

WELCOME



Study Team

GCL Federal Lead Agency:



GCL Sponsors:



Consultants:



Today's Agenda

1:30 pm: Information Session

Learn more about the project by viewing the GCL project information boards. GCL project team members are available at the boards to respond to any questions.

2:30 pm: Formal Presentation

A review of the GCL project background, explanation of the EIS process and insight to the project purpose and need, alternatives, and environmental/social impacts to be studied.

2:50 – 4:30 pm: Presentation & Formal Comment Period

Interested participants can provide verbal comments during this time. Comments will be recorded by a court reporter. Those who wish to speak should register at the start of the meeting. Each registered participant will be allotted three (3) minutes to speak.*

***Please register at the “Welcome Table” if you would like to provide verbal comments.**

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Today's Agenda

5:30 pm: Information Session

Learn more about the project by viewing the GCL project information boards. GCL project team members are available at the boards to respond to any questions.

6:30 pm: Formal Presentation

A review of the GCL project background, explanation of the EIS process and insight to the project purpose and need, alternatives, and environmental/social impacts to be studied.

6:50 – 8:30 pm: Presentation & Formal Comment Period

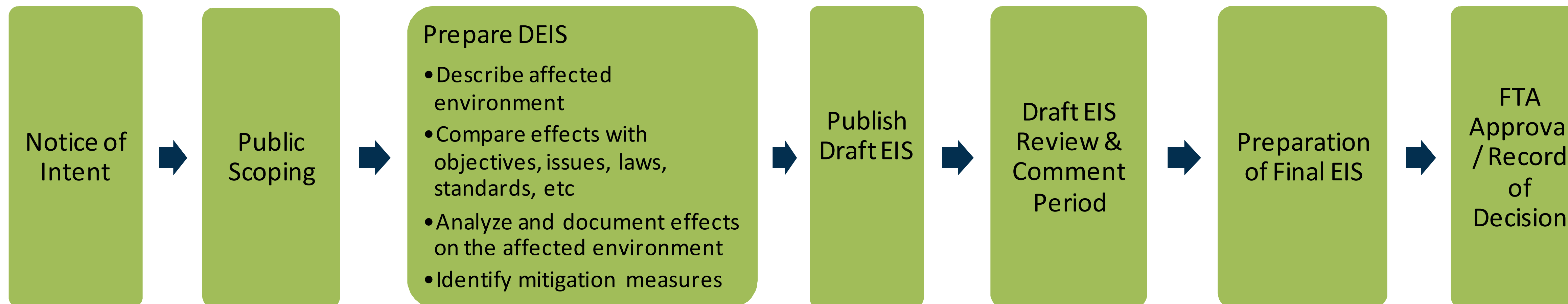
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EIS Process



We Are Here



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

What is Scoping?
A public process used to determine the scope (breadth) of issues to be addressed and to identify the most significant issues related to the project. It is an important part of the NEPA process, and serves as an opportunity for the public and government agencies to provide input at the outset of the EIS phase.



Project 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



Alternatives to be Studied



Light Rail Alternative

Diesel-powered light rail service between Glassboro to Camden. The 18-mile corridor would primarily run along Conrail's 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 with temporal separation. 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 Project. 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.

Project Map

Glassboro-Camden Line Light Rail Transit

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

Where is the GCL corridor?

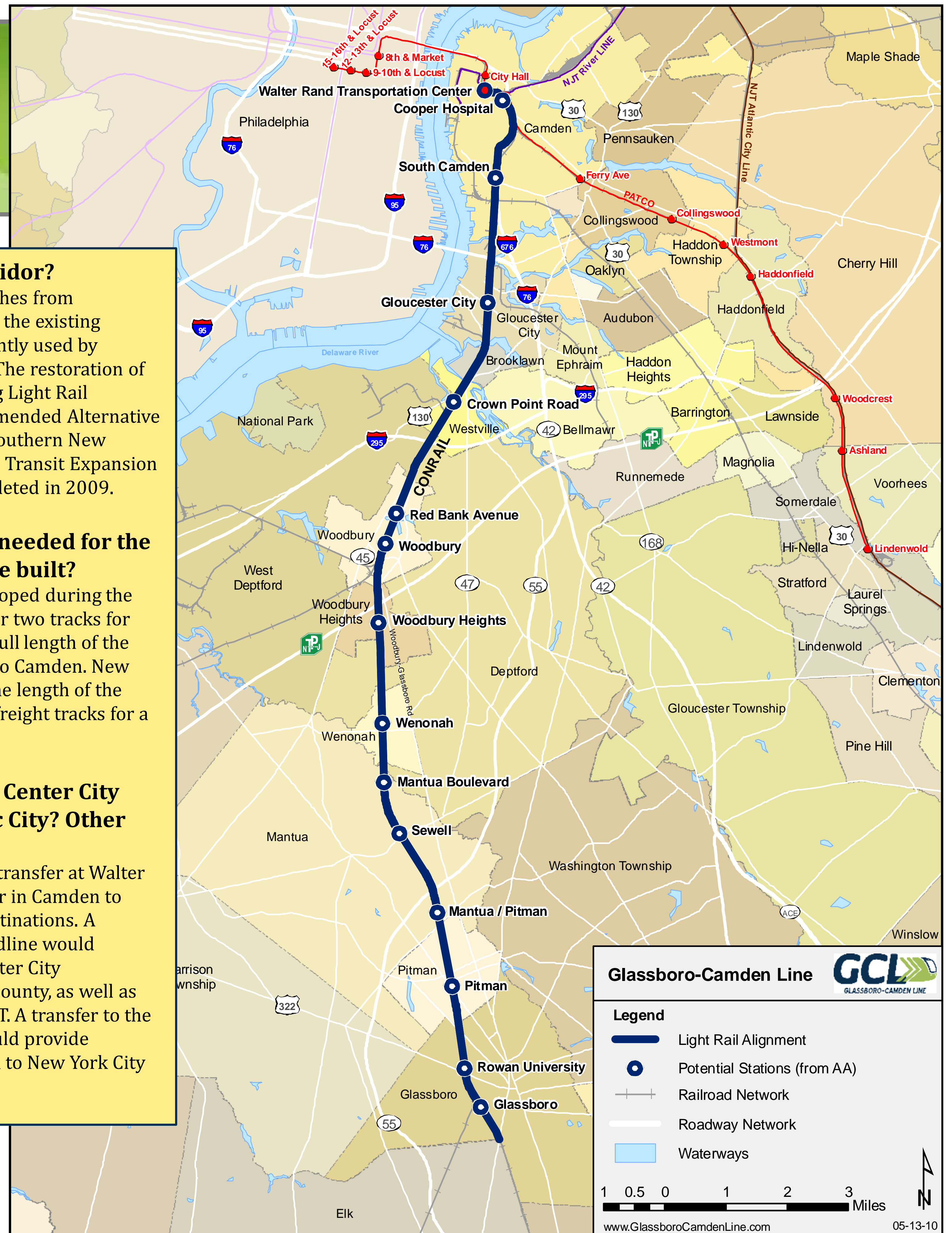
The 18-mile corridor stretches from Glassboro to Camden along the existing railroad right-of-way currently used by Conrail for freight service. The restoration of rail passenger service using Light Rail technology was the Recommended Alternative selected as a result of the Southern New Jersey to Philadelphia 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 reach nearby and other destinations. A transfer to the PATCO Speedline would provide connections to Center City Philadelphia and Camden County, as well as Atlantic City via NJ TRANSIT. A transfer to the NJ TRANSIT RiverLINE would provide connections to Trenton and to New York City via the Northeast Corridor.



Proposed Stations & Travel Times



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 |

How will the stations be designed?

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. DRPA/PATCO 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. The operating plan will be reviewed and refined during the EIS phase to account for new information 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.

| Potential Station | Location | Key Destinations | Station Access |
|-------------------|---------------------------------------|---|----------------|
| Walter Rand TC | MLK Blvd / Broadway | Camden Business District, Waterfront, Rutgers | |
| Cooper Hospital | Haddon Ave | Cooper University Hospital, Campbell's Soup | |
| South Camden | Conrail ROW near Ferry Ave / Van Hook | Centerville/Waterfront South Communities | |
| Gloucester City | Market Street to Cumberland Street | Gloucester City Business District | |
| Crown Point Road | Rt 130 / Gateway Blvd (Rt.45) | Westville Business District | |
| Red Bank Avenue | Red Bank Ave near Broad Street | Underwood Memorial Hospital and Medical Complex | |
| Woodbury | Cooper Street / Railroad Ave | Woodbury Business District, County Government | |
| Woodbury Heights | Elm Street / West Jersey Ave | | |
| Wenonah | Mantua Ave / West Ave | Wenonah Business District | |
| Mantua Blvd. | Mantua Blvd. west of Conrail | | |
| Sewell | Center Ave / Atlantic Ave | Sewell Business District | |
| Mantua / Pitman | Tyler's Mill / Lambs Rd (near Rt-55) | Sony Music | |
| Pitman | Pitman Ave / W. Jersey Ave | Pitman Business District | |
| Rowan University | Mullica Hill Rd (Rt 322) | Rowan University | |
| Glassboro | Ellis Street | Glassboro Business District | |

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

Light Rail Characteristics



- 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 on the Atlantic City Line by 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.

Project Timeline



Contact Us



Comments can be submitted :

On-line at www.GlassboroCamdenLine.com

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

Written comments may be submitted to:

Ms. Victoria Malaszecki, Public Involvement Liaison

Envision Consultants, Ltd.

PO Box 536

Mullica Hill, NJ 08062

Email: publicinvolvement@GlassboroCamdenLine.com

The deadline to submit comments is **June 10, 2010**