



Overview

The Delaware River Port Authority (DRPA), in cooperation with the Federal Transit Administration (FTA), is managing the Environmental Impact Study (EIS) phase of the Glassboro-Camden Line (GCL); this study is being funded by New Jersey Transit (NJ TRANSIT). STV Incorporated is the consultant responsible for the preparation of the EIS. The purpose of the Environmental Impact Study is to document the environmental conditions associated with the improving of transit service along the Glassboro to Camden Corridor with a focus on increasing mobility and improving links between the established communities, jobs and activity centers.

An Alternatives Analysis (AA) study completed in 2009 recommended Light Rail from Glassboro to Camden as the preferred option for transit expansion in southern New Jersey. The EIS is required by the National Environmental Policy Act (NEPA) for a project to receive federal funding. The EIS process will take approximately 24 months, at which point the project can enter design and construction. The first phase of the EIS process is Public Scoping. Public Scoping Hearings were held in May 2010.

Project Timeline

Spring 2010	Public Scoping Meeting
Spring 2014	Publication of Draft EIS
Fall 2014	Final EIS / FTA Approval
2014 - 2017	Design and Permitting
2016 - 2018	Anticipated Construction
2019	Start of Operation

What is an EIS?

The EIS is a report that documents the environmental conditions, describes the possible social, economic, and environmental impacts and benefits of the project, and identifies proposed mitigation measures.

Corridor

The 18-mile corridor stretches from Glassboro to Camden along the existing railroad right-of-way currently used by Conrail for freight service. Light rail along this corridor was the Recommended Alternative selected at the end of the Southern New Jersey to Philadelphia Mass Transit Expansion Alternatives Analysis in 2009. The new line proposed under the Light Rail Alternative would traverse the communities of Glassboro, Pitman, Sewell, Mantua Township, Deptford Township, Wenonah, Woodbury Heights, Woodbury, Westville, Brooklawn, Gloucester City, and Camden.

What is scoping?

Scoping occurred in Spring 2010 and has since concluded. Scoping is an early and open process to determine the breadth of issues to be addressed and to identify the most significant issues related to a proposed project. Scoping is an important part of the NEPA process and served as an opportunity for the public and government agencies to provide timely input at the outset of the EIS phase.

Connections

Travelers would be able to make transfers at Walter Rand Transportation Center in Camden to bus or rail to reach nearby and distant destinations. A transfer to the PATCO Speedline would provide connections to Center City Philadelphia and Camden County. A transfer to the NJ TRANSIT RiverLINE would provide connections to Trenton and to New York City via the Northeast Corridor.

Stations

Approximately fourteen new stations are planned for the corridor. Station types would vary between small, pedestrian-friendly, walk-up stations in the center of existing communities; moderate stations with minimal parking; and larger, park-and-ride facilities built near major roadways.

Vehicles

Service would be provided on light rail vehicles, similar to those operating on the RiverLINE. These vehicles have low floors for quick and easy access and use an on-board diesel engine to generate electrical power.

Service

Trains would operate as frequently as every 7.5 minutes in both directions during the peak periods (morning and evening rush hours) and every 15 minutes during the off-peak. Estimate travel times between select locations are shown at the bottom of the page.

Ridership

During the Alternatives Analysis, the Light Rail Alternative was estimated to carry 18,000 riders daily by 2030. A large portion of these represent new transit trips: trips that travelers formerly made by car but have switched modes to use the new line. Further ridership analysis will be conducted during the EIS.

How to Get Involved

- Attend the public meetings
- Offer comments on the Draft EIS and study
- Visit the project website at www.GlassboroCamdenLine.com
- Call the project information line: (856) 595-4GCL.



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