WELCOME

GCL
GLASSBORO-CAMDEN LINE

In Spring 2010, the GCL EIS Project Team held three public scoping meetings to kick off the Glassboro-Camden Line Environmental Impact Statement (EIS). At tonight's Public Scoping Review Meeting, please join the GCL EIS Project Team to review the outcome of those meetings as the Project Team advances the Draft EIS.

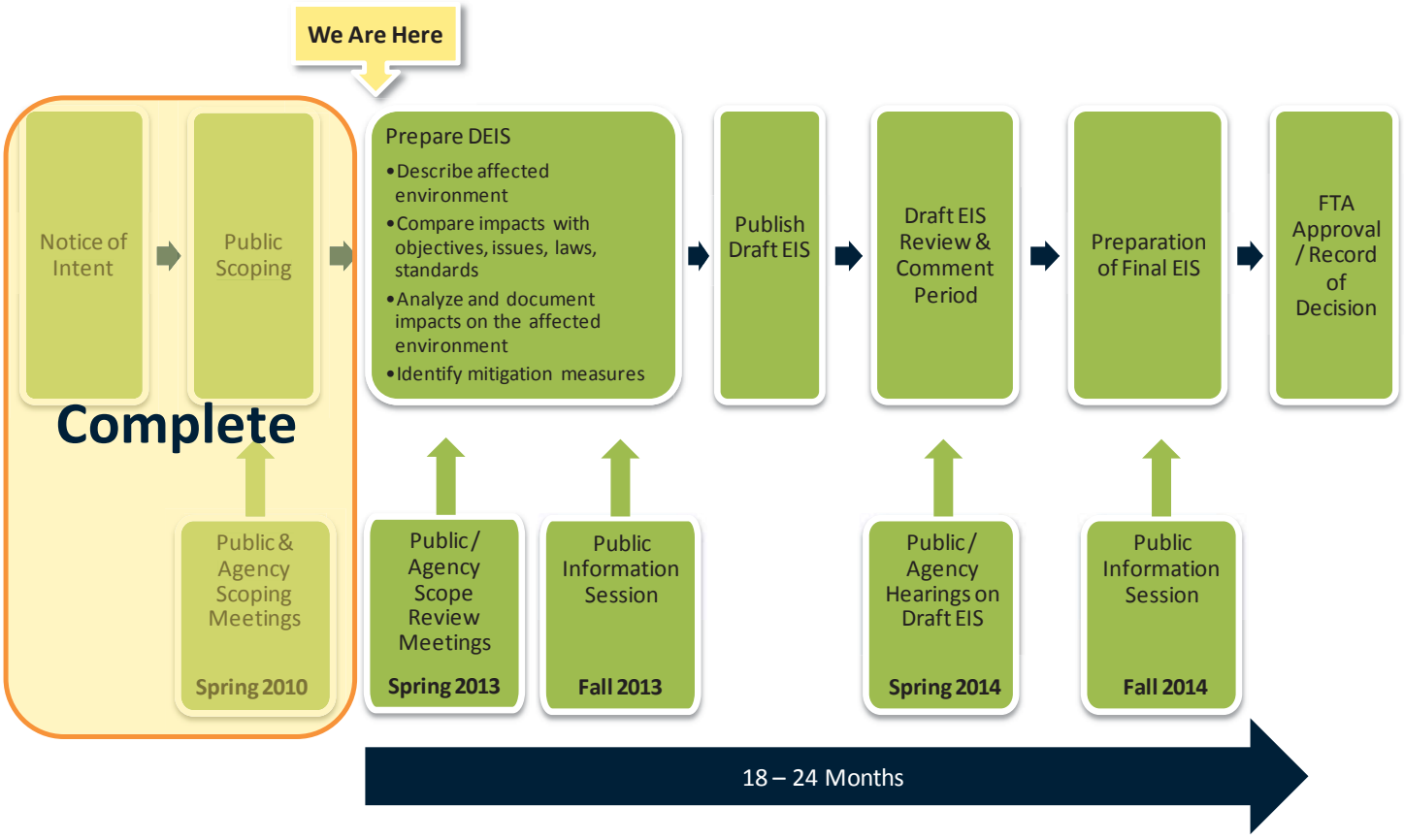
Topics of Discussion:

- Overview of the project
- Environmental Impact Statement (EIS) process
- Summary of public comments
- Insight to current environmental studies

Learn more about the EIS by interacting with the Project Team and viewing the numerous information boards that are on hand.

EIS Process

GCL
GLASSBORO-CAMDEN LINE



What is an EIS?
A formal document that records the potential social, economic, and environmental impacts of a project, and proposes measures to mitigate any adverse impacts.

What is Scoping?
Scoping is an open process to determine the breadth of issues to be resolved by a proposed project. Scoping for the GCL EIS occurred in Spring 2010. Scoping is an important part of the National Environmental Policy Act (NEPA) process and serves as an opportunity for the public and government agencies to provide input at the initiation of an EIS.

Scoping Summary

GCL
GLASSBORO-CAMDEN LINE

When did the Scoping phase occur?

- Scoping for the GCL occurred in 2010
  - Notice of Intent (NOI) published April 19, 2010
  - Agency Scoping Meeting: May 3, 2010
  - Public Scoping Meetings: May 6 and 11, 2010

What topics did Scoping consider?

- Opportunity for public and agency comment on the GCL:
  - Purpose and Need
  - Alternatives
  - Environmental Assessments

How many people were involved in Scoping?

- Public comments were received at the three May meetings and during the comment period through June 2010
  - 176 people attended the meetings
  - 190 public comments received overall

What comments did the public make about the Alternatives?

- Many comments received regarding:
  - Alternatives studied previously during the AA
  - Options for project alignments in Camden
  - Coordination with NJ TRANSIT River LINE
  - Station locations
  - Parking at stations
  - 24-hour and late night service
  - Express service
  - Fare coordination with PATCO
  - Bus & transit connections

How will our comments be addressed by the EIS?

- Draft EIS analyses and chapters:
  - Alternatives Refinement
  - Operations Plan
  - Station Site Plans
  - Traffic and Transportation EIS Chapter

Scoping Summary

GLASSBORO-CAMDEN LINE

What comments were made about impacts to the environment and communities?

- Many comments received regarding the areas potentially impacted by the GCL:
  - Noise and Vibration impacts
    - Potential for Quiet Zone implementation
  - Preservation of trees and vegetation along the railroad right-of-way
  - Grade crossings and station area safety
  - Air quality and traffic impacts at grade crossings
  - Regional impacts to air quality and energy usage
  - Historic structures and districts
  - Socio-economic impacts of improving transit connections

How will our comments about environmental and community impacts be addressed?

- These comments will be addressed by several key technical studies in the Draft EIS :
  - Land Use
  - Noise and Vibration
  - Air Quality
  - Traffic and Transportation
  - Historic / Archaeological Resources
  - Natural / Water Resources
  - Environmental Justice
  - Construction Impacts
  - Indirect and Cumulative Impacts
- Major potential impacts and benefits of the GCL will identified, and Mitigation Measures developed

GCL Goals

GLASSBORO-CAMDEN LINE

Goal 1: Provide More Transit Choices and Improved Quality of Service

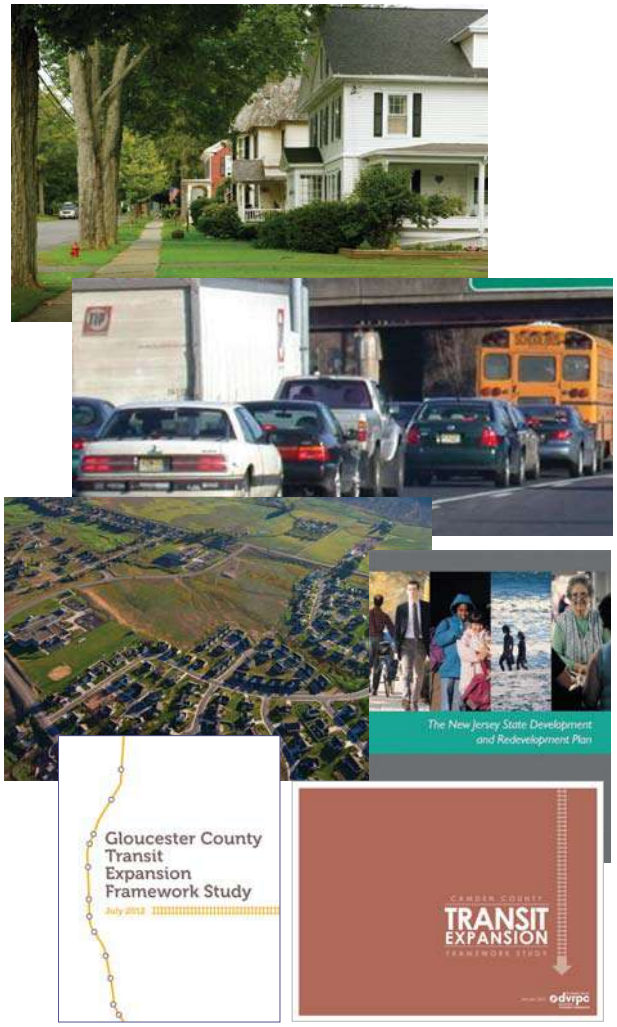
Goal 2: Develop a Transit Network that Improves Links between People and Activity Centers

Goal 3: Reduce Highway Congestion with Competitive Transit Investments

Goal 4: Maximize Existing Transportation Assets and Minimize Impacts to the Environment

Goal 5: Support State and Local Planned Growth Initiatives

Goal 6: Promote Economic Development and Improve Quality of Life



Alternatives to be Studied

GCL
GLASSBORO-CAMDEN LINE

Light Rail Alternative

Diesel-powered light rail service between Glassboro and Camden. The 18-mile corridor would primarily share the existing Conrail freight alignment, which is roughly parallel to Woodbury-Glassboro Road and NJ Route 45. The northern segment in Camden would follow a new right-of-way adjacent to I-676 before entering an in-street alignment to reach Walter Rand Transportation Center. This alternative would operate on new dedicated tracks and/or sharing portions of Conrail track. Approximately fourteen (14) new stations would be located along the alignment.

Transportation System Management (TSM) Alternative

Consists of enhancements and upgrades to the existing transportation system to address needs and purpose of the project at less capital cost. Upgrades can include bus route restructuring and headway reductions, express and limited-stop service, intersection improvements, and other limited infrastructure improvements that enhance the transportation system.

No Action Alternative

Future conditions without the GCL. Includes any planned improvements that have been identified and are expected to be implemented. This alternative serves as a means of comparing and evaluating the impacts and benefits of the GCL alternatives.

Corridor Map

Glassboro-Camden Line Light Rail Transit

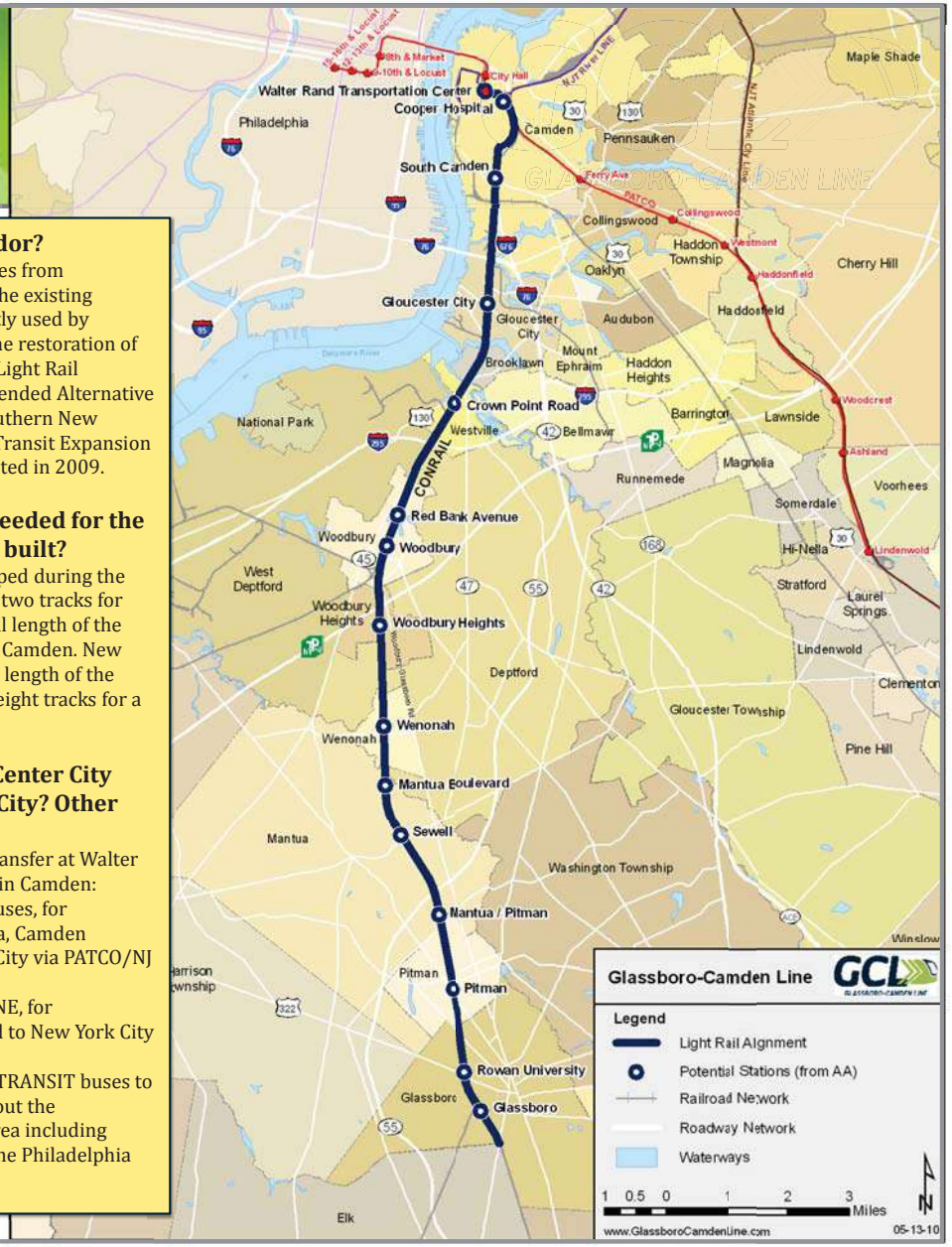
- 18-mile corridor along existing Conrail freight ROW
- Passes through 12 communities:
  - ❑ Glassboro
  - ❑ Pitman
  - ❑ Sewell
  - ❑ Mantua Township
  - ❑ Deptford Township
  - ❑ Wenonah
  - ❑ Woodbury Heights
  - ❑ Woodbury
  - ❑ Westville
  - ❑ Brooklawn
  - ❑ Gloucester City
  - ❑ Camden
- 18,000 Riders Daily by 2030
- Projected Capital Cost = $1.6B
- 14 proposed stations
- Transfer at WRTC to River LINE or PATCO Speed line

Where is the GCL corridor?
The 18-mile corridor stretches from Glassboro to Camden along the existing railroad right-of-way currently used by Conrail for freight service. The restoration of rail passenger service using Light Rail technology was the Recommended Alternative selected as a result of the Southern New Jersey to Philadelphia Mass Transit Expansion Alternatives Analysis completed in 2009.

How many tracks are needed for the new line? Will more be built?
The conceptual plans developed during the Alternatives Analysis call for two tracks for light rail service along the full length of the alignment from Glassboro to Camden. New tracks may be built along the length of the line, or the GCL may share freight tracks for a portion of the line.

Will I be able to get to Center City Philadelphia? Atlantic City? Other places?
Travelers would be able to transfer at Walter Rand Transportation Center in Camden:
- to PATCO or NJ TRANSIT buses, for connections to Philadelphia, Camden County, as well as Atlantic City via PATCO/NJ TRANSIT rail; or
- to the NJ TRANSIT RiverLINE, for connections to Trenton and to New York City via the Northeast Corridor.

Transfers from PATCO or NJ TRANSIT buses to SEPTA can take you throughout the Philadelphia metropolitan area including connections to Amtrak and the Philadelphia International Airport.



Proposed Stations & Travel Times

GCL GLASSBORO-CAMDEN LINE

What will the stations look like?

Station types will vary between small, walk-up stations in the center of existing communities and larger, park-and-ride facilities built near major roadways. Stations will be similar in scale and design to stations on the River Line. The GCL EIS Project Team will work with each community in planning the configurations of stations during the EIS phase.

How often will the trains come?

Trains would operate as frequently as every 7.5 minutes in each direction during the peak periods (morning and evening rush hours) and every 15 minutes during the off-peak. Less frequent service would be provided during early morning and late evening. An anticipated operations plan will be developed and refined during the EIS phase to account for new information based on demand and ridership.

How late will trains run?

Trains would operate until around midnight every night. The operating plan will be developed further during the EIS phase.

Estimated Travel Times Between Select Locations

From	To Woodbury	To Camden	To Philadelphia (via transfer to PATCO)
Glassboro	17 - 22 min	35 - 40 min	45 - 55 min
Mantua	7 - 12 min	25 - 30 min	35 - 45 min
Woodbury	--	17 - 22 min	28 - 35 min

Station	Location	Major Activity Center	Time to Walter Rand TC	Station Access
Walter Rand TC	MLK Blvd./Broadway	Camden Business District, Waterfront, Rutgers		Rail, NJT Bus
Cooper Hospital	Haddon Ave / Cooper Plaza	Cooper University Hospital, Campbell's Soup	2 min	Walk-up only, NJT Bus
South Camden	Ferry Ave / Broadway	Virtua West Jersey Hospital	5 min	Park+Ride, Walk-up only, Rail
Gloucester City	Market Street to Monmouth Street	Gloucester City Business District	9 min	Walk-up only, NJT Bus
Crown Point Road	Rt 130 / Gateway Blvd (Rt.45)	Westville Business District	13 min	Park+Ride, NJT Bus
Red Bank Avenue	Red Bank Ave near Broad Street	Inspira Medical Center Woodbury	16 min	Park+Ride, NJT Bus
Cooper Street	Cooper Street / Railroad Ave	Woodbury Business District, County Government	18 min	Park+Ride, NJT Bus
Woodbury Heights	Elm Street / West Jersey Ave		21 min	Park+Ride, NJT Bus
Wenonah	Mantua Ave / West Ave		24 min	Walk-up only, NJT Bus
Mantua Blvd.	Mantua Blvd. west of Conrail		26 min	Park+Ride
Sewell	Center Ave / Atlantic Ave	Sewell Business District	28 min	Park+Ride, NJT Bus
Mantua / Pitman	Tyler's Mill Rd (near Rt-55)		30 min	Park+Ride
Pitman	Pitman Ave / W. Jersey Ave	Pitman Business District	32 min	Walk-up only
Rowan University	Mullica Hill Rd (Rt 322)	Rowan University	35 min	Walk-up only, NJT Bus
Glassboro	Sewell Street / Union Street	Glassboro Business District	37 min	Park+Ride, NJT Bus

Legend

Park+Ride | Walk-up only, no parking | NJT Bus | Rail

Light Rail Characteristics

GCL
GLASSBORO-CAMDEN LINE

- Self-Powered Diesel-Electric Vehicle
- Can operate at speeds up to 65 mph in isolated areas. Estimated average speed between Glassboro and Camden is 30 mph (includes station stops).
- Vehicle will have Low Floors with Low Platforms for Easy Level Boarding
- Typical average Stations Spacing of 1 to 2 miles
- Has Capacity of up to 300 passengers per 2-car train
- Can operate in railroad right-of-way and in-street
- Will operate every 7.5 minutes during the Peak hours and 15 minutes during Off-peak hours

What is Light Rail technology?
Light rail technology refers to trains that are smaller and quieter than conventional commuter rail trains such as those operated by SEPTA and NJ TRANSIT. The type of trains anticipated to be used on the GCL corridor would be similar to those used on the NJ TRANSIT River LINE. Key characteristics of light rail include level boarding and the ability to operate on both a railroad right-of-way and an in-street alignment.

Who will operate the new service?
At this time, a determination has not been made on the operator for the GCL.

How much noise will the new trains make?
A full study of the noise impacts of the new line will be conducted during the EIS phase. This will include identifying potential mitigation measures, including quiet zones and other techniques, for locations heavily impacted by noise.

How will traffic be affected in my town? Will the gate closings cause traffic jams during the morning rush?
A traffic analysis will be performed during the EIS phase that will evaluate the traffic delay at grade crossings along the line and assess the level of impact.

GCL Timeline

GLASSBORO-CAMDEN LINE

Contact Us

For more information about the GCL EIS:

On-line at www.GlassboroCamdenLine.com

Through the Project Information line: (856) 595-4GCL

Written questions may be submitted to:
Ms. Victoria Malaszecki, Public Involvement Liaison
Envision Consultants, Ltd.
PO Box 536
Mullica Hill, NJ 08062

Email:
publicinvolvement@GlassboroCamdenLine.com