

**THE NEXT MEETING OF THE CENTRAL JERSEY TRANSPORTATION FORUM  
WILL BE **WEDNESDAY, APRIL 1<sup>ST</sup> AT 1:00 PM**  
SOUTH BRUNSWICK MUNICIPAL COMPLEX  
540 RIDGE ROAD, MONMOUTH JUNCTION, NJ**

**ONE PAGE OVERVIEW  
CENTRAL JERSEY TRANSPORTATION FORUM  
NOVEMBER 12<sup>TH</sup>, 2008 MEETING**

**INTRODUCTIONS**

There were approximately 75 participants, including representatives from ten municipalities, three counties, two MPOs, two TMAs, and various agencies and organizations (for-profit and non-profit). Barry Seymour, Executive Director at DVRPC, and Don Shanis, Deputy Executive Director at DVRPC, welcomed participants and thanked the New Jersey Hospital Association for hosting the meeting.

**FILL TRANSIT NEEDS ON ROUTE 1 STARTING NOW**

- > Jack Kanarek, Senior Director of Project Development at NJ Transit, delivered an update on the status of the Route 1 BRT and New Brunswick BRT.
- > Sandra Brillhart, Executive Director of the Greater Mercer Transportation Management Association, gave a presentation about what TMAs do. The three TMAs in the Route 1 area are the Greater Mercer TMA, Keep Middlesex Moving, and Ridewise of Raritan Valley.
- > Mr. Kanarek described a new tax credit program focused on encouraging job creation around existing transit stations.
- > Gregory Krykewycz, Senior Transportation Planner at DVRPC, described projects related to getting workers who live in Bucks County, Pennsylvania to their jobs along the Route 1 corridor in New Jersey.

**RELAUNCH THE ROUTE 1 REGIONAL GROWTH STRATEGY (R1RGS)**

Danielle Graves, Principal Engineer at NJDOT, announced plans to re-launch and complete the Route 1 Regional Growth Strategy effort. Jim Hess of AECOM Transportation summarized the project's goals, progress to date, and next steps.

**COORDINATE ROUTE 1 PLANNING EFFORTS**

- > Bob Kiser, Princeton Township Engineer, provided updates on other Route 1 planning efforts including the Route 206 Vision Plan.
- > Mr. Kiser updated the group about the Celebrate NJ Wayfinding Initiative to better guide visitors to New Jersey points of interest and an opportunity for Route 1 municipalities to participate in a grant program.

**HIGHLIGHTS FROM REGIONAL TRANSPORTATION PLAN VISIONING SESSIONS**

DVRPC and NJTPA are in the process of updating their respective long-range transportation plans to extend to 2035. Lois Goldman, Director of Regional Planning at NJTPA, and Mr. Shanis for DVRPC, shared updates.

**MEETING SUMMARY  
CENTRAL JERSEY TRANSPORTATION FORUM  
NOVEMBER 12, 2008 MEETING**

**ATTENDEES:** over 74 participants - Please advise if you attended but are not on the list.

<b>Municipalities</b>			
Theodore	Chase	Chair	Franklin Township Planning Board
Gene	Strupinsky	Business Advocate	Hillsborough Township
Richard	Krawczun	Township Manager	Lawrence Township
Edward	Cohen		Monroe Township
Peter	Cantu	Mayor	Plainsboro Township
Les	Varga	Director	Plainsboro Township Planning and Zoning
James	Begin	Zoning Board of Adjustment	Princeton Borough
Donald	Dowd	Traffic and Transportation Committee	Princeton Borough
Mildred	Trotman	Mayor	Princeton Borough
Marvin	Reed	Chairman of Master Plan Committee	Princeton Regional Planning Board
Lee	Solow	Planning Director	Princeton Regional Planning Board
Robert	Kiser	Engineer	Princeton Township
Frank	Gambatese	Mayor	South Brunswick Township
Craig	Marshall	Planning Director	South Brunswick Township
Sandra	Shapiro		West Windsor Bicycle and Pedestrian Alliance
Alison	Miller		West Windsor Parking Authority
Marvin	Gardner	Planning Board Chair	West Windsor Planning Board
Heidi	Kleinman	Council/Planning Board Member	West Windsor Township
Shing-Fu	Hsueh	Mayor	West Windsor Township
Gail	Yazersky	Principal Planner	City of New Brunswick

<b>Counties</b>			
Matthew	Lawson	Transportation Planner	Mercer County Planning Department
Donna	Lewis	Director	Mercer County Planning Department
Tony	Gambilonghi	Supervising Planner for Transportation	Middlesex County Department of Planning
Steve	Fittante	Director	Middlesex County Department of Transportation
Anthony	Gamallo	Senior Transportation Planner	Monmouth County Planning Board

Freeholder Peter Palmer represented Somerset County and the NJTPA Board.

<b>Metropolitan Planning Organizations</b>			
Jesse	Buerk	Intern	DVRPC Long Range Planning
Gregory	Krykewycz	Senior Transportation Planner	DVRPC, Transit, Bicycles, and Pedestrian Planning
Zoe	Neaderland	Senior Transportation Planner	DVRPC Long Range Planning
Barry	Seymour	Executive Director	DVRPC
Don	Shanis	Deputy Executive Director	DVRPC
Lois	Goldman	Director of Regional Planning	North Jersey Transportation Planning Authority
Mary K.	Murphy	Executive Director	North Jersey Transportation Planning Authority
Peter	Palmer	Board, Freeholder of Somerset County	North Jersey Transportation Planning Authority
Cliff	Sobel	Deputy Executive Dir., Planning & Programming	North Jersey Transportation Planning Authority

<b>Other Regional Bodies</b>			
Glenn	Reibman	Director of Policy and Planning	Delaware River Joint Toll Bridge Commission
Katherine	Kish	Chairman	Einstein's Alley
Sandra	Brillhart	Executive Director	Greater Mercer TMA
Cheryl	Kastrenakes		Greater Mercer TMA
John	Cimino		Mercer Regional Chamber of Commerce
Basil	Giletto	Chair of Transportation Committee	Mercer Regional Chamber of Commerce
Bill	Beetle	Project Coordinator	Municipal Land Use Center - The College of New Jersey
Jay	Corbalis	Policy Analyst	NJ Future
Teri	Jover	Director of Redevelopment	NJ Future
Milo	Schwab	Office of Linda Greenstein	NJ State Assembly
Daniel	O'Connell	NJ Legislative Director	NJ State Legislative Board/United Transportation Union
Dianne	Brake	President	Plan Smart NJ
Donna	Allison	Executive Director	Ridewise of Raritan Valley
James	Crane	Project Manager	Ridewise of Raritan Valley
Ranjit	Walia		Voorhees Transportation Center
Robert	Williams	Project Manager	Voorhees Transportation Center

<b>State Departments</b>			
Barry	Ableman	Area Planner: Somerset, Hunterdon	NJ Department of Community Affairs Office of Smart Growth
James	Requa	Manager of Implementation Unit	NJ Department of Community Affairs Office of Smart Growth
Rick	Brown	Office of Planning & Sustainable Communities	NJ Department of Environmental Protection
Danielle	Graves	Principal Engineer	NJ Department of Transportation Bureau of Statewide Planning
Jim	Lewis	Manager	NJ Department of Transportation Bureau of Statewide Planning
Paul	Cohn	Manager, Transp. & Sustainable Communities	NJ Department of Transportation Project Plng and Development
Tom	Clark	Regional Manager, Gov. & Community Relations	NJ Transit
Jack	Kanarek	Senior Director of Project Development	NJ Transit
James	Schwarzwalder	Manager of Area Studies	NJ Transit
Marilyn	Lennon	Director, Office of Strategic Transp. Policy & Plng.	NJ Turnpike Authority
Brian	Wahler	Funding Administrator	NJ Turnpike Authority

<b>Other</b>			
Raphael	Isum		
James	Hess		AECOM Transportation (formerly DMJM Harris)
Margaret	Quinn		AECOM Transportation (formerly DMJM Harris)
Jeff	Hewitson		Dewbery-Goodkind, Inc.
Ileana	Ivanciu	Vice-President of Environmental Services	Dewbery-Goodkind, Inc.
Jim	Yeager		Michael Baker and Associates, Inc.
Robert	Wolfe	President	Picus Associates
Pam	Hersh	Vice President for Government Relations	Princeton Healthcare System
Kristin	Appelget	Director	Princeton University Community and Regional Affairs
Walter	Schmidlin		Sarnoff Corporation Corporate Real Estate
Ron	Reinhardt		TransitCenter, Inc.
Tushar	Patel	Senior Project Manager	URS Corporation
Lonnie	Weiss	President	Weiss Consulting

**1. WELCOME AND INTRODUCTIONS**

Barry Seymour, Executive Director of DVPRC, and Don Shanis, Deputy Executive Director of DVPRC, welcomed participants. Everyone introduced themselves. Mr. Seymour welcomed Mary K. Murphy, Executive Director of NJTPA, to her first Forum meeting.

**2. APPROVAL OF MAY MEETING SUMMARY**

There were no comments and the summary was adopted.

**3. FILL TRANSIT NEEDS ON ROUTE 1 STARTING NOW**

a.) Update on Route 1 Service, Route 1 BRT, and New Brunswick BRT

Jack Kanarek, Senior Director of Project Development at NJ Transit, updated the group on the status of various Route 1 transit projects. NJ Transit is wrapping up ridership forecasts of existing and new routes in the next few weeks and will be speaking with related municipalities and presenting them to the Forum. This information will be used to prepare a short-term and long-term action plan for the BRT. NJ Transit is working with NJDOT to accommodate the Quaker Bridge Mall expansion. NJ Transit is also working with officials at Princeton University regarding the Arts Neighborhood project, and with hospital officials regarding the University Medical Center at Princeton relocation to Plainsboro. He noted that NJDOT's Route 1 Regional Growth Strategy (R1RGS) is an opportunity for everyone to work together on advancing the Route 1 BRT.

NJ Transit is performing analysis of the potential for a New Brunswick area BRT, and will have recommendations available in a few months. They are also performing analysis of the New Brunswick station area. Mr. Kanarek said that NJ Transit will continue to report updates to the group as they become available. If that BRT advances he expects the two systems would be connected.

Edward Cohen, representing Monroe Township, asked if there is a list of near-term transit projects that are ready to go and that would create jobs, in the event that the new Presidential administration makes funding available. Mr. Kanarek answered that NJ Transit has a long list of such projects. Another question was raised as to whether the BRT study was also looking at movements to and from Buck County, Pennsylvania. Mr. Kanarek confirmed that the studies did examine these movements.

b.) Other Existing Transit Services and What TMAs Do

Sandra Brillhart, Executive Director of the Greater Mercer Transportation Management Association, gave an informative presentation about what TMAs do. TMAs are nonprofit entities that work to reduce congestion and improve air quality through the use of various transportation demand management (TDM) and mode shifting strategies, often with an emphasis on carpooling and ridesharing. There are eight TMAs in New Jersey, including three in the Central Jersey area. These are the Greater Mercer TMA, Keep Middlesex Moving, and Ridewise of Raritan Valley. Some functions of TMAs are to:

- Help commuters form vanpools using third-party providers

- Promote public transit through information dissemination
- Administer on-site commuter information fairs and conduct employee surveys
- Help employers set up TDM programs
- Help local governments implement bicycle and pedestrian programs
- Help create and administer Safe Route to School programs
- Develop and administer local shuttle bus services

The discussion included the following highlights:

- Dianne Brake, President of Plan Smart NJ, reflected on the growth of the TMA that she helped set up approximately ten years ago and highlighted the successful shuttle program operated by the Greater Mercer TMA, which carried over 900,000 passenger trips last year. She noted, however, that 250 million trips would have to be diverted in Mercer County to meet the 2020 air quality goal, so all sorts of strategies are needed.
- Mr. Seymour asked to what extent employers are asking about ridesharing given recent fluctuations in gas prices and what incentives could be offered to encourage employers to explore ridesharing options. Ms. Brillhart said that as gas prices increased, many more employers have inquired about ridesharing programs. She also said that even as prices have leveled off, interest continues to be high, as many companies are interested in “going green.” As far as incentives, she cited recognition programs as an effective and inexpensive incentive.
- Ms. Brillhart noted that bike parking at transit stations is now fully used and asked Mr. Kanarek if more will be constructed. Mr. Kanarek said that NJ Transit is no longer constructing bike storage and that is now being done by municipalities.
- Frank Gambatese, Mayor of South Brunswick Township, described some of the challenges of implementing a local shuttle service. He said it takes a long time to get things going. He also described the large amount of community support for such services, and said that the benefits can be substantial.
- Pam Hersh, Vice President for Government Relations of Princeton Healthcare System, suggested that a common website with all related TMA and municipal efforts for the Route 1 corridor region would be useful. Matthew Lawson, Transportation Planner for Mercer County, said the NJ Transit Find-a-Ride database could serve that need. A presentation on that new service may be included in a future Forum meeting.
- Mr. Cohen provided the example of adapting an unsuccessful shuttle bus program for seniors to stop at people’s homes rather than central pick-up points, resulting in higher ridership numbers for the service.

Steve Fittante, Director of the Middlesex County DOT, spoke about County efforts to develop five new shuttle bus routes. With recent growth in employment centers and budgetary constraints that did not allow NJ Transit to expand local bus service, Middlesex County DOT coordinated with employers to provide connectors from transit services and to streamline existing shuttle services. Within a month, Mr. Fittante reports that ridership more than doubled. The project used creative funding mechanisms, including JARC funding and a suggested fare model that has generated over \$100,000 per year.

c.) Urban Transit Hub Tax Credit Act

Mr. Kanarek described a tax credit program created earlier this year. The Urban Transit Hub Credit Act encourages job creation around existing major transit stations. A

handout included in the meeting folders describes the criteria required to qualify for the credit and the first taker, Verizon. Verizon will invest \$25 million and employ more than 700 people in a site near the Newark train station through participation in this program. Mr. Kanarek also told the group about renovations to the Trenton Station that will hopefully attract jobs and encourage redevelopment. Mr. Seymour asked if the tax credit would be of interest to the West Windsor transit-oriented development plans if more transit hubs were eligible. Mayor Shing-Fu Hsueh said that West Windsor would be interested in leveraging the tax credit as another tool to help with redevelopment.

d.) Getting Bucks County Residents to Their Route 1 Jobs

Gregory Krykewycz, Senior Transportation Planner at DVRPC, spoke about two ongoing projects related to mobility issues in Mercer County and the Route 1 corridor area. The first project he described is an assessment of transit needs for workers traveling from Bucks County to Mercer County. Surveys have been conducted at the Hamilton and Trenton train stations. Origin and destination data will be examined to identify high concentrations of trips originating in Bucks County and ending at job destinations in Mercer County. The project will seek to re-route and optimize existing bus and shuttle routes, or propose new shuttles if necessary. NJ Transit's BRT studies will be considered, and service connections will be proposed where they make sense. The second project Mr. Krykewycz described is a Long-Range Strategic Bus Plan for Mercer County. This study will look at growth patterns in Mercer County and examine bus routing scenarios based on varying concentrations of housing and jobs. The study will take advantage of new modeling software recently acquired by DVRPC. The plan will perform a network analysis with a bird's eye, holistic view of bus routes in Mercer County, examining where growth is likely to occur and how best to serve this growth with new or existing bus service. If anyone would like more information, Mr. Krykewycz can be contacted at [gkrykewycz@dvrpc.org](mailto:gkrykewycz@dvrpc.org) or by telephone at 215-238-2945.

**4. RE-LAUNCH THE ROUTE 1 REGIONAL GROWTH STRATEGY (R1 RGS)**

Danielle Graves, Principal Engineer at NJDOT, announced plans to re-launch and complete their Route 1 Regional Growth Strategy effort and advance a final set of recommendations to guide smart growth objectives in the region. Jim Hess of AECOM Transportation (formerly DMJM Harris) presented a summary of the project, its team members, goals, progress to date, and next steps. The project has a diverse consultant team with members from AECOM Transportation, PB Americas, URS Corporation, Voorhees Transportation Center, PlanSmart NJ, Weiss Consulting, and Michael Gallis & Associates. The study has examined demographics including housing, population, and employment, as well as travel, land use, and economic indicators. Mr. Hess described past outreach activities, and gave a summary of initial findings, which confirmed that in the build-out scenario, a large number of roadway links would be well over capacity. This could have serious repercussions for development in the Route 1 corridor. Based on these findings, the study proposed objectives related to economic growth, land use, demographics, and travel. Objectives include achieving a better jobs-to-housing balance, reducing growth in vehicular travel, increasing multimodal options, and promoting more mixed-use zoning and redevelopment. These objectives guided analysis that resulted in delineation of opportunity zones and proposed growth locations. This work was further refined to a selection of proposed centers and nodes for development. At this point, the next steps in reviving the study include initiating a series of sub-area workshops beginning in December, 2008. These workshops will feed back

into a re-evaluation of land use issues and transportation alternatives. Municipal planning sessions are scheduled to begin in March, 2009, followed by another round of sub-area workshops tentatively scheduled for April 2009. After this round of workshops, a final Regional Growth Strategy will be prepared and proposed as a consensus document of the various stakeholders. Finally, efforts will be made to advance the Regional Growth Strategy through some sort of compact. NJDOT hopes to wrap up this study in June with the end of the state fiscal year.

Highlights of the discussion that followed are:

- Peter Cantu, Mayor of Plainsboro Township, said that there is a need to work with municipalities rather than imposing a vision on them. Mr. Seymour suggested that the sub-area workshops would be a good opportunity to address these concerns.
- Teri Jover, Director of Redevelopment at NJ Future, pointed to smart housing zones as a way to provide the financial incentives that might bring reluctant municipalities to the table. She also offered copies of the Route 1 Planning Through Partnerships summary of interviews to anyone who didn't end up receiving it.
- Peter Palmer, Somerset County Freeholder and NJTPA Board member, raised mobility issues related to communities to the northwest of Route 1 that have difficulty getting to jobs in the Route 1 corridor.
- Marvin Reed, Chairman of the Master Plan Committee of the Princeton Regional Planning Board, said the residents of those municipalities northwest of Route 1 end up driving through the Princetons due to a lack of other routes and went on to express concern about increased conflict as the University plans to expand.
- Mr. Cohen added the difficulty of getting from the Turnpike to Route 1. Mayor Gambatese provided the update that DEP has recently approved permits to allow the extension of CR 522.
- Mayor Gambatese said that part of the problem with getting municipalities on board with smart growth is that no one understands exactly what the state means by the term. He pointed to the conflicts between economic growth, housing, and transportation problems and wondered how to resolve these conflicts. Barry Ableman, Area Planner at the NJ Office of Smart Growth, said that unfortunately, there is no quick answer as to the state's definition of smart growth but that it involves balancing all of those issues. He said that a good place to begin to address Smart Growth is with the updating of local zoning codes. The state hopes to have a draft plan by the end of the year that should clear up some of the misunderstandings. He said he is available to work with municipalities on these matters.
- Ted Chase, Chair of the Franklin Township Planning Board, said municipalities are planning but then developers come in with offers to help meet COAH requirements in places that may not fit with plans and they have to go along. It is a problem that the State Plan isn't coordinated with other planning.
- Many participants expressed concerns over COAH requirements. Rick Brown, NJ DEP Office of Planning and Sustainable Communities, suggested that there should be some recognition by the state that would allow for some flexibility in accommodating COAH requirements through the R1RGS. Mr. Seymour said that DVRPC could help advocate for this position and thought that there was some precedent for a linear corridor to be designated as a center for COAH purposes. He cited the US 130 corridor as an example.
- Lonnie Weiss, President of Weiss Consulting, agreed that defining smart growth is challenging because it forces participants to look at all the pieces of the puzzle. She said that participation will be the key to a successful strategy, and that the real goal

should be to establish a shared vision of what Smart Growth means for the Route 1 area. She referred to such an agreed upon vision as “magnetic north.” If all decisions aim toward one direction, there can be progress.

- Ms. Hersh said the State needs to commit money for any planning to have effect.
- Mr. Hess said that the BRT is one promising large infrastructure project. Mr. Reed said that since it could be twenty years before there’s big money for BRT or the Penns Neck project, what should be done is to get two or three more bus routes running now.
- Mr. Kanarek said that while the current times may be the most difficult financial situation NJ Transit has ever faced, they are planning how to move ahead with the BRT.
- Mr. Seymour summarized that there are no silver bullets and that land use decisions at the municipal level, both public and private, need to pull in the same directions.
- There was discussion about making sure that the Forum takes advantage of any new Federal transportation money that might become available. The conclusion was that Mr. Seymour should prepare a letter to NJDOT on behalf of the Forum encouraging that the two projects important to the corridor (Penns Neck Improvements and Vaughan Drive Connector) and not funded in the TIP be included in the economic stimulus set and also supporting funding for the Route 1 BRT.
- Alison Miller of the West Windsor Parking Authority asked if the R1RGS data was available online. Mr. Hess said the material would be redistributed. It is currently available at [www.dvrpc.org/transportation/longrange/citf/njdot.htm](http://www.dvrpc.org/transportation/longrange/citf/njdot.htm).
- Ms. Brake said that despite the usual venting, she believes the Forum is the only place where the right decision-makers gather and where decisions can be made about the Route 1 corridor.
- Katherine Kish, Chairman of Einstein’s Alley, said successful branding of the area will bring more development. The Forum is an opportunity to manage that growth well for the future and participants should act.

## **5. COORDINATE ROUTE 1 PLANNING EFFORTS**

### a.) Updates on Other Route 1 Efforts and How They Fit Together

Bob Kiser, Princeton Township Engineer, provided updates on Route 1 planning efforts in the Princeton Township area that may be of broader interest. The Route 206 Vision Plan roundabouts and sidewalks are in conceptual development, with funding from NJDOT and work being done by Urban Engineers. The Cherry Valley Road and Nassau Street intersection study is complete, and concept development is almost complete for Ewing Street. These studies look at intersection improvements related to safety and pedestrian mobility, for example by using roundabouts or providing walkways and pedestrian connections. Mr. Kiser expressed hope that funding for construction might be available because of the safety improvements featured in the projects in high crash locations.

### b.) Route 1 Opportunity in the Celebrate NJ Wayfinding Initiative

Mr. Kiser introduced the Celebrate NJ Wayfinding Initiative. This is an effort to better guide visitors to New Jersey points of interest by using enhanced signage and coordinated wayfinding strategies. There is opportunity for a Route 1 grant application if municipalities are interested. Anyone interested in more information should contact him.

## **6. HIGHLIGHTS FROM REGIONAL TRANSPORTATION PLAN VISIONING SESSIONS**

DVRPC and NJTPA are both in the process of updating and revising their regional long-range transportation plans to extend to the year 2035. Lois Goldman, Director of Regional Planning, spoke about NJTPA's update. A round of 15 outreach meetings has recently been completed. NJTPA is excited about using a visioning tool that shows how land use choices affect VMT, air quality, and other attributes. The tool can be accessed by visiting [www.rtp2035.org](http://www.rtp2035.org) and clicking the link in the bottom right-hand corner. Ms. Goldman said that some takeaways from the first round of outreach meetings are that people seem to want improvements in operations and maintenance, not new highway constructions. She also said that people seem to be more amenable to cluster development than in the past. Ms. Goldman informed the group of a roundtable on workforce housing and transportation that will take place on December 8<sup>th</sup>. NJTPA expects to have a draft version of its long-range plan update available in the spring of 2009.

Mr. Shanis spoke about DVRPC's long-range plan update, which is following a similar timetable to the NJTPA update. He said outreach activities have focused on what the DVRPC region can really do about four big ideas, which are:

- How to create a regional transportation funding stream
- How to guide growth to development centers and coordinate with transportation improvements
- How to preserve 500,000 or more acres of open space
- How to build a more energy-efficient economy, using VMT as an important measure

Discussion focused on the intersection of the two metropolitan planning organizations. Katherine Kish said that Einstein's Alley and Select Philadelphia also overlap at the Route 1 corridor. She wondered if there was a similar overlay of groups dedicated to residential and housing issues. Mr. Shanis said that DVRPC's Land Use, Transportation, and Economic Development (LUTED) Committee comes closest to what Ms. Kish described, but that the housing side of the issue is not as well articulated. Including developers in more discussions, including at the Forum, is an important step for the future.

## **7. CONSIDER THE FUTURE OF THE FORUM**

Mr. Seymour said that the Forum is unique in the region in the level of participation from key stakeholders and decision-makers. The group of people assembled is an impressive one, with great ability to improve transportation conditions in the Route 1 corridor area. Ms. Brake challenged the group to be an action-oriented organization. Mr. Seymour referred attendees to the list of Accomplishments that was included in the meeting folders. He noted the importance of focusing on both large-scale and small-scale projects to keep from getting too frustrated. Land use is an increasingly pressing concern for Forum members, and the municipal level is where land use decisions are made. A question was raised as to what tools are available to the Forum that can influence land use. Mr. Seymour noted that there are many tools available and also asked if it was time to reconsider a Transportation Enhancement District or similar

approach for the Route 1 corridor, as offered by Assemblyman Wisniewski when he spoke with the Forum in 2007. He summarized that the Forum belongs to the participants and emphasized being open to ideas on how best to proceed for the good of the Route 1 area.

## **8. DIALOGUE**

In order to end on time, Mr. Seymour postponed the discussion of the future of the Forum and adjourned the meeting. He thanked the New Jersey Hospital Association for hosting the meeting. DVRPC will provide follow-up and notice of the next meeting once information is ready.

*DVRPC fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. DVRPC's website may be translated into Spanish, Russian, and Traditional Chinese online by visiting [www.dvrpc.org](http://www.dvrpc.org). Publications and other public documents can be made available in alternative languages or formats, if requested. For more information, please call (215) 238-2871.*