

Is it true trains will run every 15 minutes?

Yes. As currently planned, GCL light rail vehicles will operate every 15 minutes in each direction during the day and early evening and every 30 minutes later in the evening. A car in each direction, every 15 minutes, equates to eight (four northbound and four southbound) cars per hour. The exact time interval between cars traveling (north or south) at any specific point along the line cannot be determined until a final schedule is prepared prior to the line being placed in operation.

Is it true GCL light rail will cut off many people from any type of emergency help?

No. 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. Unlike freight trains, GCL light rail vehicles would take a short period of time to travel through roadway intersections, typically less than the duration of a red light. In addition, vehicles will be equipped to communicate with emergency responders and partnerships formed with the New Jersey Emergency Preparedness Association and others to provide rail safety training courses to emergency responders.

Is it true light rail will bring crime to my neighborhood?

No. Several recent studies conducted throughout the country suggest that the presence of a transit station does not impact the amount of crime in a neighborhood. University of Pennsylvania researchers published the results of their comprehensive analysis in which they measured crime rates in areas near all L.A. Metro rail lines from 1988 to 2014. They found that rail in L.A. had zero impact on crime, writing, "It appears that the concern that crime is a consequence of transit expansion is overstated."

FUNDING

Is it true the GCL was denied Federal Transit Authority (FTA) funding?

No. As a state-funded transportation project, the GCL has not applied for or been denied federal funding.

Is it true it will cost \$200 million for just the preliminary engineering design?

No. The funding allocation for the next phase of the project is for several aspects, including preliminary engineering design, program management, sub-surface investigation of utilities along the right-of-way, and geotechnical survey/utility relocations.

Is it true the GCL may be subsidized to pay for operating costs?

Yes. All public transportation is subsidized in some capacity nationwide. However, there are benefits for everyone, even if you aren't a user, because the community has more economic development, better mobility, and access to jobs.

QUIET ZONES

Is it true there will be no out of pocket cost for towns who choose to apply for quiet zones?

Yes. There will be no cost to the towns along the corridor who choose to apply for quiet zone designation. The forward-thinking of the GCL project planning includes the design and funding for the infrastructure, and technology required to meet current quiet zone requirements. The GCL project will pay for the engineering and installation of the infrastructure and equipment necessary for a quiet zone designation.

PROPERTY IMPACTS

Is it true property values will decrease?

No. A recent APTA & National Association of REALTORS® study, "The Real Estate Mantra: Locate Near Public Transportation", found that home values near transit performed 42% better than other areas.

Is it true a lot of homes and businesses will be lost through eminent domain?

No. The 18-mile route was thoughtfully planned with minimal property acquisition requirements. The selected route maximizes the use of an underutilized existing track area right of way. In certain areas, small, thin pieces of property parcels ('slivers') may be required to install landscaping, buffering and screening areas.

The majority of the property acquisitions are classified as 'slivers'. The Environmental Impact Study (EIS) outlines the largest extent of property impacts and acquisitions for the project:

- **Camden County** – A total of 69 parcels may be impacted (35 slivers, 22 partials, 12 full)
- **Gloucester County** – A total of 142 parcels may be impacted (105 slivers, 10 partials, 27 full)

During the preliminary engineering design phase, the requirements will be examined closely to minimize these impacts.

WENONAH

Is it true the Wenonah Station was removed because of a town vote?

No. Locations of rail stations nationwide are not selected based on town referendums. Stations are determined by in-depth feasibility and analysis studies in conjunction with state and local stakeholders. These locations are then extensively studied during an Environmental Impact Study (EIS) phase. The Wenonah Station was removed during the early planning stages of the project and remained in during the EIS phase in case it would be added at a future date.

Is it true the Wenonah Natural Preserve Area will be lost through eminent domain?

No. The GCL project does not require land areas from the preserve.

WOODBURY HEIGHTS

Is it true the project will demolish Veterans Park in Woodbury Heights for train tracks?

No. The GCL Project was thoughtfully planned with minimal property acquisition requirements. In certain areas, small, thin pieces of parcels (sliver parcels) may be required to install landscaping, buffering and screening areas. An example of this is Veterans Park in Woodbury Heights. The additional GCL track will be in the existing track bed area and a tiny area of the park may be utilized for landscaping enhancements.



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Is it true?

Frequently Asked Questions Answered

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GENERAL QUESTIONS

Is it true the GCL is a vital transportation link for South Jersey?

Yes. The Glassboro-Camden Line (GCL) will significantly impact transportation in South Jersey. The new commuter rail line will benefit commuters while strengthening communities, creating jobs, bolstering economies, and promoting economic development. In addition, the GCL will provide a convenient transportation option for workers, students, and those who want easy access to the many cultural, recreational, educational, economic, and medical resources in the Philadelphia-Camden metropolitan area.

Is it true that passenger trains traversed the GCL towns before?

Yes. Passenger rail service is not new to Camden and Gloucester Counties. The GCL restores passenger rail service along an existing rail line and will make station stops in Glassboro, Pitman, Sewell, Mantua Township, Woodbury Heights, Woodbury, Westville, Gloucester City, and Camden.

Is it true there have been no public meetings, outreach, or notice for the project?

No. Community involvement is and has been a vital part of the GCL project from the start. The project team has hosted more than 100 public outreach and stakeholder meetings to date. In addition, the project team launched a comprehensive website that places all the latest project information and resources right at the fingertips of everyone interested in the project.

Is it true the GCL will improve pedestrian safety along the corridor?

Yes. Safety is paramount to all aspects of the GCL project. The project involves upgrading the safety of the corridor at the crossings and along the right-of-way.

Pedestrian and bicycle walkways and crossings would be installed at rail crossings. Safety and security measures will continue to be refined during preliminary engineering in consultation with the public and the corridor jurisdictions.

Is it true the GCL will be harmful to the environment?

No. The GCL maximizes existing transportation assets while minimizing impacts to the environment. Public transportation offers improved environmental benefits. A GCL light rail vehicle will accommodate 300 passengers who may otherwise be occupying a single passenger vehicle. Each year, public transportation saves the U.S. approximately 4.2 billion gallons of gasoline. Homes close to public transportation are less likely to own a car. And communities that invest in public transit reduce the carbon emissions in the United States by approximately 37 million metric tons each year.

Is it true the Environmental Impact Statement report was condemning & stated the project would have a devastating environmental impact?

No. Finalized in February 2021, the goal of the Environmental Impact Statement (EIS) was to evaluate the largest extent of potential impacts. All of the potential impacts identified in the EIS will be avoided, mitigated, or minimized during the preliminary engineering design phase.

Is it true that bus service would be better than rail service?

No. Strong communities need multiple means of reliable transportation and a sound transportation network. The GCL light rail vehicles would operate on a dedicated right-of-way. Buses will be in the same roadway traffic that currently exists and susceptible to being caught in traffic back-ups, accidents, unpredictable scheduling, etc.

Is it true Conrail doesn't know details about the GCL project?

No. The GCL Project Team has been working with Conrail from the start of the project. The teams worked collaboratively to address Conrail's concerns regarding future growth, 25' track centers, and single-tracking operations. Conrail benefits from the GCL as the project rebuilds many parts of Conrail's infrastructure, including signals, trackbed, and rail, thus improving the noise and vibration the community experiences from passing heavy freight trains.

Is it true there are three tracks installed through all the towns- one for Conrail and two for the GCL?

No. The majority of the GCL track corridor consists of two tracks. However, in areas north of Woodbury, there may be short stretches of an additional third track (called 'sidings') to allow GCL vehicles operating in different directions to pass each other. The track configurations and placement of sidings will be finalized during the preliminary engineering design phase.

ROUTE SELECTION

Is it true the median strip of Route 55 would be a better route for the GCL?

No. An Alternatives Analysis Study explored five different GCL routes in depth. The GCL alternatives were presented at public hearings to communities along the corridor. The overwhelming recommendation and preference was for the at-grade, light rail system along the selected Conrail corridor. This route has the lowest capital and operating cost, attracts the most new riders, while utilizing existing rail infrastructure. In addition, this GCL route will maximize linkages between communities, universities, medical centers, and other activities, while encouraging economic and transit-oriented development consistent with New Jersey's Smart Growth Initiative.

Is it true train stations were selected based on town referendums?

No. Stations nationwide are determined by in-depth feasibility and analysis studies in conjunction with state and local stakeholders. These locations are then extensively studied during an Environmental Impact Study (EIS) phase.

LIGHT RAIL VEHICLES

Is it true the GCL is using old diesel train technology?

No. GCL light rail vehicles will be the latest technology available. They are envisioned as self-powered clean diesel-electric vehicles with an onboard electrical generator to power the vehicle.

Is it true that "clean diesel" powered light rail is as environmentally friendly as electric power?

Yes. Clean diesel powered light rail cars can be as environmentally friendly as electric powered cars, or even better, depending upon how the electricity is generated. The GCL team plans to use light rail cars that have very low or zero emissions. We will be looking at clean diesel technologies such as renewable diesel (produced through animal fats, oil crops, or algae) and biodiesel (produced from plant/animal oils and fats, fermentation of starches and sugars) which would result on lower carbon emissions during operation. The project team will continue to review available technologies to ensure we use vehicles with the lowest possible emissions, if any.

Is it true the GCL will create traffic jams?

No. The GCL is designed with minimized impacts on vehicular traffic. GCL light rail vehicles operate on a dedicated right-of-way independent of roads with vehicles. Unlike freight trains, GCL vehicles will pass through roadway intersections in a short period, typically less than the duration of a red light.