

# Welcome



At tonight's open house, the GCL Project Team will update you on the work completed to date and where we are in the environmental review process.

**This is a great opportunity to ask questions:**

- What is the project?
- What phase is the project in now?
- What work have we completed?
- What comes next?
- How can I be involved?

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

# Project Purpose & Goals



The purpose of the GCL is to improve transit service along the Glassboro to Camden corridor in Southern New Jersey, with a focus on increasing mobility and improving links between established communities and activity centers.

## GCL Goals

- 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

# The GCL Corridor

- 18-mile corridor along existing Conrail freight ROW

- Passes through 12 communities:

- |                    |                     |
|--------------------|---------------------|
| – Camden           | – Deptford Township |
| – Gloucester City  | – Wenonah           |
| – Brooklawn        | – Sewell            |
| – Westville        | – Mantua Township   |
| – Woodbury         | – Pitman            |
| – Woodbury Heights | – Glassboro         |

- 14 proposed stations

## How much will the GCL cost and how many people will use it?

The 2009 Alternatives-Analysis estimated a cost of \$1.6 billion and daily ridership of 18,000 by 2030.

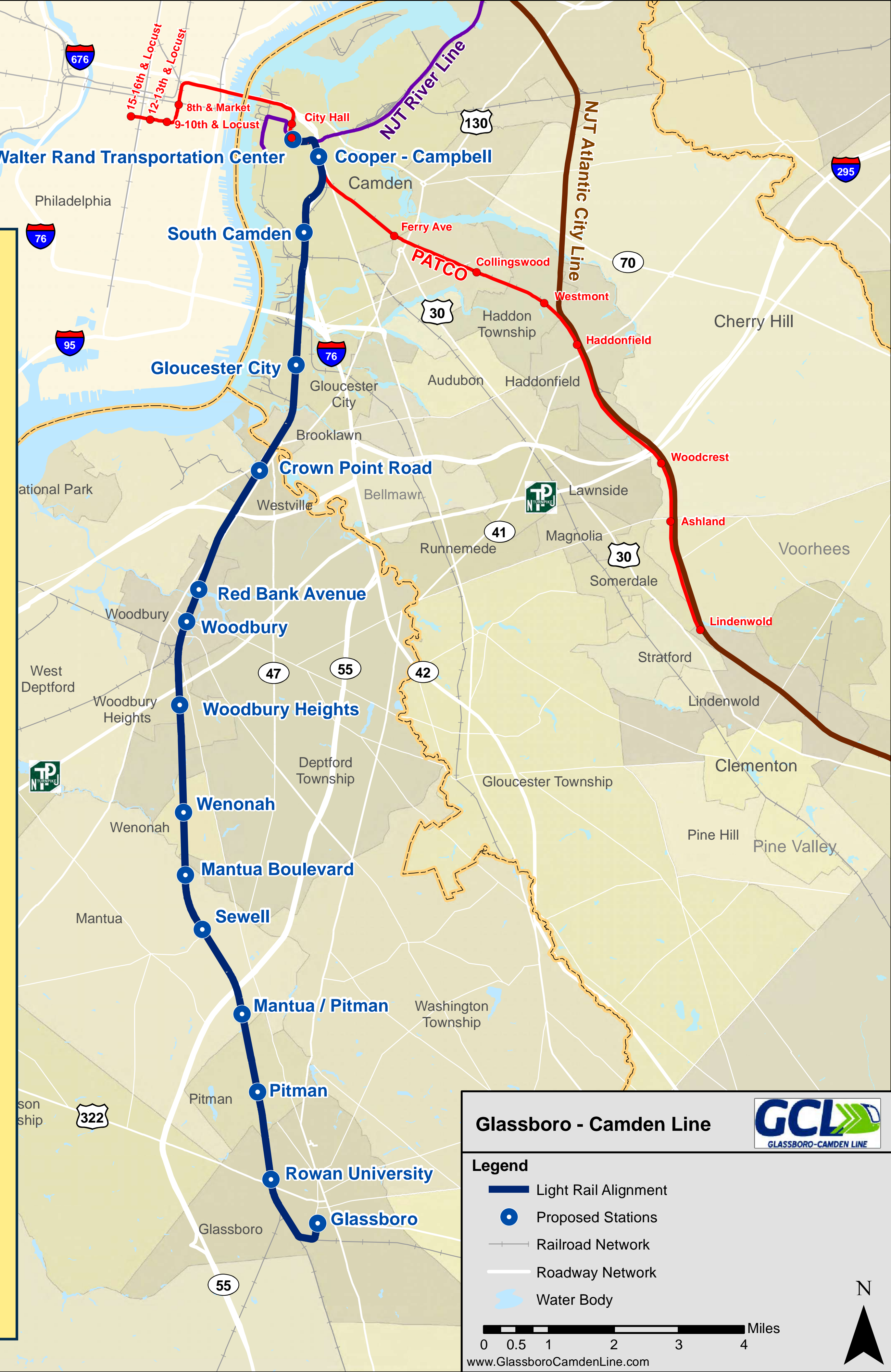
## How many tracks are needed for the new line? Will more be built?

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, NJ TRANSIT Rail and Amtrak.



**Glassboro - Camden Line**

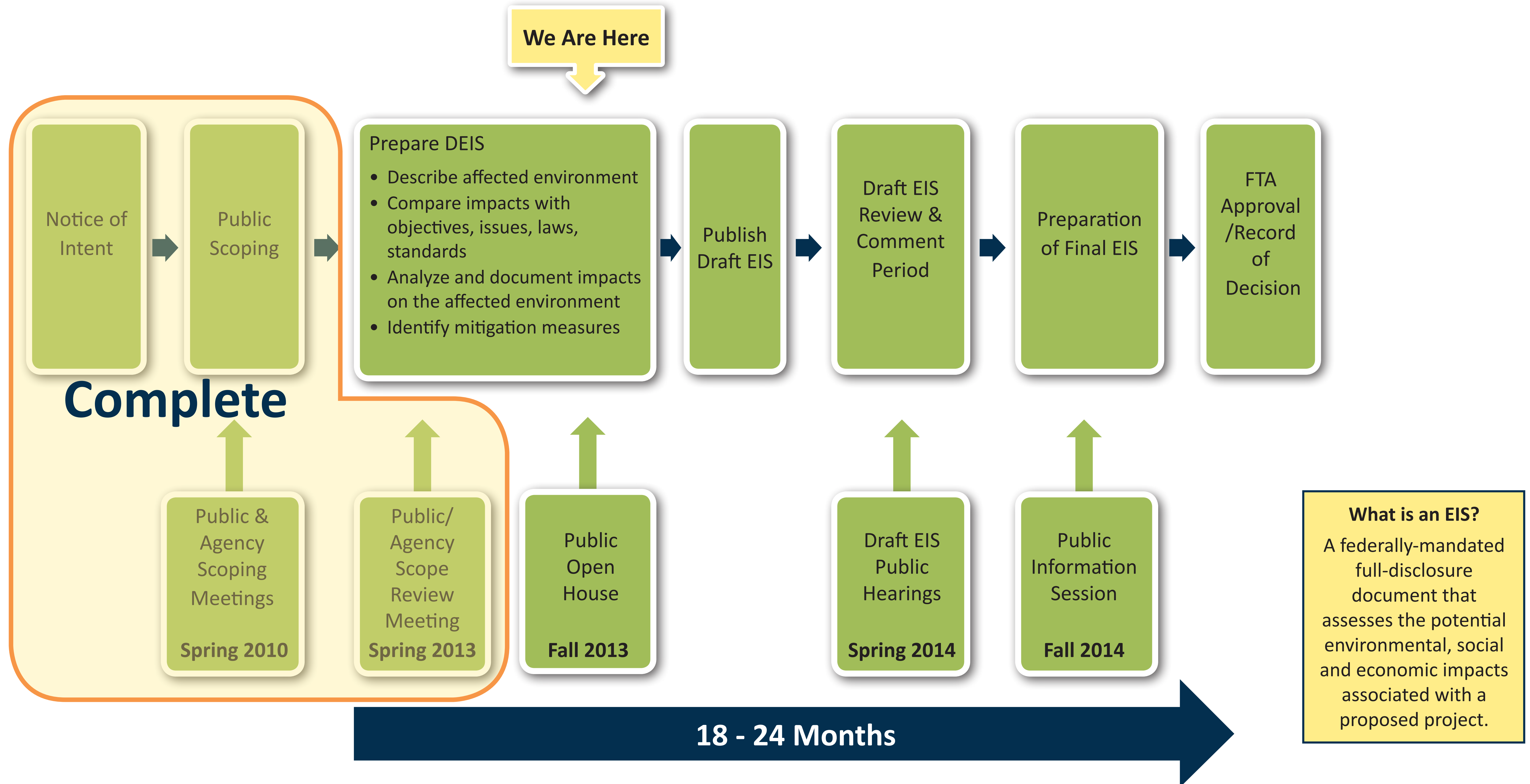
**Legend**

- Light Rail Alignment
- Proposed Stations
- Railroad Network
- Roadway Network
- Water Body

0 0.5 1 2 3 4 Miles

www.GlassboroCamdenLine.com

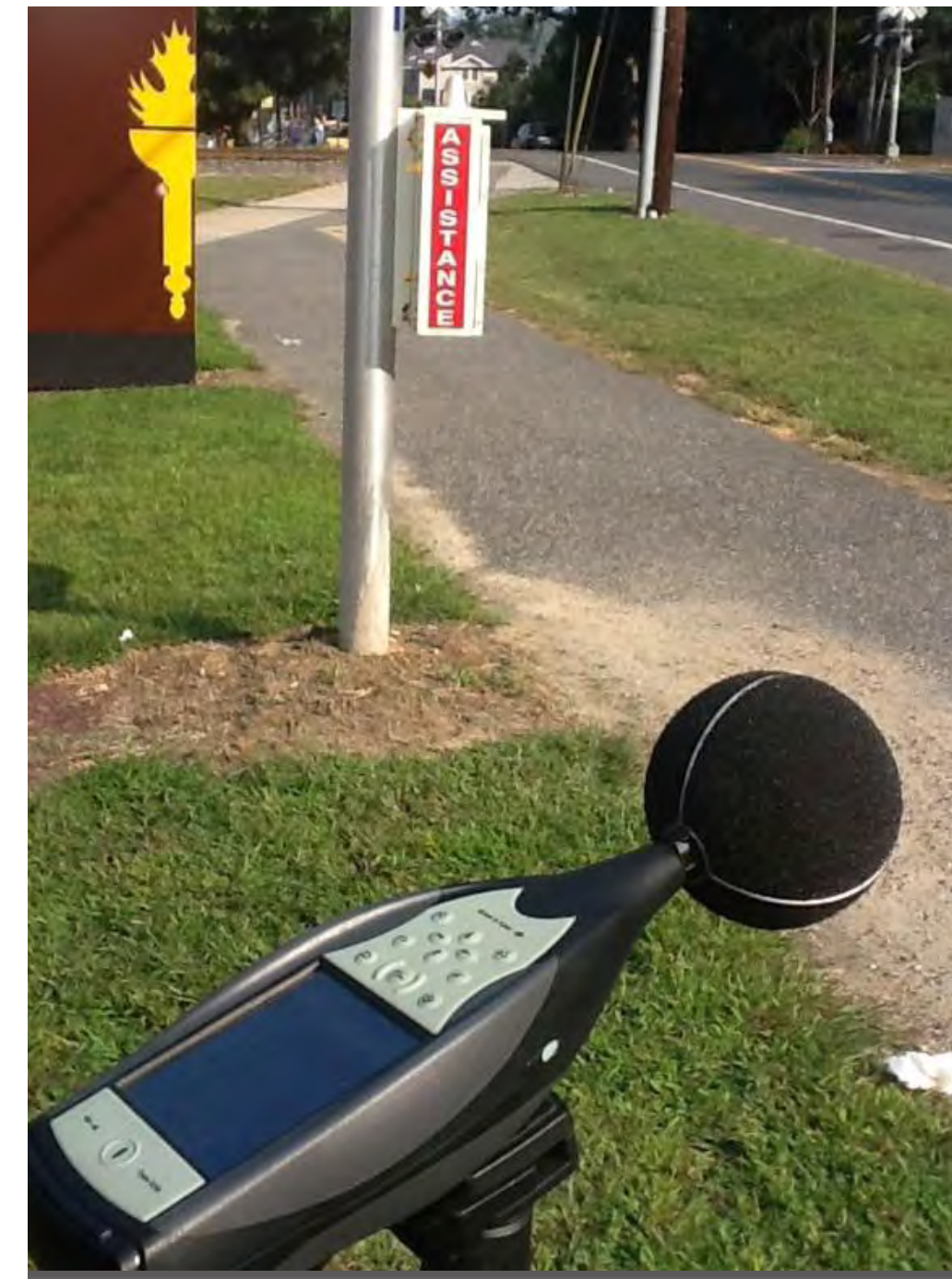
# EIS Process



# What Are We Studying?

The Project Team is evaluating the proposed GCL in terms of its potential effects on:

- **Traffic & Transit**
- **Land Use**
- **Neighborhood Character**
- **Aesthetics**
- **Cultural & Historic Resources**
- **Parks, Wetlands & Natural Resources**
- **Hazardous Materials**
- **Air Quality**
- **Noise & Vibration**



*Noise meters measure existing noise levels near the railroad for the Noise & Vibration Analysis*

*The EIS will describe both Visual & Aesthetic and Socioeconomic impacts to local neighborhoods*



# What Are We Studying?

## The Environmental Study Includes:

- **11** Historical Districts studied
- **7** towns with redevelopment plans supporting transit in the corridor
- **44** acres of wetlands mapped and delineated
- **42** public parks and recreational facilities along the corridor
- **22** state and federal agencies and local governments committed to participating in the GCL EIS study



*The Natural Resources analysis considers local plant and animal life, like the bog turtle  
(Photo: NJDEP)*



*The EIS considers Historic & Cultural resources throughout the study corridor, including the original Woodbury Station*

# Public Outreach & Participation



	Feasibility Study	AA Study	GCL EIS	Grand Total
Number of Comments (Subjective & Objective)	221	1102	208	1531
<b>Meetings</b>				
Public	11	9	5	25
Elected Officials	6	28	22	56
Targeted Outreach	35	53	5	93
Agencies	13	12	3	28
<b>Total Meetings</b>	<b>65</b>	<b>102</b>	<b>35</b>	<b>202</b>

# Light Rail Characteristics

- Self-Powered Diesel-Electric Vehicle
- Can operate at speeds up to 65 mph
- Low Floors, multiple doors and Low Platforms for Easy Level Boarding
- Average Stations Spacing of 1 to 2 miles
- Capacity of up to 300 passengers per 2-car train
- Station Platforms can be integrated into surrounding streetscape
- Can operate in railroad right-of-way and in-street
- Proposed to 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.

## **How much noise will the new trains make?**

A full study of the noise impacts of the new line is currently being conducted. This will include identifying potential mitigation measures, including grade crossing quiet zones and other techniques, for noise sensitive locations.

## **How will traffic be affected in my town? Will the gate closings cause traffic jams during the morning rush?**

A traffic analysis is currently being performed evaluating the traffic delay at grade crossings along the line and assessing the level of impact.



# Proposed Stations & Travel Times



## 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 is working with the communities in planning the configurations of stations.

## 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 is being developed and will be refined as the project moves forward.

## How late will the trains run?

Trains will operate until around midnight every night. The operating plan will be refined as the project advances to startup of operation.

Estimated Travel Times Between Select Locations

From	To Woodbury	To Camden	To Philadelphia (via transfer to PATCO)
Glassboro	18 - 22 min	34 - 40 min	45 - 55 min
Mantua	8 - 22 min	24 - 28 min	35 - 45 min
Woodbury	--	15 - 20 min	25 - 35 min

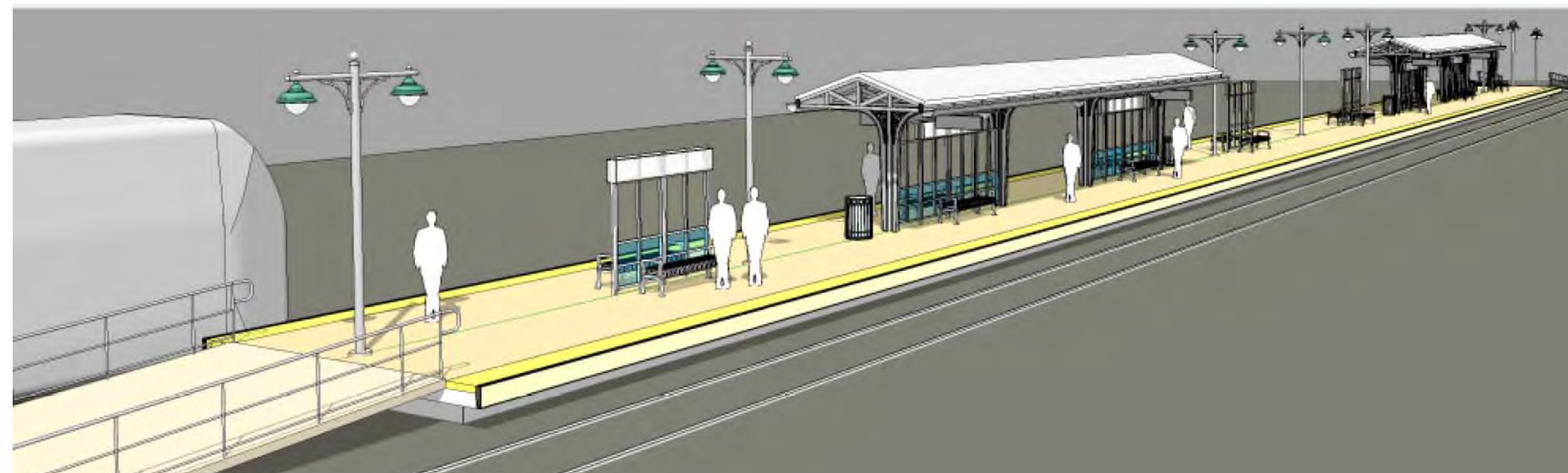
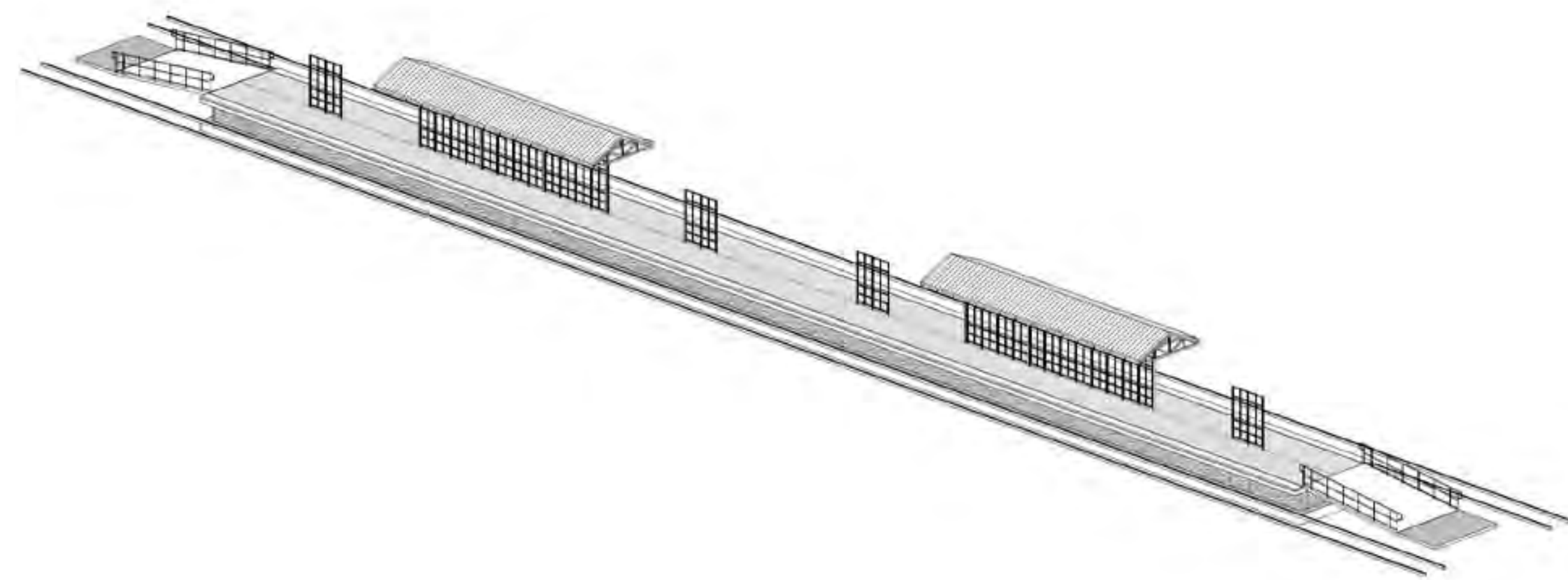
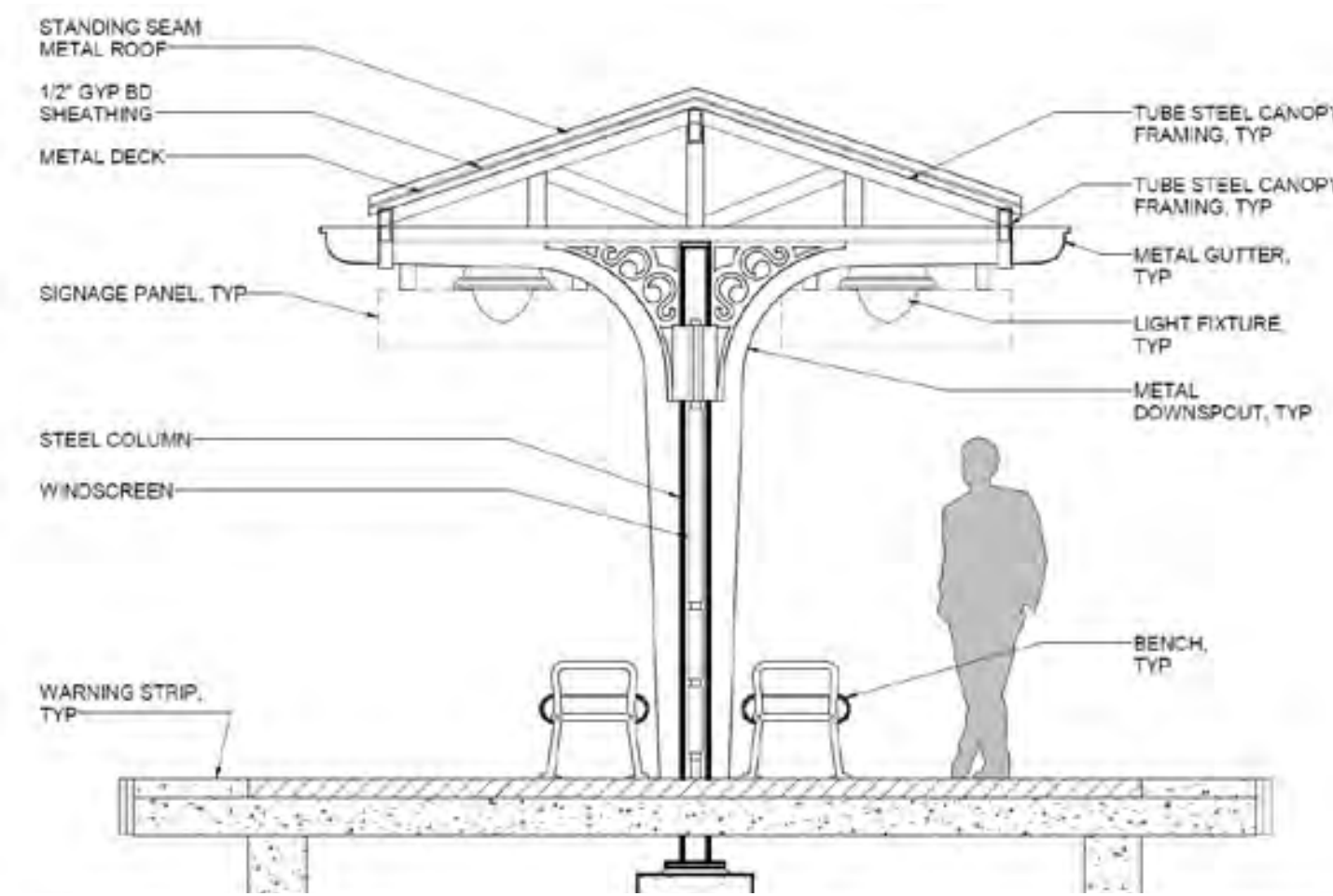
Station	Location	Major Activity Center	Estimated Time to Walter Rand TC	Station Access
Walter Rand TC	MLK Blvd/Broadway	Camden Business District, Waterfront, Rutgers University		
Cooper-Campbell	Haddon Ave / Newton Ave	Cooper University Hospital, Campbell's Soup	2 min	
South Camden	Ferry Ave / Broadway		5 min	
Gloucester City	Monmouth Street / Broadway	Gloucester City Business District	8 min	
Crown Point Road	Rt 130 / Gateway Blvd (Rt 45) / Broadway	Westville Business District	11 min	
Red Bank Avenue	Red Bank Ave near Broad Street	Inspira Medical Center Woodbury	14 min	
Woodbury	Cooper Street / Railroad Ave	Woodbury Business District, County Government	16 min	
Woodbury Heights	Elm Street / West Jersey Ave		19 min	
Wenonah	Mantua Ave / West Ave		22 min	
Mantua Blvd.	Mantua Blvd west of Conrail		24 min	
Sewell	Center St / Atlantic Ave	Sewell Business District	26 min	
Mantua / Pitman	Tyler's Mill Rd (near Rt-55)		28 min	
Pitman	E Holly Ave / Commerce Ave	Pitman Business District	31 min	
Rowan University	Mullica Hill Rd (Rt 322)	Rowan University	34 min	
Glassboro	Main St / Wilmer St	Glassboro Business District	37 min	

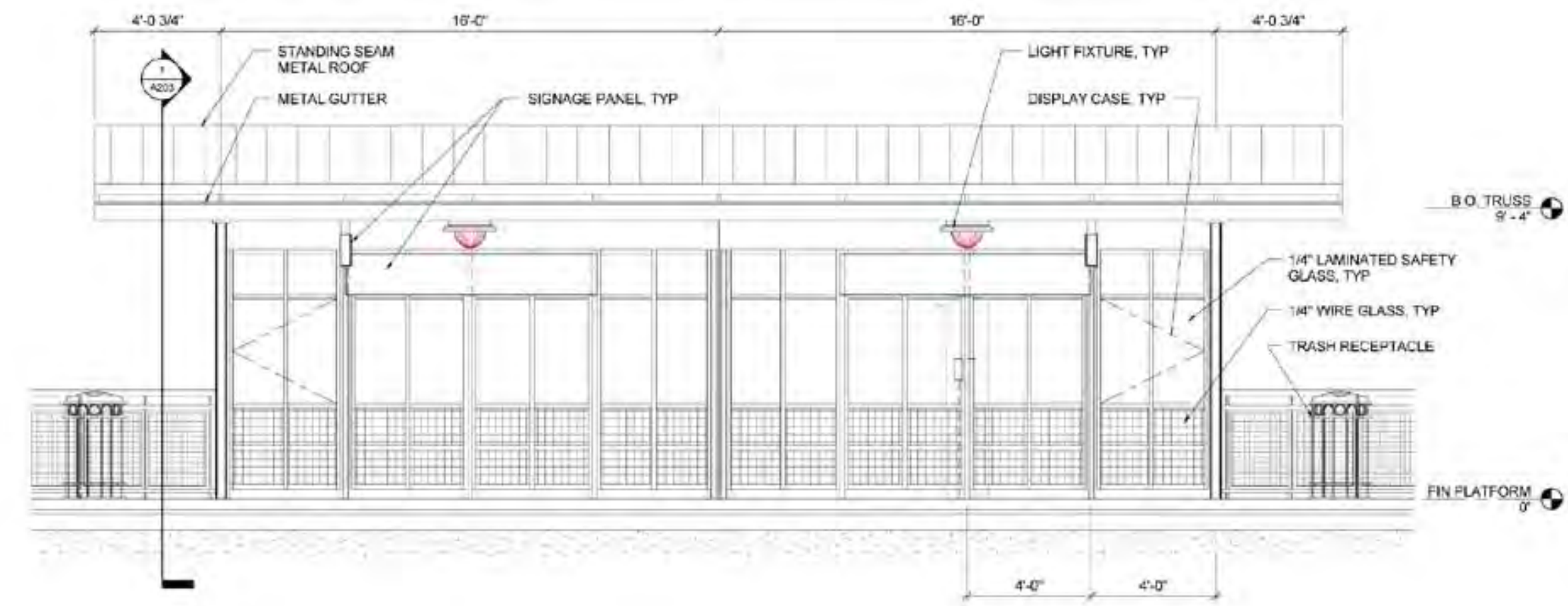
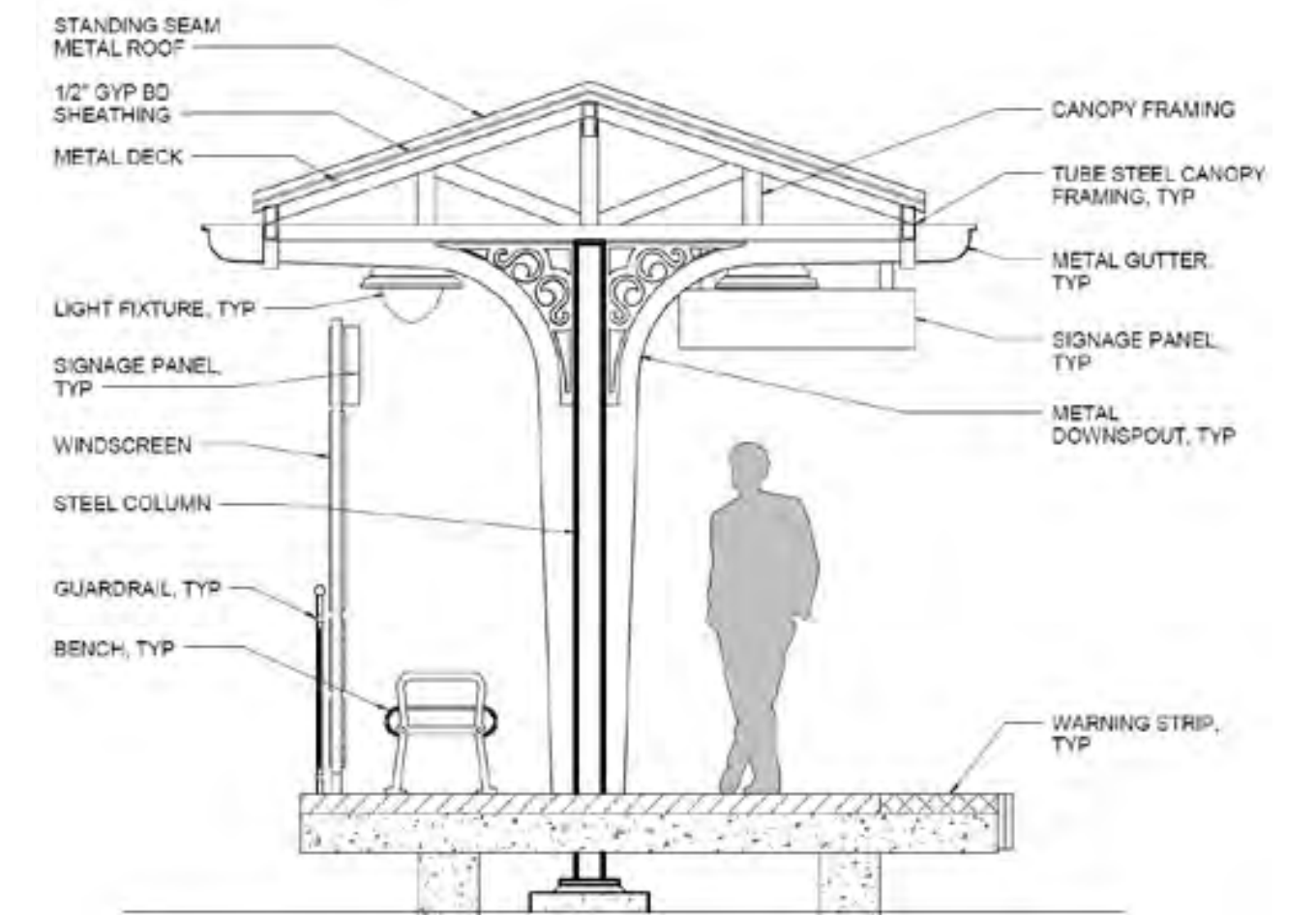
Legend			
Park+Ride	Walk-up only, no parking	NJT Bus	Rail

# Typical Light Rail Platforms

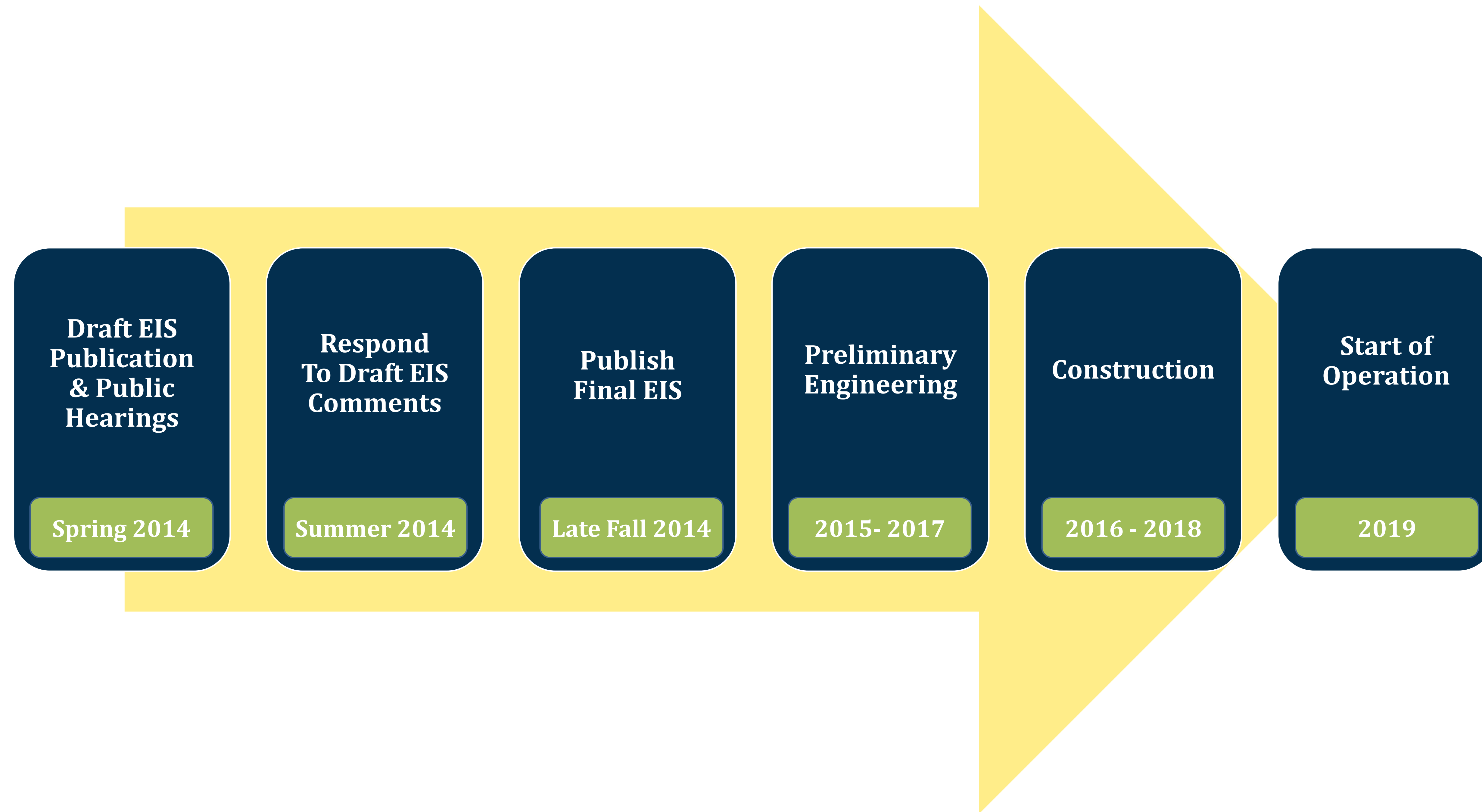
## Center Platform Characteristics



## Side Platform Characteristics



# Looking Ahead



# Contact Us



## For more information about the GCL Project:

On-line: [www.GlassboroCamdenLine.com](http://www.GlassboroCamdenLine.com)

Project Information Line: (856) 595-4GCL

Email: [publicinvolvement@GlassboroCamdenLine.com](mailto:publicinvolvement@GlassboroCamdenLine.com)

### Written questions may be submitted to:

Ms. Victoria Malaszecki, Public Involvement Liaison

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