



ATTACHMENT 8

Safety and Security Technical Report

Glassboro-Camden Line EIS
November 2020

Prepared by:



Prepared for:



Project information contained in this document, including estimated limits of disturbance that could result with construction or operation of the proposed GCL, is based on conceptual design parameters that represent a reasonably conservative basis for conducting environmental analyses. As the proposed GCL is advanced through preliminary engineering and construction, efforts will continue to be made to further refine the design and minimize the project footprint. These refinements may result in the potential to avoid and further reduce the adverse effects outlined in this document and as described within this Environmental Impact Statement.

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1 INTRODUCTION

This technical report describes New Jersey TRANSIT (NJ TRANSIT) and the Delaware River Port Authority/Port Authority Transit Corporation (DRPA/PATCO) efforts to provide safe and secure operations of transit services, vehicles, transit centers, light rail stations, park-and-ride lots and operating facilities associated with the proposed Glassboro-Camden Line project. Mitigation is identified as necessary.

1.1 Project Description

The Glassboro-Camden Line (“the proposed GCL” or “the proposed project”) is a proposed 18-mile expansion of transit service in Southern New Jersey that would traverse eleven communities between the City of Camden (Camden County) and the Borough of Glassboro (Gloucester County). The proposed GCL would restore passenger rail service primarily along an existing Conrail freight corridor using light rail vehicles similar to the NJ TRANSIT River LINE. In general, this new transit service would operate at-grade, but some portions would be grade-separated over existing roads and waterways. The proposed GCL would run on new dedicated tracks and/or be separated from the freight trains temporarily, allowing the current Conrail freight operations to continue. The proposed project would provide 14 new transit stations, including five walk-up stations and nine proposed park-and-ride facilities, and two vehicle maintenance facilities (VMF). The proposed GCL would provide connections (in Camden) to Philadelphia, Trenton, and other points in the region via the PATCO Speedline, the NJ TRANSIT River LINE, and NJ TRANSIT bus routes.

2 PRINCIPAL CONCLUSIONS

It is not anticipated that the proposed GCL would cause an increase or decrease in the demand for local law enforcement or emergency response services. The GCL will be designed in a manner that would not compromise the access to roads, buildings, neighborhoods, or the railway in the event of an emergency. NJ TRANSIT and/or DRPA would be responsible for providing transit police on GCL vehicles and at station areas. Patrolling vehicles and stations along the proposed GCL would be provided. No long-term negative impact on law enforcement or emergency response services would be anticipated.

Station platforms would be designed using Crime Prevention Through Environmental Design (CPTED) design principles to increase natural surveillance opportunities, and CCTV cameras would be placed on platforms at park-and-ride facilities. Other design elements at station areas such as blue light emergency phones and Passenger Assistance Telephones would be available at regular intervals. Further, the alignment would be fully grade separated from existing freight tracks, and temporarily separated in the southern portion from freight operations, with proper signal systems to reduce risk of train collisions. Gates with an active warning system would be used at all grade crossings, and provisions would be made to minimize conflicts between trains and automobiles, bicyclists, and pedestrians. As such, the design of the GCL is not anticipated to pose any significant adverse impacts with regards to safety and security.

NJ TRANSIT and DRPA are actively engaged in efforts to improve and reduce security threats to transit patrons and employees. Both agencies operate under a set of Standard Operating Procedures that are updated on an annual basis. All NJ TRANSIT and DPRA employees are identified with badges that provide

access to the NJ TRANSIT and DRPA facilities in which they work. With respect to emergency responder training, NJ TRANSIT has partnered with the New Jersey Emergency Preparedness Association and others to provide a rail safety course to emergency responders. Additionally, the New Jersey EMS Task Force has developed a Passenger Rail Security Plan that provides for first responders and EMS personnel the actions to take during a railway incident. Thus, no significant adverse impacts are anticipated due to the operations of the proposed GCL.

3 AFFECTED ENVIRONMENT

Public safety within the GCL corridor is provided by the police departments, fire departments, and emergency response units of the municipalities along the corridor. NJ TRANSIT and DRPA/PATCO provide law enforcement on transit vehicles for current transit services, including those that utilize the existing Walter Rand Transportation Center (WRTC), as well as at other transit stations and at park-and-ride lots. Transit Police provide roving patrols at NJ TRANSIT and DRPA/PATCO facilities and on vehicles. Surveillance of transit stations and vehicles are conducted through monitoring of Closed Circuit Televisions (CCTVs) placed on each station platform and in park-and-ride facilities. On-board video cameras are also installed on trains to monitor passengers and provide a live feed that can be observed by police and operations personnel. Transit Police and fare inspectors provide roving fare inspection services on NJ TRANSIT and DRPA/PATCO vehicles and at stations. Blue light emergency phones are located on station platforms and throughout the park-and-ride facilities. Passenger assistance phones for non-emergency use are located on ticket vending machines that are also located on the station platforms.

3.1 Law Enforcement and Transit Services

Within NJ TRANSIT specifically, the New Jersey Transit Police Department (NJTPD) is a special unit with the primary mission of ensuring a safe and orderly environment within the transit system, promoting the confidence of the riding public and enhancing the maximum use of the transit system. The NJTPD is the only transit policing agency in the country with statewide authority and jurisdiction. The current, authorized strength of the Department includes 220 sworn officers and 67 non-sworn members (which include Fare Enforcement Inspectors) serving the more than 400,000 commuters who use the NJ TRANSIT system daily. NJTPD officers spend the majority of their time patrolling buses, trains and stations. In addition to patrolling vehicles and stations along the proposed GCL, NJTPD would also be responsible for providing for emergency response to all proposed stations. Should an incident occur, transit police would work with the local law enforcement with jurisdiction to apprehend criminals, if necessary.

The DRPA Police Department is a division of DRPA that provides police services on all DRPA properties and on the PATCO Speedline. It consists of 145 sworn law enforcement officers, 17 dispatchers, 3 Homeland Security members, and 5 administrative coordinators. The department has multiple units including K-9, Marine, Community, Vehicle, Bicycle, High Angle Rescue, and Professional Standards Unit.

The department's primary responsibilities consist of:

1. Patrolling, providing safety and preserving order upon the bridges, tunnels, approaches to the rapid transit system, facilities, and other property owned by the DRPA;
2. Protecting life and property;
3. Preventing, detecting and investigating acts of terrorism;
4. Preventing, detecting and investigating violations of law and arresting or citing violators;
5. Enforcing the laws of the Commonwealth of PA and State of New Jersey; and
6. Enforcing all DRPA/PATCO rules and regulations.

In addition to the transit police, NJ TRANSIT and DRPA utilize Crime Prevention Through Environmental Design (CPTED) concepts within their facilities to deter criminal activity. The basic principle of CPTED is to increase natural surveillance by providing good sight-lines and avoiding conditions such as tall landscaping and other features that can provide individuals with areas to hide or ways to obstruct mechanical methods of surveillance such as CCTV cameras.

3.2 Local Law Enforcement Services

3.2.1 Camden County Police Department

The Camden County Police Department is a county-wide police agency. The City of Camden, the County of Camden and the Governor's office entered a Memorandum of Understanding (MOU) regarding the advancement of the Camden County Police Department. According to that MOU, the City and County expressed a willingness to form a new county wide police department, which is available to all municipalities on a voluntary basis. The Camden County Police Department provides law enforcement within the City of Camden. This new department took over primary responsibility for policing the City of Camden on May 1, 2013. As of January 26, 2018, the Camden County Police Department consists of one chief, two deputy chiefs, five captains, 16 lieutenants, 53 sergeants, 339 sworn officers, 83 part-time special law enforcement officers, and 45 civilian staff.

3.2.2 Camden County Sheriff's Office

The Camden County Sheriff's Office provides additional law enforcement in Camden County. The primary functions performed by the Sheriff's Office include responsibilities in both civil and criminal areas of the law. These responsibilities include:

- Court Security Bureau - Providing security for the Hall of Justice Complex which includes 29 courtrooms.
- Investigations Bureau - Includes the Special Investigations Bureau which is responsible for the apprehension of all county fugitives and the Missing Persons Unit.
- Bureau of Criminal Identification - Maintains photographs, fingerprints and criminal histories of all persons arrested for an indictable offense in the county.
- Civil Process Bureau - Oversees the service of summonses and complaints, writs of execution, execution of judgments, and foreclosure sales of real property.

As of January 26, 2018, the Camden County Sheriff's Department consists of one Sheriff, one Undersheriff, four Sheriff's Investigators, 135 Sheriff's Officers, two Captains, seven lieutenants, 24 sergeants, 30 part-time Special Law Enforcement Officers (SLEOs), and 34 civilian staff members.

3.2.3 Camden County Crime Prevention Unit

The Camden County Crime Prevention Unit, working in conjunction with the Camden County Park Police, is designed to coordinate crime prevention efforts throughout the Camden County. With the help of local and county law enforcement agencies, the unit has developed various ways to protect Camden County residents through education and awareness.

3.2.4 Gloucester County Sheriff's Office

The Gloucester County Sheriff's Office provides law enforcement within Gloucester County. Some of the Sheriff's responsibilities include:

- Field Services Bureau - Includes the Special Investigation Unit which is responsible for the apprehension of all county fugitives.
- Criminal Identification Unit - Maintains photographs, fingerprints and criminal histories of all persons arrested for an indictable offense in the county.
- Civil Process Unit - Oversees the service of summonses and complaints, writs of execution, execution of judgments, and foreclosure sales of real property.

As of January 26, 2018, the total staff numbers 104, which includes the Sheriff, two Undersheriff's, one Chief, one Captain, one Chief Warrant Officer, seven investigators, two Lieutenants, 11 Sergeants, 61 Sheriff's Officers, and 17 civilian staff.

3.2.5 Gloucester City Police Department

The Gloucester City Police Department provides law enforcement to the citizens of Gloucester City. The department includes a Patrol Division, Detective Bureau, Fatal Accident Investigative Unit and School Resource Officers. As of January 26, 2018, the department consists of one chief, one captain, one lieutenant, six sergeant, and 21 officers.

3.2.6 Brooklawn Police Department

The Brooklawn Police Department provides police services within the borough of Brooklawn, in Camden County. As of January 26, 2018, the Department consists of a Chief of Police, one Sergeant, five full-time officers, and 2 part time officers.

3.2.7 Rutgers University Police Department

The Rutgers University campus in Camden County has its own Police Department. As of January 26, 2018, it consists of 22 full-time police officers, 61 security guards, and four dispatchers. Rutgers Police Department is one of twelve law enforcement agencies within the State of New Jersey to have earned advanced law enforcement accreditation. It is one of 49 college or university police departments

worldwide to receive the accreditation. Police officers are fully trained and armed with the authority to make arrests. Rutgers Police Officers patrol the campus 24 hours a day, 365 days a year. Officers patrol the campus in vehicles, bicycles and on foot.

3.2.8 Cooper University Hospital

Cooper University Hospital has a large force of Security Officers. These officers patrol the Cooper campus around the clock, both on foot and in vehicles. To supplement the hospital's security force, Cooper University Hospital contracted with the Camden County Sheriff's office in February of 2011. Their uniformed officers help patrol the Health Sciences Campus throughout the week.

3.2.9 Municipal Law Enforcement within Gloucester County

Several municipalities and townships operate their own law enforcement within Gloucester County. Woodbury, Woodbury Heights, Westville, West Deptford, Wenonah, Mantua, Pitman and Glassboro are municipalities along the GCL corridor that each operate municipal police departments. As of May 2018, the departments included the following staffing:

- **Westville Police Department**

The Westville Police Department consists of one police chief, one lieutenant, one sergeant, two part-time officers, nine full-time officers, and one detective.

- **Woodbury Police Department**

The Woodbury City Police Department consists of one police chief, one captain, one lieutenant, six sergeants, four detectives, fifteen full time officers, and eight part-time officers.

- **Woodbury Heights Police Department**

The Woodbury Heights Police Department consists of one police chief, one investigator, seven full-time officers, and one part-time officer.

- **Pitman Police Department**

The Pitman Police Department consists of one police chief, one captain, two sergeants, one corporal, nine full-time officers, and two part-time officers.

- **Glassboro Police Department**

The Glassboro Police Department consists of one police chief, one deputy police chief, four lieutenants, four detectives, one evidence officer, one background investigator, one community services officer, five sergeants, five corporals, 25 full-time officers, and six part-time officers.

3.2.10 Rowan University Department of Public Safety

Rowan University, in Glassboro, has its own Department of Public Safety which is fully accredited through the Commission on Accreditation of Law Enforcement Agencies. The campus is patrolled 24 hours a day, seven days a week. Officers patrol the campus in cars, on bicycles and on foot. There are over 100 emergency phones located on campus.

3.3 Emergency Room Response Services

GCL Camden County corridor towns provide Emergency Medical Services (EMS) with firefighters, emergency medical technicians, and Basic Life Support (BLS) ambulances. Virtua Health System provides Advanced Life Support (ALS) services in Camden County and Cooper University Health Care provides ALS services for the City of Camden. Gloucester County EMS is the first county based EMS in the state of New Jersey and contains 19 member municipalities. It has a fleet of over 34 ambulances, multiple support vehicles, and 200 dedicated staff members responding from thirteen EMS stations. GCL Gloucester County municipalities that have not joined the County EMS include Deptford, Westville, and Woodbury Heights which provide their own EMS. ALS in Gloucester County is provided by Inspira Health Network.

4 IMPACT ASSESSMENT

Both NJ TRANSIT and DRPA consider safety and security management an integral part of their mission for developing and operating an effective light rail system. Construction and operation of the proposed project would bring with it the potential for conflicts with automobiles and pedestrians. Safety and security planning strives to avoid such conflicts and ensure the safety of transit patrons at or near station areas, as well as of the traveling general public. In addition, public involvement efforts have highlighted public concern for potential criminal activity on transit vehicles and/or near to transit stations. This too is a consideration in the development of the proposed GCL. NJ TRANSIT and DRPA use a combination of design, public education and operations measures to lower the potential for crime and to minimize potential conflicts among trains, people and other vehicles.

4.1 No-Action Alternative

The No-Action Alternative would have no impact on safety and security within the project corridor. The Camden County Police Department, Gloucester County Sherriff's Department and other local law enforcement units would continue to provide public safety services currently afforded along the proposed project corridor. Additional resources beyond those already planned for future potential growth would not be warranted.

4.2 The Proposed GCL

4.2.1 Impacts to Local Law Enforcement Services

It is not anticipated that the proposed GCL would cause an increase or decrease in the demand for local law enforcement services. NJ TRANSIT and/or DRPA would be responsible for providing transit police on GCL vehicles and at station areas. In addition to patrolling vehicles and stations along the proposed GCL, emergency response at all proposed stations would be provided.

In using CPTED concepts, NJ TRANSIT and/or DRPA are committed to deterring criminal activity at the proposed stations and along the project corridor. According to these concepts, station areas should be easily accessible to law enforcement personnel and should maximize opportunities for natural surveillance.

The design elements of the proposed light rail and the procedures of the NJ TRANSIT and DRPA indicate that proactive measures are being taken to provide safe and secure transit operations. The proposed light rail would provide a center of activity at the transit stations that would provide the opportunity for increased pedestrian traffic and more natural surveillance of the transit facilities and the surrounding community, resulting in a positive impact on safety and security within the communities. No long-term negative impact on safety and security, or law enforcement services, would be anticipated.

4.2.2 Design Elements to Provide Safe Operations

4.2.2.1 Station Platforms and Park-and-Ride Facilities

The station platforms are being designed using CPTED design principles to increase natural surveillance opportunities. CCTV cameras would be placed on every platform and within park-and-ride facilities and monitored by Transit Police and NJ TRANSIT and/or DRPA Operations personnel. Blue light emergency phones would be available at regular intervals at park-and-ride locations. The ticket vending machines would contain Passenger Assistance Telephones that would link to the central control center. Transit Police would provide roving patrols along the corridor, at stations, and at the proposed park-and-ride facilities. Transit Police would also monitor proof of payment. Intercoms on transit vehicles would be used to make emergency announcements. Each station platform would be equipped with a public notification system to inform transit users of emergency procedures. Safety elements that would be put in place for multi-use paths and access to the station and park-and-ride lots would include transition walkways; blue light emergency phones; limited entry and exit points; and provisions for persons with disabilities.

4.2.2.2 Rail Safety

Most of the proposed alignment would operate within the existing Conrail right-of-way. The design includes separation of the existing freight tracks and the proposed light rail tracks in Camden, with dedicated light rail tracks for GCL trains. Freight traffic and the GCL light rail are also separated in the same right-of-way north of Woodbury. Fencing would be placed between the existing freight and proposed light rail tracks at designated locations, specifically, the proposed stations. There will be separation of at least 17 feet (typically 25 feet or more) between the existing freight tracks and the proposed light rail tracks to provide for safe operation of both corridors and for the safety of maintenance-of-way personnel. South of Woodbury, through the remainder of the corridor, freight and light rail would share tracks with temporal separation; freight trains would be limited to operating on one track in the evening and on two tracks during overnight hours in this portion of the corridor. A signaling system solution will be implemented to “lock out” portions of the corridor for freight or passenger service and prevent trains from one service (freight or passenger) from interacting with the other; similar solutions have been implemented on the NJ TRANSIT River LINE. An intrusion detection system will also be used to alert authorities in the event of a derailment of either a light rail vehicle or freight train.

Gates with an active warning system would be used at all grade crossings. As required by the Federal Railroad Administration (FRA), horns would be used to alert motorists, pedestrians and bicyclists that a train is approaching the crossing.

The federal requirement that train horns be sounded at every grade crossing in or near communities has sparked a number of questions with regard to the establishment of quiet zones. A quiet zone, designated by the FRA, is a section of a rail line where alternative safety measures have been put in place waiving the requirement that locomotives blow their horns when approaching grade crossings. This does not preclude the use of horns at times when safety dictates their use. Under the rule, the entity with jurisdiction over the road that crosses the tracks must apply for the quiet zone. To obtain a quiet zone designation, the applicant typically bears the cost of improvements to the crossing that make the crossing at least as safe as it would be if locomotives continued to sound their horns. Improvements vary by crossing; they can include physical barriers (four quadrant gates, median barriers) and/or alternative safety measures (programmed enforcement, public education). Quiet zones are not proposed as part of the GCL, but at-grade crossings are being designed with four quadrant gates, providing the opportunity for jurisdictional entities to apply for a quiet zone if so desired.

4.2.2.3 Vehicular, Bicycle, and Pedestrian Safety

Provisions would be made to minimize conflicts between trains and automobiles, bicyclists, and pedestrians. Rail crossings would be limited to dedicated locations and clearly marked with signage. Rail crossing gates would be used to stop vehicles at the railroad tracks and the gates would include an active warning system that would alert authorities of any interference with the gates. Bicycle and pedestrian crossings (including walkways and crosswalk signal boxes) would be provided at rail crossings. Pedestrian and bicycle crossings would also be provided between the park-and-ride facilities and the station platforms. Fencing would be placed along the edge of retaining walls and in designated locations to deter pedestrian intrusion in the rail right of way. Locations for fencing will be identified during preliminary engineering in coordination with the transit operator's risk management and safety departments following completion of the preliminary hazard assessments.

4.2.2.4 Operational Provisions for Safety and Security

NJ TRANSIT and DRPA oversee the security operations of their transit facilities and vehicles and manage the safety review of all plans for capital improvements such as light rail. NJ TRANSIT and DRPA also oversee the safety certification process with the Federal Transit Administration (FTA), New Jersey State Safety Oversight (NJSSO) and ensure that the design criteria for proposed projects address the requirements of the Project Management Plan (PMP) and Safety and Security Management Plan (SSMP). Responsibilities also include the application of the design criteria during the design and construction phases of the proposed project.

NJ TRANSIT and DRPA are actively engaged in efforts to improve and reduce security threats to transit patrons and employees. Both agencies operate under a set of Standard Operating Procedures that are updated on an annual basis. All NJ TRANSIT and DRPA employees are identified with badges that provide access to the NJ TRANSIT and DRPA facilities in which they work.

4.2.2.5 *Training and Education Provisions for Safety and Security*

NJ TRANSIT and DRPA engage in activities to promote rail safety and public awareness. They frequently partner with NJ Operation Lifesaver (NJOL) which is a nonprofit, public safety education and awareness organization dedicated to reducing collisions, fatalities, and injuries at highway-rail crossings and trespassing on or near railroad tracks. NJOL promotes rail safety through public awareness campaigns and education initiatives, including presentations to schools, driver education classes, community events, law enforcement officers, and emergency responders.

The GCL project is also not anticipated to cause an increase or decrease in the demand for local emergency response services. The GCL project will be designed in a manner that would not compromise the access to roads, buildings, neighborhoods, or the railway in the event of an emergency.

With respect to emergency responder training, NJ TRANSIT has partnered with the New Jersey Emergency Preparedness Association and others to provide a rail safety course to emergency responders. The course addresses the importance of safety awareness, rail equipment with which first responders should be familiar, station hazards, train emergency shutdown procedures, emergency brakes, emergency door release handles, trap doors, and emergency window operations. Additionally, the New Jersey EMS Task Force has developed a Passenger Rail Security Plan that provides for first responders and EMS personnel the actions to take during a railway incident.

5 MITIGATION

Safety and security plans, programs, and measures will be developed for the GCL as the project moves into Preliminary Engineering and Final Design phases. Safety and security programs and measures will be incorporated into the proposed GCL and would be comparable to those of NJ TRANSIT and DRPA's existing programs. These programs and measures are designed to adapt and respond to public concerns and questions regarding safety issues related to specific conditions that may occur throughout the system, including issues identified in public comments.

As it has during the development of the Draft EIS, final design and operations planning for the project will continue to allow NJ TRANSIT and DRPA to develop and refine specific safety and security measures in consultation with the public and the corridor jurisdictions. Potential measures to address safety and security concerns along the GCL alignment include increasing the number of education programs at schools and community events, installing bilingual "No Trespassing" signs and installing right-of-way fencing at key locations.

Additionally, NJ TRANSIT and DRPA will be required by FTA to prepare a Safety and Security Management Plan. This plan will define the safety and security activities and methods for identifying, evaluating, and resolving potential safety hazards and security vulnerabilities.

The design elements listed in Section 4.2.2, "Design Elements to Provide Safe Operations," will be included in the project design to provide for safe and secure operations of the proposed GCL. NJ TRANSIT and DPRA

will also continue its public outreach regarding driver and pedestrian safety within the project corridor to minimize potential for conflicts that could occur.