 60 Minutes During Off-Peak
- Order of Magnitude Capital Cost \$25 million per mile
- Annual Operating and Maintenance Cost \$7 Million
- Communities Directly Served Include: Glassboro, Elk Twp, Clayton, Franklin Twp, Vineland, Millville



## Round 1 Open House, Board 13



## Rail Rapid Transit Characteristics



- Grade Separated Exclusive Guideway
- Full Integration with PATCO for one-seat ride to Center City Philadelphia
- Excellent Travel Times
- Frequent Service (Every 3 - 5 minutes)
- 3<sup>rd</sup> Rail and/or Overhead Electrification
- Speed Up to 70 mph (35 mph Average Speed Including All Station Stops)
- Rapid Acceleration & Deceleration
- High Capacity Up to 800 Passengers Per Train Set
- Station Spacing (Every 1-3 miles)
- Easy Boarding / Alighting (High Platforms)





## Round 1 Open House, Board 14



## Light Rail Transit Characteristics



- In Street Operation with at-grade road crossings – Full Grade Separation Possible
- Requires Transfer to Access Center City Philadelphia
- Overhead Electric or Diesel Power
- Speeds Up To 55-60 mph (30 mph Average Speed Including All Station Stops)
- Moderate System Travel Times
- Medium Capacity Up to 300 Passengers Per Train Set
- Operates Frequently (5 - 15 Minutes)
- Allows Close Station Spacing (1-2 miles)
- Easy Boarding / Alighting (High or Low Platforms)





## Round 1 Open House, Board 15



## Technical Issues



- Coordination With DVRPC, SJTPO And FTA
  - Purpose And Need Development
  - Ridership Model Review And Calibration
  - Baseline Alternative
  - Financial Plan
- Reviewing ROW Issues Through Focused Conceptual Engineering Review Of All Potential Alignments
  - Rt 42/I-76/I-295 Missing Movements Project
  - Conrail Shared Corridor Issues
- Dovetailing New PATCO Service into Philadelphia with Existing PATCO Service
- Vehicle Storage at 16<sup>th</sup> and Locust Street.
  - Current Capacity for 6 Cars Future Needs will Require Storage for 8 Cars
- Preparing Station Area And Location Analysis



## Round 1 Open House, Board 16



## What Are the Deciding Factors?



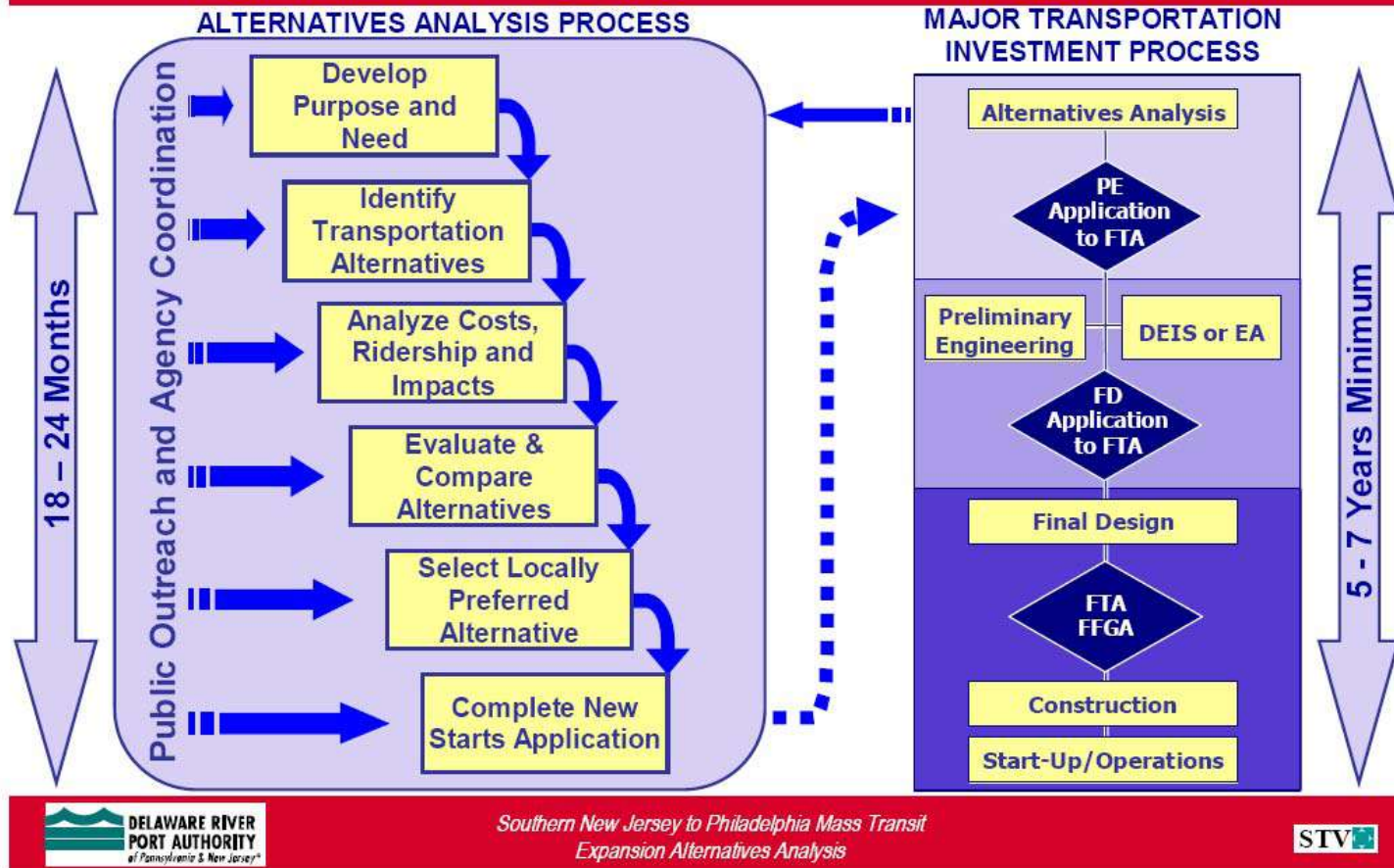
- Ridership
- Capital & Operating Costs
- Economic Development & Land Use
- Travel Time Savings
- Environmental / Air Quality
- Financial Resources
- Safety & Security
- Transit Connectivity
- Quality of Service
- Cost-Effectiveness
- Elected Official Support
- **Public Support – YOU!**



Round 1 Open House, Board 17



# Federal Project Development Process





## Round 1 Open House, Board 18



## Public Outreach Efforts



### ➤ Targeted Outreach to Key Stakeholders and Elected Officials – to date

- Assemblyman Greenwald & Assemblywomen Lampitt on 9-24-07
- Assemblyman Wisniewski's Chief of Staff Even Pistelli on 9-26-07
- Senator Bryant, Assemblyman Roberts, Assemblywoman Cruz Perez, Assemblyman Fisher, Assemblyman Burzichelli, Representatives Of Senator Lautenberg's Office, Representatives Of Senator Menendez's Office on 10-1-07
- Assemblyman Madden & Assemblyman Mayer on 10-1-07
- Art Winkler Of Cooper Hospital & Lou Bezich of Camden County College, Dennis Culnan Of Phoenix Strategies, Anthony Nelessen of A. Nelessen Associates & Ken Lechner Of Gloucester Twp. on 10-19-07
- Camden County Freeholders on 11-8-07
- Gloucester County Freeholders planned for 12-5-07
- Cumberland County Freeholders – Awaiting Confirmation
- Township Mayors starting in 1-08

### ➤ Technical Advisory Committee

- Comprised of representatives from regional and state transportation, planning, environmental and development agencies
- First Meeting Was Held on November 15, 2007 with up to 3 Additional Meetings to Take Place at Key Points During Study

### ➤ Project Website – go to [www.ridepatco.org](http://www.ridepatco.org)

### ➤ Newsletter & Point of Information Materials

### ➤ Comment Forms Available at the Meetings, Upon Request, and On-line

### ➤ Project Hot-Line 856-968-2252 for Additional Study Information or Special Assistance



*Southern New Jersey to Philadelphia Mass Transit  
Expansion Alternatives Analysis*



Round 1 Open House, Board 19



# Study Schedule



Task Name	2007	2008				2009	
	4th Qtr.	1st Qtr.	2nd Qtr.	3rd Qtr.	4th Qtr.	1st Qtr.	2nd Qtr.
Public Outreach & Agency Coordination							
Review Existing Conditions							
Purpose and Need Statement							
Travel Demand Forecasting							
Definition of Transportation Alternatives							
Conceptual Engineering & Cost Estimates							
Evaluate Alternatives							
Select Locally Preferred Alternative							
Financial Planning							
Application to FTA for Entry into Preliminary Engineering							
Implementation Plan / Next Steps							



Southern New Jersey to Philadelphia Mass Transit  
Expansion Alternatives Analysis



## Round 1 Open House, Board 20



- Complete Purpose and Need Statement
- Develop and Refine Transit Alternatives
- Prepare Travel Demand Forecast
- Develop Capital & Operating Cost Estimates
- Perform Conceptual Engineering & Identify Major Environmental Impacts
- Evaluate & Compare Alternatives
- Second Round of Open House Public Meetings





Round 2 Open House, Board 1



# WELCOME



## Study Team

**Study Sponsors:**

**Study Partners:**

**Consultants:**

## Today's Agenda

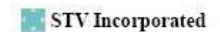
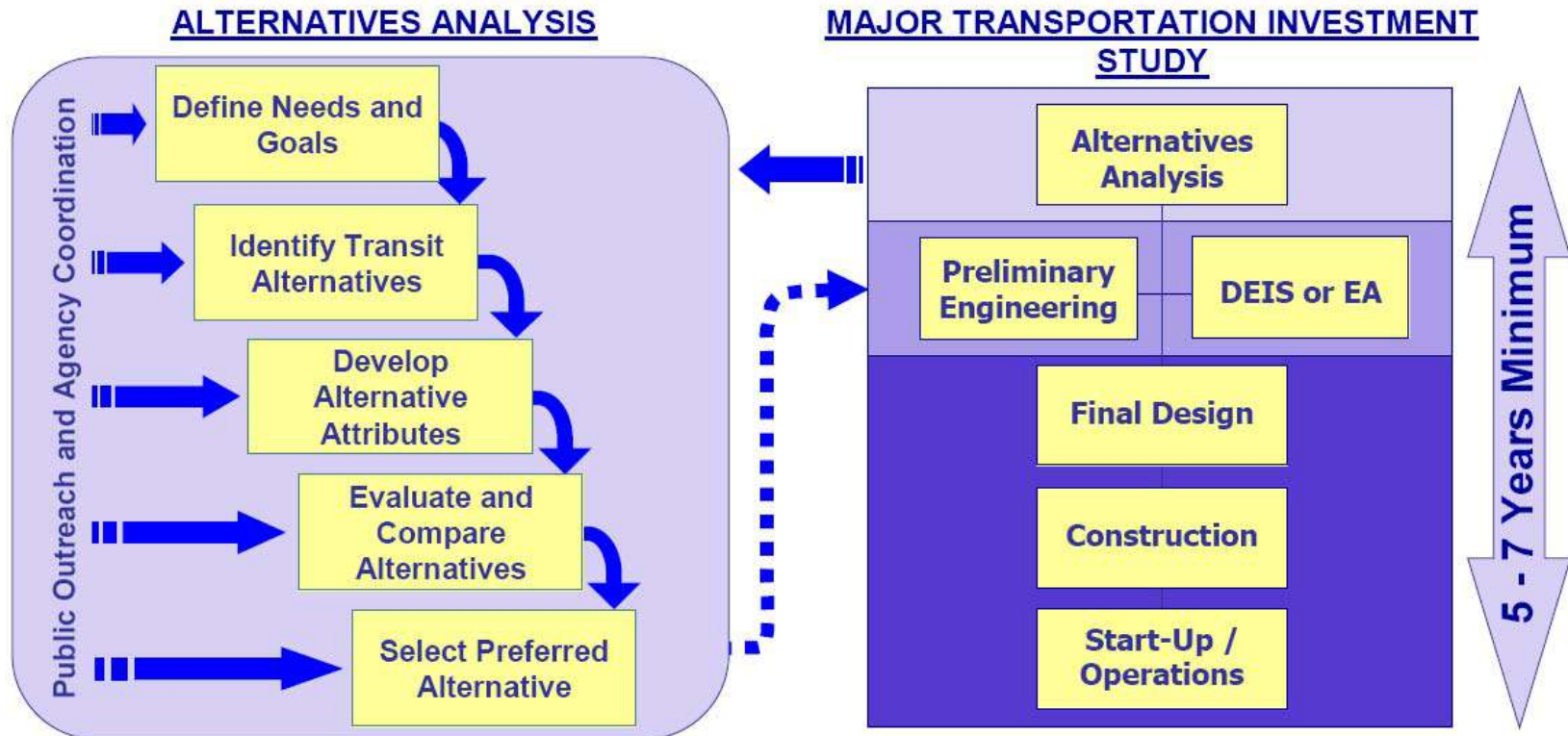
- Work Completed to Date
- What was Considered
- What are the Findings
- What is Recommended
- Transit Investment Vision for Southern New Jersey



**Southern New Jersey to Philadelphia Mass Transit Expansion Alternatives Analysis**

Round 2 Open House, Board 2

# Project Development Process

Round 2 Open House, Board 3

# Public Outreach & Agency Coordination



Public Open Houses	
<b>Round 1</b>	<p><b>Over 400 Attendees</b></p> <ul style="list-style-type: none"> <li>Deptford - November 27, 2007</li> <li>Vineland - November 28, 2007</li> <li>Glassboro - November 29, 2007</li> <li>Gloucester City - December 4, 2007</li> <li>Monroe - December 6, 2007</li> </ul>
	<ul style="list-style-type: none"> <li>Camden - June 10, 2009</li> <li>Woodbury - June 11, 2009</li> <li>Blackwood - June 17, 2009</li> <li>Glassboro - June 18, 2009</li> </ul>
	<b>Round 2</b>

Elected Official Briefings	
<ul style="list-style-type: none"> <li>Federal Representatives including US Senators Menendez and Lautenberg &amp; US Representative Andrews</li> <li>South Jersey Legislative Delegation Members</li> <li>South Jersey Freeholder Delegation Members, including Camden,</li> </ul>	<ul style="list-style-type: none"> <li>Gloucester and Cumberland Counties</li> <li>Numerous Mayors and Council Members</li> <li>Philadelphia City Council Members</li> </ul>

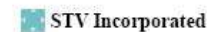
## Targeted Outreach & Agency Coordination

<ul style="list-style-type: none"> <li>Technical Advisory Committee</li> <li>Federal Transit Administration</li> <li>Delaware Valley Regional Planning Commission</li> <li>Philadelphia City Planning Commission</li> <li>SEPTA</li> <li>Women's Transportation Seminar</li> <li>Southern NJ Development Council</li> <li>Gloucester City Business Association</li> </ul>	<ul style="list-style-type: none"> <li>NJ Alliance for Action</li> <li>NJ DEP Clean Air Council</li> <li>NJ Plan Smart</li> <li>NJ Targeted Business Briefing (Camden, Gloucester, Cumberland)</li> <li>SJTA Project Briefing</li> <li>Transportation Summit Rowan University</li> </ul>	<ul style="list-style-type: none"> <li>Greater Philadelphia Chamber of Commerce</li> <li>Camden County College</li> <li>Cooper Hospital</li> <li>East of Broad Improvement Association</li> <li>PennPraxis</li> <li>Bellmawr Water Redevelopment</li> <li>Philadelphia Chapter Urban Land Institute Executive</li> </ul>	<ul style="list-style-type: none"> <li>Committee</li> <li>Chamber of Commerce of Southern New Jersey</li> <li>Philadelphia City Council</li> <li>Delaware Valley Association of Rail Passengers</li> <li>New Jersey Transaction</li> <li>APTA</li> <li>Construction Management Association of America</li> </ul>
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**OVER 100 OUTREACH MEETINGS**

**OVER 550 PUBLIC COMMENTS**





## Round 2 Open House, Board 4

# Project Goals

- Improve Transit Choices in the Southern New Jersey Study Area
- Reduce Congestion with Effective Transit Investments
- Maximize Existing Transportation Assets
- Develop Transit Network that Improves Links Between People and Activity Centers
- Support State and Local Planned Growth Initiatives through Competitive and Reliable Transit Service



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Round 2 Open House, Board 5

# Transit Mode Characteristics



## Diesel Light Rail Transit (DLRT)

- Can operate in railroad right-of-way as well as on streets, or in medians
- Self-powered low-floor vehicle using clean-diesel technology
- Speeds up to 70 mph (30 mph average speed including station stops)
- Medium capacity (up to 300 passengers per 2-car train)
- Allows close station spacing every 1-2 miles
- Simple stations, can be integrated into surrounding streetscape
- Level boarding via low-level platform
- Frequent operation (every 7-15 minutes)

## PATCO (Heavy Rail)

- Fully grade separated exclusive guideway
- Electrically powered via third rail
- Speed up to 70 mph (35 mph average speed including station stops)
- High capacity Up to 800 passengers per train
- Station spacing every 1-5 miles
- Elaborate, multi-level stations with controlled access
- Level boarding via high-level platforms

## Bus Rapid Transit (BRT)

- Operates in exclusive, dedicated roadway lanes to by-pass congestion
- Modern low-floor buses with multiple doors
- Limited stop express bus service
- Frequent operation (every 7-15 minutes)
- Capacity of up to 100 passengers per bus
- Station spacing every 3-5 miles
- Easy boarding / alighting via multiple low-level entryways

## Commuter Rail

- Operates in exclusive railroad right-of-way
- Conventional railroad equipment with locomotive hauled coaches
- Designed to move people for longer distances with few stops
- Speeds up to 80 mph
- Service frequency every 30-60 minutes
- High capacity up to 800 passengers per train
- Station spacing every 5-10 miles
- High-level platforms



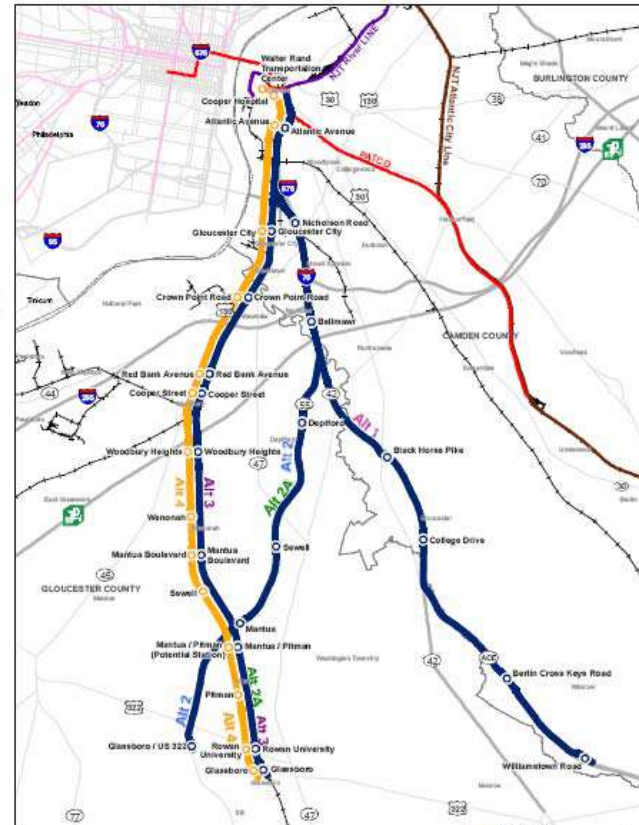
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Round 2 Open House, Board 6

# Rail Alternatives



- **Alternative 1:**  
PATCO from Philadelphia to Williamstown via Route 42 and Atlantic City Expressway
- **Alternative 2:**  
PATCO from Philadelphia to Glassboro via Route 55
- **Alternative 2A:**  
PATCO from Philadelphia to Glassboro via Route 55 and the Conrail Right-of-Way
- **Alternative 3:**  
PATCO from Philadelphia to Glassboro via the Conrail Right-of-Way
- **Alternative 4:**  
Light Rail Transit from Camden to Glassboro via the Conrail Right-of-Way



Light Rail



PATCO

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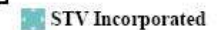


Round 2 Open House, Board 7

# Results of Alternatives



Alternative Mode Service From Service To Via	Alt 1 PATCO Philadelphia Williamstown NJ42 & ACE	Alt 2 PATCO Philadelphia Glassboro NJ-42, NJ-55	Alt 2A PATCO Philadelphia Glassboro NJ55 & Conrail	Alt 3 PATCO Philadelphia Glassboro Conrail	Alt 4 DLRT Camden Glassboro Conrail
<b>Project Route Length</b>					
New	18.7 mi	17.0 mi	17.3 mi	17.1 mi	17.4 mi
Total	22.5 mi	20.8 mi	21.0 mi	20.8 mi	17.4 mi
<b>Project Stations</b>					
Existing NJ	2	2	2	2	1
Existing PA	4	4	4	4	0
<b>New</b>	<b>7</b>	<b>7</b>	<b>8</b>	<b>10</b>	<b>13</b>
Total	13	13	14	16	14
<b>2030 Daily Ridership</b>	<b>23,800</b>	<b>23,000</b>	<b>22,700</b>	<b>23,700</b>	<b>18,600</b>
New Transit Trips	7,000	8,100	7,700	10,200	10,900
From PATCO	9,900	6,900	6,900	4,700	700
From NJ Bus	6,900	8,000	8,100	8,800	7,000
<b>Capital Cost Estimate</b>					
Present Value	\$ 2.4 B	\$ 2.1 B	\$ 2.5 B	\$ 3.0 B	\$ 1.3 B
Year of Expenditure	\$ 3.0 B	\$ 2.6 B	\$ 3.1 B	\$ 3.8 B	\$ 1.6 B
<b>Operating Cost Estimate</b>					
Incremental Annual O&M	\$ 44 M	\$ 41 M	\$ 43 M	\$ 44 M	\$ 29 M
<b>Travel Time</b>					
To Walter Rand TC	From Williamstown	From Glassboro	From Glassboro	From Glassboro	From Glassboro
Total Run Time	29 min	27 min	29 min	30 min	37 min



Round 2 Open House, Board 8

# Recommended Alternative



## Alternative 4 – Light Rail between Camden and Glassboro

- Lowest Capital Cost (\$1.3B)
- Lowest Operating Cost (\$29M)
- Highest New Transit Trip Potential (10,900 daily)
- Maximizes Use of Existing Conrail Infrastructure
- Links Communities, Universities, Activity Centers and Cities
- Supports Intra-NJ Trips
- Encourages Economic Redevelopment and TOD within Surrounding Communities
- Creates Footprint Consistent with Surrounding Area
- Supported by Local and State Elected Officials and Office of Smart Growth
- Received the Most Public Comment Support



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Round 2 Open House, Board 9

# Transit and Economic Development



### Transit-Oriented Development (TOD) can:

- Promote attractive, safe, walkable mixed-use neighborhoods
- Increase value and income for property owners
- Expand markets and increase revenues for businesses
- Enhance tax revenues for local governments from rising land values



### The Hudson-Bergen Light Rail System has had a positive effect on communities along its corridor:

- Pedestrian-friendly, mixed-use developments with convenient access to public transportation replaced underutilized land
- Broad-based development – housing, office, hotels, retail and recreational facilities
- Property values and ratables have grown exponentially



Proximity to amenities can positively affect a home's value, as shown in this example of a typical home when different locational characteristics are introduced.





Round 2 Open House, Board 10

# Rail Transit Network Regional Disparity

## Southeastern Pennsylvania

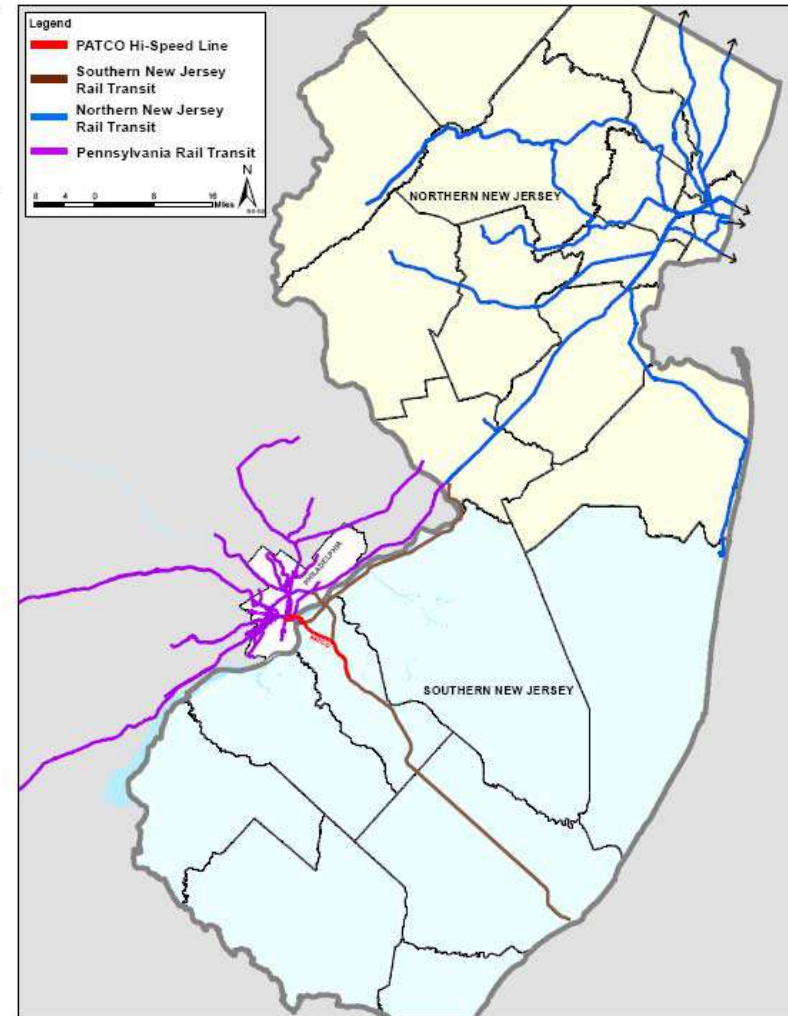
Comprehensive Network Encompassing  
Over **300** Miles of Rail

## Northern New Jersey

Comprehensive Network Encompassing  
Over **600** Miles of Rail

## Southern New Jersey

Limited Network of Less Than **100** Miles  
of Rail



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Round 2 Open House, Board 11

# Rail Transit Network Regional Disparity

## Southeastern Pennsylvania

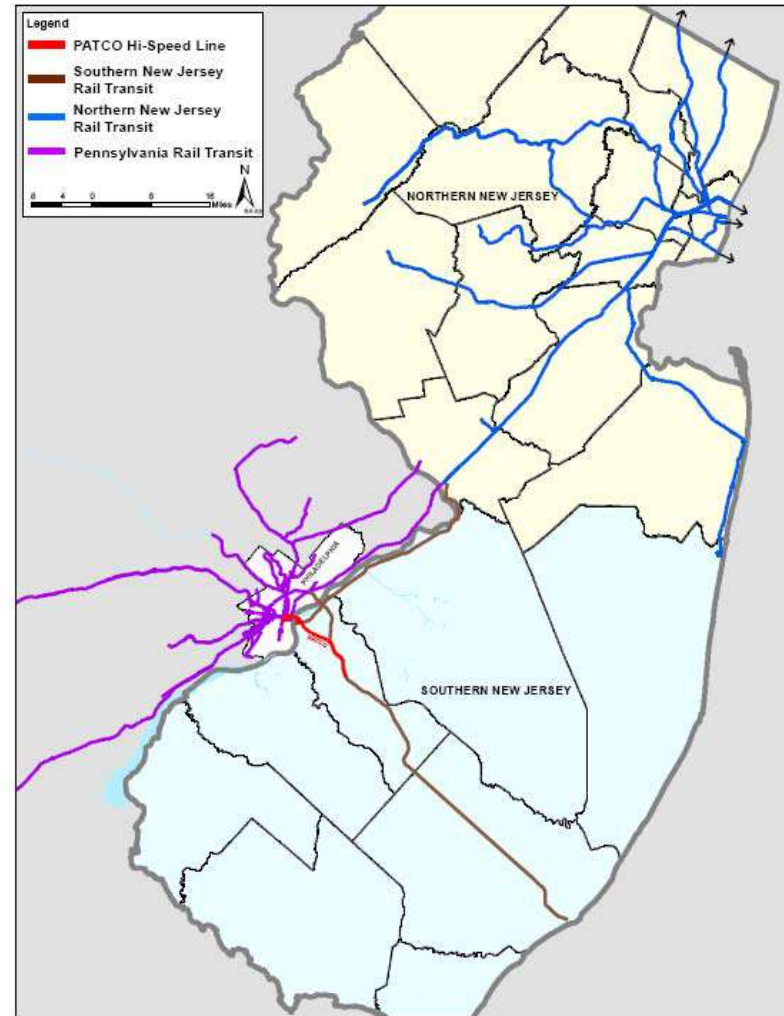
Comprehensive Network Encompassing  
Over **300** Miles of Rail

## Northern New Jersey

Comprehensive Network Encompassing  
Over **600** Miles of Rail

## Southern New Jersey

Limited Network of Less Than **100** Miles  
of Rail



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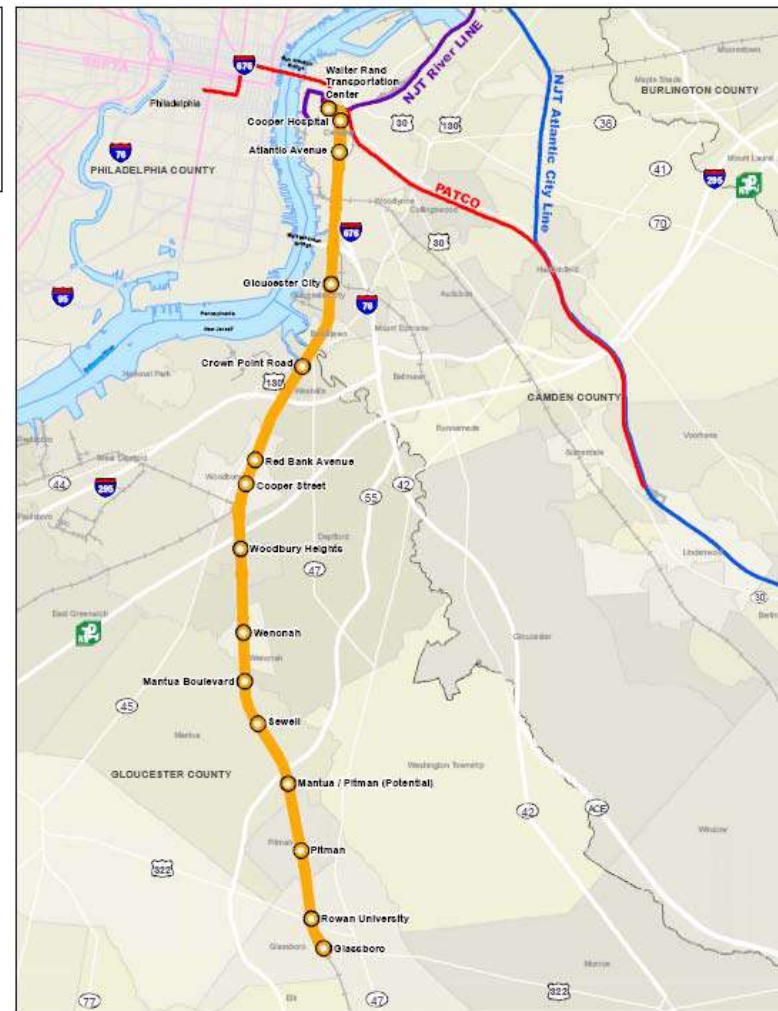
Round 2 Open House, Board 12

# Southern NJ Transit Investment Vision Light Rail

## Component 1 - DLRT between Camden and Glassboro

- Travels through existing municipalities originally built around passenger rail service
- Supports intra-NJ trips
- Encourages economic redevelopment within surrounding communities
- Links communities, universities, activity centers and cities
- Creates footprint consistent with surrounding area

Planning / Engineering	3 – 4 Years
Construction	2 – 4 Years
Start of Operations	5 – 8 Years



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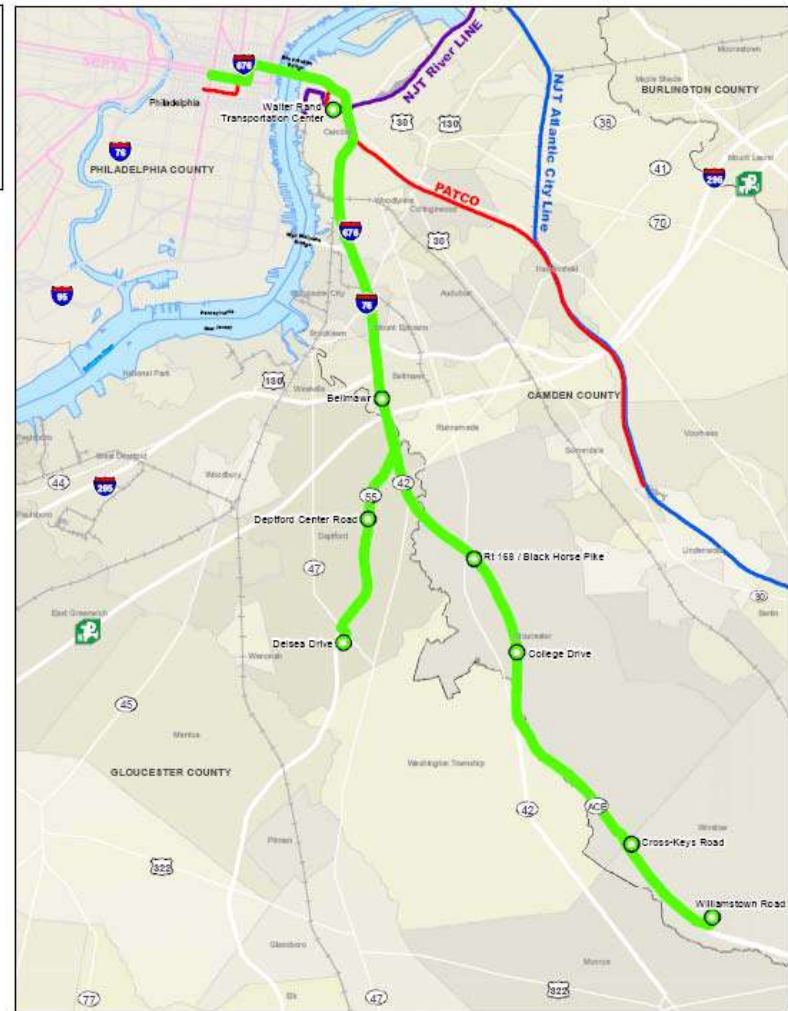
Round 2 Open House, Board 13

# Southern NJ Transit Investment Vision Bus Rapid Transit

## Component 2 – BRT between Philadelphia / Camden and Williamstown / Deptford

- Provides frequent limited stop express bus service
- Helps relieve traffic congestion along the Route 42 and Route 55 Corridors
- Operates in dedicated bus lanes to avoid congestion delays
- Provides competitive alternative to driving
- Increases mobility within surrounding areas
- Encourages potential for TOD around station areas

Planning / Engineering	2 – 4 Years
Construction	2 – 3 Years
Start of Operations	4 – 7 Years



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Round 2 Open House, Board 14

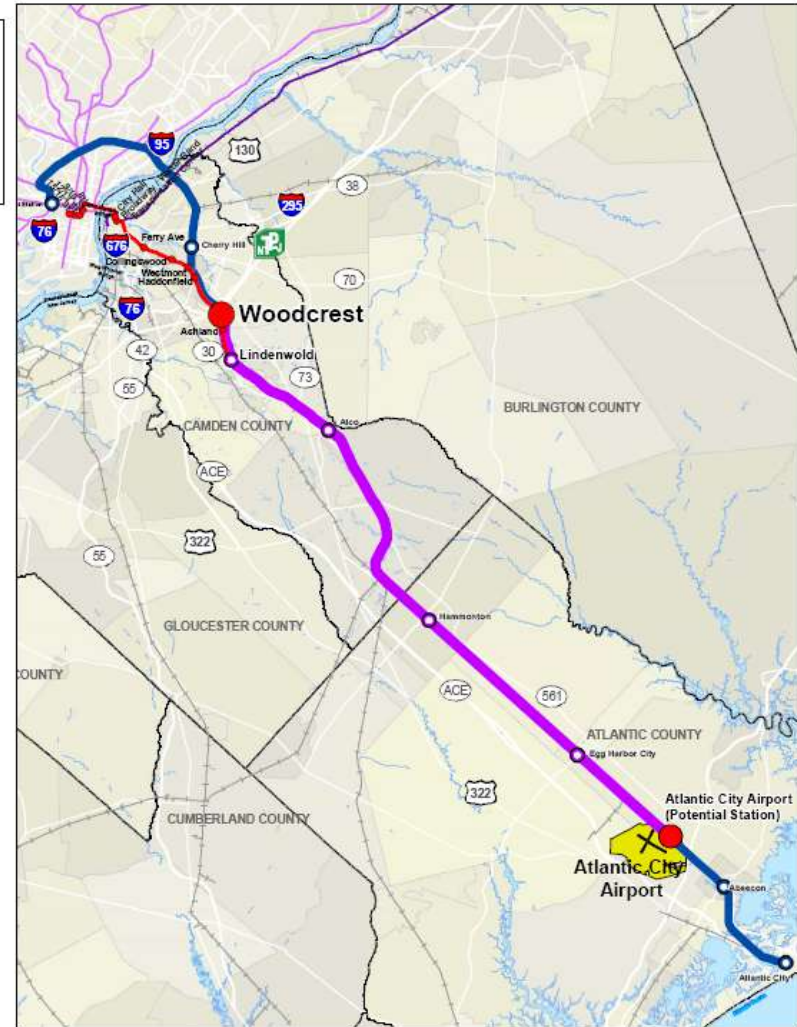
# Southern NJ Transit Investment Vision Atlantic City Rail Line

## Component 3 - AC Line Improvements from Woodcrest Station to AC Airport

- Increases service frequency and capacity through double tracking of line
- Establishes Woodcrest Station as a multi-modal transit hub with direct access from I-295
- Provides connection to AC Airport
- Encourages potential for TOD around station areas

Planning / Engineering	2 – 4 Years*
Construction	2 – 4 Years*
Start of Operations	4 – 8 Years*

\* Dependent on components: addition of stations could be implemented more quickly, while major track and infrastructure improvements will take longer



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Round 2 Open House, Board 15

# Alternative Results with BRT



Alternative Mode Service From Service To Via	Alt 1 PATCO Philadelphia Williamstown NJ42 & ACE	Alt 2 PATCO Philadelphia Glassboro NJ-42, NJ-55	Alt 2A PATCO Philadelphia Glassboro NJ55 & Conrail	Alt 3 PATCO Philadelphia Glassboro Conrail	Alt 4 DLRT Camden Glassboro Conrail	Alt 4 + BRT Combo	
						DLR Camden Glassboro Conrail	BRT Philadelphia Williamstown NJ42 & ACE
<b>Project Route Length</b>							
New	18.7 mi	17.0 mi	17.3 mi	17.1 mi	17.4 mi	17.4 mi	26.5 mi
Total	22.5 mi	20.8 mi	21.0 mi	20.8 mi	17.4 mi	17.4 mi	26.5 mi
<b>Project Stations</b>							
Existing NJ	2	2	2	2	1	1	1
Existing PA	4	4	4	4	0	0	0
New	7	7	8	10	13	13	7
Total	13	13	14	16	14	14	8
<b>2030 Daily Ridership</b>	23,800	23,000	22,700	23,700	18,600	14,900	9,100
New Transit Trips	7,000	8,100	7,700	10,200	10,900	13,000	
From PATCO	9,900	6,900	6,900	4,700	700	5,200	
From NJ Bus	6,900	8,000	8,100	8,800	7,000	5,800	
<b>Capital Cost Estimate</b>							
Present Value	\$ 2.4 B	\$ 2.1 B	\$ 2.5 B	\$ 3.0 B	\$ 1.3 B	\$ 1.3 B	\$ 0.2 B
Year of Expenditure	\$ 3.0 B	\$ 2.6 B	\$ 3.1 B	\$ 3.8 B	\$ 1.6 B	\$ 1.6 B	\$ 0.3 B
<b>Operating Cost Estimate</b>							
Incremental Annual O&M	\$ 44 M	\$ 41 M	\$ 43 M	\$ 44 M	\$ 29 M	\$ 29 M	\$ 32 M
<b>Travel Time</b>							
To Walter Rand TC	From Williamstown	From Glassboro	From Glassboro	From Glassboro	From Glassboro	From Glassboro	From Williamstown
Total Run Time	29 min	27 min	29 min	30 min	37 min	37 min	25 min
							Deptford 16 min

