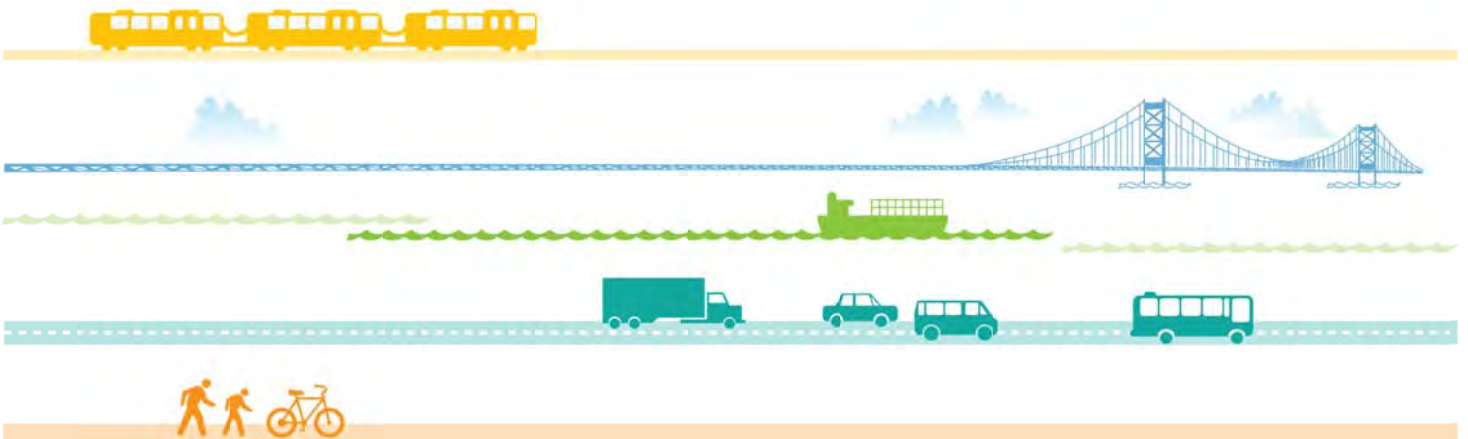


# SUMMARY OF PUBLIC OUTREACH, PUBLIC COMMENTS, AND AGENCY RESPONSES

*for the FY2014-2017 TIP for New Jersey*



# DVRPC PUBLIC INVOLVEMENT PROCESS

A critical component of the DVRPC TIP development and adoption process is the Public Involvement Process which is documented in this Appendix. This Appendix includes multiple documents:

- ❖ The overview summary of the TIP Public Involvement Process
- ❖ The abbreviated summary/index of the public comments that were received during the formal Public Comment Period that was held from May 17, 2013 through June 18, 2013.
- ❖ The responses to the public comments, which have been provided by the appropriate agency for whatever project or issue is raised in the public comment. DVRPC compiles the comments and responses that were received during the Public Comment Period and provides this information to the DVRPC Board prior to requesting adoption of the TIP. This process is meant to provide the DVRPC Board with viewpoints and input from the general public on the program, and to assist the Board in determining whether adoption of the TIP is appropriate.
- ❖ The table of Recommended Changes to the Draft DVRPC FY2014-2017 TIP for New Jersey is based on comments made during the Public Comment Period. When approved by the Board, these changes are incorporated into the final FY2014-2017 TIP. The DVRPC Board is presented with the Draft Program and the List of Recommended Changes for adoption as the region's official selection of transportation projects;
- ❖ Several items of supporting documentation from the Public Involvement Process are: the DVRPC formal public notice on the Public Comment Period; a "Highlights" document of the Draft TIP, which is emailed to a wide distribution list and made available to the public to describe the program, process, and projects in an abbreviated manner; documentation of outreach to Tribal Nations; and proofs of publication of the legal notices for the formal 30-day Public Comment Period in area newspapers as required.



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**Summary of the Public Involvement Process**  
*for the FY2014 Transportation Improvement Program*  
*(TIP) for New Jersey*

# SUMMARY OF THE PUBLIC INVOLVEMENT PROCESS FOR THE FY2014 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR NEW JERSEY

The Delaware Valley Regional Planning Commission (DVRPC) has a long history of public participation in its planning process. We firmly believe in the principles of public participation by reaching out to as many stakeholders and members of the public as possible in an equitable and timely manner. Public participation is the only way to ascertain the interests of a wide variety of residents across the region. The need for public involvement is inherent to sound decision-making. It is the responsibility of each citizen to become involved in regional issues and to play a role in the decision-making process; therefore, DVRPC will strive to provide a variety of opportunities for residents to be informed, participate, and be made aware of the decisions that will affect the future of this region.

DVRPC engages in an extensive public outreach program in order to provide a variety of opportunities to comment and receive information on the TIP. DVRPC encourages the public to pose questions about the TIP to state, county, transit, and DVRPC staff through its ongoing public involvement process, and in particular, during the 30-day public comment period. The public comment period for the DVRPC FY2014 TIP for New Jersey opened on May 17, 2013, and closed on June 18, 2013 at 5:00 p.m. (EST). Notices of the public comment period and the scheduled public meeting were distributed to over 10,500 individuals and organizations that comprised a variety of stakeholders in the region, including: non-profit organizations; traditional transportation and transit users; underserved, minority and low income populations; the private sector; and the general public.

Legal notices were placed in The Inquirer, The Philadelphia Tribune, Al Dia, and The Courier Post, and press advisories were issued to a wide variety of electronic and print media outlets. Draft TIPs were available at DVRPC's Resource Center, and by request; the TIP document was mailed to area libraries for public review; public notices and requests for comment were sent to Tribal organizations; and additional announcements on the TIP and the public comment period were posted on DVRPC's website, [www.dvrpc.org](http://www.dvrpc.org), and at @DVRPC on Twitter. A public meeting was held on:

WEDNESDAY, JUNE 12, 2013

4:00 p.m. - 6:00 p.m.

Cherry Hill Free Public Library

1100 Kings Highway North

Cherry Hill, NJ 08034-1970

Copies of the announcements, media releases, public notices, and public information document follow this summary.

This public comment period also served as an opportunity to comment on the New Jersey Department of Transportation (NJDOT) Statewide Transportation Improvement Program, available online at: <http://www.state.nj.us/transportation/capital/cpd/>. The public involvement process for the TIP conducted by DVRPC was in cooperation with NJDOT to satisfy the requirements placed by federal legislation and regulation for all Federal Transit Administration and Federal Highway Administration funded projects in the TIP. Public Involvement for the TIP was used to satisfy public involvement requirements for NJDOT's Section 5307 program of projects as well.

DVRPC's website ([www.dvrpc.org](http://www.dvrpc.org)) is a vital tool in public outreach, and continued to serve a useful purpose during this TIP update cycle. The public notice and the entire TIP document was placed on the DVRPC website, as were the date and location of the public meeting, and other general information. People were able to download and/or access the TIP materials during the public comment period, use the search and mapping tool, and submit their comments through the TIP online commenting feature provided. In addition, an email address was established ([tip-plan-comments@dvrpc.org](mailto:tip-plan-comments@dvrpc.org)) to facilitate the submission of comments. Comments were also received by U.S. Mail and fax.

### Public Comment Guidance

In an effort to facilitate the public comment process, we offered some extended guidance. Listed below are issues that the public was asked to consider during the review of the Draft TIP document.

- ❖ Given the projects in the TIP, are we headed in the right direction? Are we meeting the needs of the region? Are we following the intent of MAP-21?
- ❖ For example, does the TIP contain the appropriate mix of projects with regard to (a) the amount of investment in highway projects versus the amount in transit projects, or (b) the types of improvements, such as maintenance and reconstruction of the existing system versus new capacity adding projects; or non-traditional projects (like pedestrian, bicycle, smart technology, Transportation Enhancement, and Congestion Mitigation and Air Quality projects) versus the more traditional highway and transit projects?
- ❖ Is this region getting its fair share of resources compared to other regions in the state or nation?
- ❖ Is the current transportation project development process, including environmental reviews and public input, effective?
- ❖ Given financial constraints, are we spending money on the right types of projects?
- ❖ Is the TIP document easy to use? How could it be improved?

Of course, comments are not limited to these broader issues of concern. DVRPC, as always, welcomes opinions on specific projects contained in the Draft TIP, the Draft TIP development process, or on any other topic of concern. However, we reminded those intending to recommend new projects for the Draft TIP that in order to earn a place on the Draft TIP, projects must first progress through the screening and planning processes described earlier. As a result, requests for new projects are generally referred to the appropriate agency for further investigation through their respective pre-TIP study efforts. These study efforts may lead to the project winning a place on the TIP in some future year.



**Summary of Public Comments**  
*on the DRAFT DVRPC FY2014-2017 TIP for New Jersey*

*This section includes comments received during and after the public comment period.*

## Summary of Comments Received on the DVRPC FY2014-2017 Transportation Improvement Program (TIP) for New Jersey

ITEM #	COMMENTOR	SUMMARY OF COMMENT
<b>General Public Comments</b>		
<b>Burlington</b>		
<b>DB#: 02309--Route 130, Crystal Lake Dam</b>		
A.01	Cyndi Steiner	Desires project to install a bicycle and pedestrian facility concurrent with the Dam repair.
A.02	John Boyle	Desires project to install a bicycle and pedestrian facility concurrent with the Dam repair.
<b>DB#: 02397--Route 130, Columbus Road/Jones Street</b>		
A.03	Cyndi Steiner	Supports pedestrian crosswalks, refuge, and continuous sidewalks for pedestrian safety; lack of shoulders on US 130 endangers bicyclists.
A.04	John Boyle	Supports pedestrian crosswalks, refuge, and continuous sidewalks for pedestrian safety; lack of shoulders on US 130 endangers bicyclists.
<b>DB#: 10307--Route 70, East of North Branch Road to CR 539</b>		
A.05	John Boyle	Desires for project to mark shoulders as bike lanes.
<b>DB#: 11410--Route 72, Route 70 to County Route 532, Pavement</b>		
A.06	John Boyle	Desires project to mark Route 72 for bicycles after resurfacing is completed.
<b>DB#: 9212C--Route 206, Monmouth Road/Juliustown Road Intersection Improvements (CR 537)</b>		
A.07	John Boyle	Desires project to include bike lanes and pedestrian sidewalks and crosswalks.
<b>DB#: D9912A--South Pemberton Road, CR 530, Phase 2</b>		
A.08	Cyndi Steiner	Desires project to include sidewalks, crosswalks, and bike lanes and treatments that would guide bicycles through the wider intersection.
A.09	John Boyle	Desires project to add sidewalk on the north side from Route 206 to Josh Lane, a midblock crossing and pedestrian refuge at the Josh Lane Bus Stop, and bike lanes.
<b>Camden</b>		
<b>DB#: 99312--Route 130, Brooklawn Circles</b>		
A.10	Cyndi Steiner	Questions if project includes crosswalks and continuous sidewalks in new design of Brooklawn Circles; suggests Brooklawn Circles to become a modified roundabout; and desires project to consider bike access improvement between the Broadway Bridge and Creek Road.
A.11	John Boyle	Questions if project includes crosswalks and continuous sidewalks in new design of Brooklawn Circles; suggests Brooklawn Circles to become a modified roundabout; and desires project to consider bike access improvement between the Broadway Bridge and Creek Road.
<b>Gloucester</b>		
<b>DB#: D1203--Gloucester County Multi-Purpose Trail Extension</b>		
A.12	Cyndi Steiner	Supports project.
A.13	John Boyle	Supports project.
A.14	Vera Inkiow	Supports project; needs more trail extensions and other amenities for people to safely bike and walk along a longer route, connect neighborhoods, and provide more recreational opportunities in the State.
<b>Mercer</b>		
<b>DB#: 031--Route 1, Penns Neck Improvements (CR 571)</b>		
A.15	Elizabeth Zeitler	Deems capacity increase is not needed; desires project to focus on a "town center" design with bike/pedestrian infrastructure and slower speeds.

## Summary of Comments Received on the DVRPC FY2014-2017 Transportation Improvement Program (TIP) for New Jersey

ITEM #	COMMENTOR	SUMMARY OF COMMENT
<b>General Public Comments</b>		
<b>Mercer</b>		
<b>DB#: 04316--Route 1 Business, Brunswick Circle to Lake Drive</b>		
A.16	Vera Inkiow	Supports project for safety and health improvements.
<b>DB#: D0701--Princeton-Hightstown Road Improvements, CR 571, Response to A.17</b>		
A.17	Elizabeth Zeitler	Deems capacity increase is not needed; desires project to focus on a "town center" design with bike/pedestrian infrastructure and slower speeds.
<b>DB#: D0701--Princeton-Hightstown Road Improvements, CR 571, Response to A.19</b>		
A.19	Jerry Foster	Desires project to support West Windsor Township's Redevelopment Plan goal of creating a bicycle and pedestrian friendly main street; supports a new traffic study on this segment of CR 571.
<b>DB#: D0701--Princeton-Hightstown Road Improvements, CR 571, Response to Other</b>		
A.18	Henry Murphy	Desires project to maintain the two-lanes on CR 571 and focus on advancing a town center type corridor; supports WWBPA's project recommendations.
A.20	Michael Ruderman	Not supportive of current project design; supports plan as advocated by the West Windsor Bicycle and Pedestrian Alliance (WWBPA) for slower speed and more Main Street features.
A.21	Philip Doren	Not supportive of current project design; supports plan as advocated by the West Windsor Bicycle and Pedestrian Alliance (WWBPA) for slower speed and more Main Street features.
A.22	Vera Inkiow	Desires project to incorporate bicycling and pedestrian safety improvements as described from other public comments on DB# D0701; not supportive of increasing road lanes.
<b>Various</b>		
<b>DB#: 10347--Local Aid Consultant Services</b>		
A.23	Cyndi Steiner	Desires more funding for Transportation Alternative, Transportation Enhancements, and local CMAQ programs.
A.24	John Boyle	Desires more funding for Transportation Alternative, Transportation Enhancements, and local CMAQ programs.
<b>DB#: 99358--Safe Routes to School Program</b>		
A.25	Cyndi Steiner	Supports continued Safe Routes to Schools program funding and allocation of HSIP funds to it.
A.26	John Boyle	Supports continued Safe Routes to Schools program funding and allocation of HSIP funds to it.
<b>DB#: X107--Transportation Alternatives Program</b>		
A.27	Cyndi Steiner	Desires the State to allocate the remaining Transportation Enhancement money to DB# X107, Transportation Alternatives Program; technical assistance in managing TAP projects improve outcomes and increase participation in federal competitive funding programs.
A.28	John Boyle	Desires the State to allocate the remaining Transportation Enhancement money to DB# X107, Transportation Alternatives Program; technical assistance in managing TAP projects improve outcomes and increase participation in federal competitive funding programs.
<b>DB#: X185--Bicycle &amp; Pedestrian Facilities/Accommodations</b>		
A.29	Cyndi Steiner	Supports funding increase.
A.30	John Boyle	Supports funding increase.



# Summary of Comments Received on the DVRPC FY2014-2017 Transportation Improvement Program (TIP) for New Jersey

ITEM #	COMMENTOR	SUMMARY OF COMMENT
<b>General Public Comments</b>		
<b>Various</b>		
<b>General TIP Comments: "Shoulder" Definition</b>		
A.31	Cyndi Steiner	Desires NJDOT to reconsider its definition of a "shoulder" as bicycle compatible.
A.32	John Boyle	Desires NJDOT to reconsider its definition of a "shoulder" as bicycle compatible.
<b>General TIP Comments: Complete Streets Policy</b>		
A.33	Cyndi Steiner	Desires counties, municipalities, and MPOs in New Jersey adopt Complete Streets policies.
A.34	John Boyle	Desires counties, municipalities, and MPOs in New Jersey adopt Complete Streets policies.
<b>General TIP Comments: DVRPC Regional Trails Fund</b>		
A.35	Cyndi Steiner	Lack of projects contribute to 10% of the DVRPC Regional Trails Fund; suggests modifying the TIP to replenish Regional Trails Fund by allocating funding amount based on the state population share of the DVRPC region; desires \$10 million over 3 years for NJ and PA from the DVRPC Regional Trails Fund.
A.36	John Boyle	Lack of projects contribute to 10% of the DVRPC Regional Trails Fund; suggests modifying the TIP to replenish Regional Trails Fund by allocating funding amount based on the state population share of the DVRPC region; desires \$10 million over 3 years for NJ and PA from the DVRPC Regional Trails Fund.
<b>General TIP Comments: DVRPC; Commissioners who are also on NJ Turnpike Board of Directors; environment in Draft TIP; federal funding; grant money for Ramblewood residents; public engagement; NJDOT; tracking project funds and project types</b>		
	Lita Bellochio	DVRPC is not doing its job and does not work with the public; Commissioners also on Board of Directors for the NJ Turnpike are not protective of communities; the environment is mentioned only once in Draft TIP; more federal funding is needed to protect the public that have been abused by transportation entities; grant money should be used for residents of Ramblewood for their endurance of high decibel levels due to NJ Turnpike at Exit 4; the public should have more say in money granted to municipalities and where money is spent.
<b>General TIP Comments: Mass Transit Funding and Transit Service Coverage</b>		
A.37	David Evan Karasek	Mass transit funding level is inadequate; desires more transit service in New Jersey, especially the South Jersey region for better economy and climate change mitigation.
<b>General TIP Comments: Route 571 and Clarksville Road Intersection; Complete Streets Policy</b>		
A.38	Kathy Brennan Werth	Desires intersection improvement at Route 571 and Clarksville Road by prohibiting vehicles from turning on red light and speed reduction of Route 571 traffic to improve student safety and traffic flow; desires Mercer County to implement Complete Streets for children's safety.
<b>Agency Comments</b>		
<b>Camden</b>		
<b>DB#: T630--SJ BRT/Avandale Park Ride</b>		
C.01	Christopher DiPrima	Mass transit is important for nurturing more connectivity options for commuters and places, air quality improvements, economic development, and highway congestion reduction; commends NJ TRANSIT and DVRPC for bringing forth the South Jersey BRT project, especially in introducing bus on shoulders along the Route 55/42/676 corridor; requests NJ TRANSIT and DVRPC to consider provisions that will permit the BRT line to connect to the Walt Whitman Bridge, including bus bypass lanes between NJ 42 and the Walt Whitman Bridge, as well as sharing resources at the proposed BRT park-and-ride stations; Philadelphia Division of Aviation hopes to work with its regional partners to provide mass

**Summary of Comments Received  
on the  
DVRPC FY2014-2017 Transportation Improvement Program (TIP)  
for New Jersey**

<i>ITEM #</i>	<i>COMMENTOR</i>	<i>SUMMARY OF COMMENT</i>
<b>Agency Comments</b>		
<b>Camden</b>		
	<b>DB#: T630--SJ BRT/Avandale Park Ride</b>	transit access to the Philadelphia International Airport.

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**Original Public Comments**  
*on the DRAFT DVRPC FY2014-2017 TIP for New Jersey*

*This section includes comments received during the public comment period.*

Public Comment Form  
Draft FY2014 for NJ



Item ID# A.29, A.27, A.23, A.31, A.33, A.35, A.01, A.03, A.08, A.10, A.12, A.25

Name: Cyndi Steiner

County: Various Counties

Project Title: General Comment

Comment:

To whom it may concern:

The below are comments submitted on behalf of the NJ Bike & Walk Coalition (NJBWC) to the 2014 DVRPC TIP and the state's TIP:

Burlington County

DB# 203 Route 130 Crystal Lake Dam.

Route 130 is the likely alignment of the Delaware River Heritage Trail. NJBWC would like to see consideration of installation of bike/ped facility concurrent with the dam repair, if feasible.

DB# 02397 Route 130, Columbus Road/Jones Street

This is one of the most dangerous sections for pedestrians on US 130. NJBWC supports high visibility crosswalks, a pedestrian refuge (at Columbus Rd) and continuous sidewalks. The road has no shoulders and bicyclists ride on this stretch of Route 130 at their own peril.

DB# 9912A South Pemberton Road

NJBWC recommends bike lanes on this road including treatments to guide bicycles through the wider intersection. Since commercial attractions are on all 4 sides of the intersections, sidewalks and crosswalks should be included.

Camden County

DB#99312 Route 130 at the Brooklawn Circle

The Brooklawn Circles are within an urbanized area but they lack crosswalks and continuous sidewalks. Are these features included in the new design?

This circle should be reconfigured as a modified roundabout. All traffic should yield to the traffic within the circle. Similar to the treatment of the Red Lion and 4 Mile Circles on NJ Route 70 in Burlington County.

The circles are also barriers to bicyclists traveling between Camden and Gloucester Counties. Improving bike access between the Broadway Bridge and Creek Road to avoid the circles should be considered.

Gloucester County

#DB D1203 – Gloucester County Multi-Purpose Trail Extension

NJBWC strongly supports this project

Statewide Projects (Capital Program)

DB # 99358 Safe Routes to Schools - NJBWC strongly supports the continued funding of this program and appreciates the allocation of HSIP safety funds to do this.

If further clarification is needed, please feel free to contact me at this email address.

Sincerely,

Cyndi Steiner

DB# X185 Bicycle & Pedestrian Facilities/Accommodations - Since over a quarter of the fatalities in NJ are pedestrians and bicyclists, NJBWC strongly supports greatly increasing the funding of this important program.

DB# X107 Transportation Alternatives Program - We would like to see the state allocate its leftover Transportation Enhancements money included in this program. We believe that technical assistance in managing these projects given directly to townships and municipalities will improve outcomes as well as increase participation in federal competitive funding programs.

DB # 103470 Local Aid Consultant Services - "Funding for consultant services to assist local public agencies in administering projects and providing oversight to recipients receiving Local Aid funds;" this should be expanded to include Transportation Alternative, Transportation Enhancements and local CMAQ programs

#### General Comments

##### Bicycle Compatible Roadways -

NJ DOT should reconsider its definition of shoulders as bicycle compatible due to the following factors:

1. The NJ State Supreme Court has ruled that shoulders do not constitute bikeways - "Bicyclists do not have special privileges on a roadway's shoulder. Indeed, a bicycle rider is directed to ride on the furthest right hand side of the roadway, not on the roadway's shoulder. The Motor Vehicle Code does not designate the roadway's shoulder as a bicycle lane."
2. Shoulders do not mitigate conflicts with turning vehicles, Well designed bike lanes include pavement markings that guide bicyclists and motorists through these conflict zones such as intersections and exit ramps.
3. Bikeway design standards have improved since NJ devised its bicycle compatibility roadway matrix.

##### Complete Streets Policies

Counties, municipalities and MPOs in New Jersey should adopt complete streets policies. Mercer County, Gloucester Twp., Lawrence, Medford, Mantua, West Windsor and Woodbury have already done so.

##### DVRPC Regional Trails Fund

Only one project on the TIP is a trails project (DB# D1203 – Gloucester County Multi-Purpose Trail Extension). New Jersey has been awarded only 10% of the DVRPC Regional Trail Fund due to the lack of projects.

The TIP should be modified to include replenishment of the Regional Trails Fund. NJBWC recommends allocation based on NJ's population share of the DVRPC Region. The requested amount for NJ and PA is \$10 Million over 3 years.

If there are any questions or clarification is needed on any points, please feel free to contact me.

Thank you for the opportunity to provide input on the 2014 NJ TIP/STIP.

Sincerely,

Cyndi Steiner

--

Cyndi Steiner

Executive Director

New Jersey Bike & Walk Coalition

[www.njbwc.org](http://www.njbwc.org)

(973) 886-4142

**Public Comment Form**  
**Draft FY2014 for NJ**



Item ID# A.02

Name: John Boyle

County: Burlington

Project Title: Route 130, Crystal Lake Dam

DB#: 02309

Comment:

Route 130 is the likely alignment of the Delaware River Heritage Trail and the highway is sorely missing bicycle and pedestrian facilities. The Bicycle Coalition would like to see consideration of installation of bike ped facility concurrent with the Dam repair if feasible.

Comment ID: 86

**Public Comment Form**  
**Draft FY2014 for NJ**



Item ID# A.04

Name: John Boyle

County: Burlington

Project Title: Route 130, Columbus Road/Jones Street

DB#: 02397

**Comment:**

This is one of the most dangerous sections for pedestrians on US 130. We support high visibility crosswalks a pedestrian refuge (at Columbus Rd) and continuous sidewalks. The road has no shoulders and bicyclists ride on this stretch of route 130 at their own peril.

Comment ID: 95

**Public Comment Form**  
**Draft FY2014 for NJ**



Item ID# A.05

Name: John Boyle

County: Burlington

Project Title: Route 70, East of North Branch Road to CR 539

DB#: 10307

Comment:

Upon resurfacing the shoulders should be marked as bike lanes as per Bicycle Coalition's general comments.

Comment ID: 91



**Public Comment Form**  
**Draft FY2014 for NJ**



Item ID# A.06

Name: John Boyle

County: Burlington

Project Title: Route 72, Route 70 to County Route 532, Pavement

DB#: 11410

Comment:

Route 72 should be marked for bikes after completion of resurfacing to connect the bike lanes on 4 mile road with Rd with CR 563 which will provide continuous bike lanes from New Gretna and Lower to Bank to New Lisbon just south of Burlington County College.

Comment ID: 90

**Public Comment Form**  
**Draft FY2014 for NJ**



Item ID# A.07

Name: John Boyle

County: Burlington

Project Title: Route 206, Monmouth Road/Juliustown Road Intersection Improvements (CR 537)

DB#: 9212C

**Comment:**

The Bicycle Coalition recommends bike lanes on this road which connects including treatments to guide bicycles through this wider intersection. Since commercial attractors on all 4 sides of the intersections sidewalks and crosswalks should be included.

Comment ID: 88

**Public Comment Form**  
**Draft FY2014 for NJ**



Item ID# A.09

Name: John Boyle

County: Burlington

Project Title: South Pemberton Road, CR 530, Phase 2

DB#: D9912A

Comment:

We support the inclusion of bike lanes per our general comments. We also suggest that this roadway include a sidewalk on the north side from Route 206 to Josh Lane with a midblock crossing and pedestrian refuge at the Josh Lane Bus Stop.

Comment ID: 89

**Public Comment Form**  
**Draft FY2014 for NJ**



Item ID# A.11

Name: John Boyle

County: Camden

Project Title: Route 130, Brooklawn Circles

DB#: 99312

**Comment:**

The Brooklawn Circles are within an urbanized area but they lack crosswalks and continuous sidewalks. Are these features included in the new design?

This circle should be reconfigured as a modified roundabout. All traffic should yield to the traffic within the circle. Similar to the treatment of the Red Lion and 4 Mile Circles on NJ Route 70.

The Circles are also barriers to bicyclists traveling between Camden Gloucester Counties. Improving bike access between the Broadway Bridge and Creek Road to avoid the circles should be considered.

Comment ID: 93

**Public Comment Form**  
**Draft FY2014 for NJ**



Item ID# A.13

Name: John Boyle

County: Gloucester

Project Title: Gloucester County Multi-Purpose Trail Extension

DB#: D1203

Comment:

We strongly support this project, which is a key component of the Circuit Trail.

Comment ID: 94

**Public Comment Form**  
**Draft FY2014 for NJ**



Item ID# A.14

Name: Vera Inkiow

County: Gloucester

Project Title: Gloucester County Multi-Purpose Trail Extension

DB#: D1203

Comment:

I am fully in support of this proposal. Anything you can do to extend trails and allow people to bike and walk safely along a longer route, connecting neighborhoods and giving more recreation opportunities in NJ, is very much needed.

Comment ID: 105

**Public Comment Form**  
**Draft FY2014 for NJ**



Item ID# A.15

Name: Elizabeth Zeitler

County: Mercer

Project Title: Route 1, Penns Neck Improvements (CR 571)

DB#: 031

**Comment:**

West Windsor has committed to development of a "Main Street" neighborhood for this portion of town. Speeds of ~25-30 MPH and safe facilities for biking and walking are priorities to encourage this development. The plan for CR571 as listed in the Draft FY2014 DRVPC TIP is primarily a capacity increase from 2 to 3 lanes, which will increase speeds and decrease bike/ped safety. Additionally, capacity increase on this road is not needed at this time. Please reconsider the plans for CR571 to focus on a "town center" design with bike/ped infrastructure and slower speeds before finalization of the FY2014 TIP.

Comment ID: 101

**Public Comment Form**  
**Draft FY2014 for NJ**



Item ID# A.16

Name: Vera Inkiow

County: Mercer

Project Title: Route 1 Business, Brunswick Circle to Lake Drive

DB#: 04316

**Comment:**

I fully support this proposal. Making our streets more bicycle and pedestrian friendly goes a long way to making us feel safer when using them. Also keeps us fitter!

Comment ID: 106



**Public Comment Form**  
**Draft FY2014 for NJ**



Item ID# A.17

Name: Elizabeth Zeitler

County: Mercer

Project Title: Princeton-Hightstown Road Improvements, CR 571

DB#: D0701

**Comment:**

West Windsor has committed to development of a "Main Street" neighborhood for this portion of town. Speeds of ~25-30 MPH and safe facilities for biking and walking are priorities to encourage this development. The plan for CR571 as listed in the Draft FY2014 DRVPC TIP is primarily a capacity increase from 2 to 3 lanes, which will increase speeds and decrease bike/ped safety. Additionally, capacity increase on this road is not needed at this time. Please reconsider the plans for CR571 to focus on a "town center" design with bike/ped infrastructure and slower speeds before finalization of the FY2014 TIP.

Comment ID: 102

**Public Comment Form**  
**Draft FY2014 for NJ**



Item ID# A.18

Name: Henry Murphy

County: Mercer

Project Title: Princeton-Hightstown Road Improvements, CR 571

DB#: D0701

**Comment:**

I live within 1/4 mile of that intersection and have for 22 years. I strongly support the position of the WWBPA: that speeds of 25-30 mph and a main street design will not be enhanced by the planned capacity increase. Instead, maintaining the current two lanes and focusing on increased safety for all road users including pedestrians and bicyclists is a better improvement to advance a town center type corridor.

Comment ID: 107

**Public Comment Form**  
**Draft FY2014 for NJ**



Item ID# A.19

Name: Jerry Foster

County: Mercer

Project Title: Princeton-Hightstown Road Improvements, CR 571

DB#: D0701

**Comment:**

Despite the official description, the design calls for a major capacity increase, from 2 to 3 lanes, that is a step away from a main street design, not toward it. Please see our recommendations, which include supporting increased capacity:  
<http://wwbpa.org/wp-content/uploads/2010/01/WWBPA-Rt-571-Recommendations-Final.pdf>

It is worth noting that the township's consulting traffic engineer recently commented at a public meeting that volume has not increased on this stretch of CR571 in the past 10 years, and that a new traffic study is justified.

The primary goal of the WWBPA is to implement a design that supports the desired operating speed of 25-30mph, consistent with the township's Redevelopment Plan goal to create a bicycle and pedestrian friendly main street. The current design's target operating speed is reported to be 45mph, which will create unsafe conditions for all roadway users.

Please remedy the design before implementation.

Comment ID: 96

Public Comment Form  
Draft FY2014 for NJ



Item ID# A.20

Name: Michael Ruderman

County: Mercer

Project Title: Princeton-Hightstown Road Improvements, CR 571

DB#: D0701

Comment:

I am a frequent pedestrian and bike rider on this street and I do not support the plan as now conceived. I do support the plan as advocated by WWBPA for slower speed and more main street features as detailed below:

Based on the information below, the WWBPA recommends: 1. Lower desired operating speed to 25-30mph, supported by each roadway design

element, not just a lower posted speed. 2. Curbed medians with appropriate pedestrian refuges. 3. Pedestrian-activated crossing signal that stops traffic at Sherbrooke. 4. Bike lanes per the Township Master Plan. 5. Increased safety at intersections through a variety of design changes, e.g.:

a. pedestrian-only crossing time as part of the signalization of intersections. b. adopt NJDOT-recommended geometry of curb radius and right turn slip

lane islands. c. allow sufficient crossing time to comply with ADA standards. d. provide pedestrian refuges in medians when crossing distance exceeds

60 feet, per NJDOT policy, or keep distance under 60 ft. e. eliminate right-turn-on-red permission at the Wallace/Cranbury and

Clarksville intersections with Rt. 571. 6. Strengthen visual cues leading to and within the main street area, e.g.:

a. reduce the posted speed limit in the transition areas leading to the main street to 35mph.

b. reduce to one through-travel lane before the start of the area. c. provide gateway treatments defining the area boundaries. d. provide street furniture, trees and landscaping.

Comment ID: 97

Item ID# A.21

Name: Philip Doren

County: Mercer

Project Title: Princeton-Hightstown Road Improvements, CR 571

DB#: D0701

Comment:

Lower desired operating speed to 25-30mph, supported by each roadway design element, not just a lower posted speed.

2. Curbed medians with appropriate pedestrian refuges.

3. Pedestrian-activated crossing signal that stops traffic at Sherbrooke.

4. Bike lanes per the Township Master Plan.

5. Increased safety at intersections through a variety of design changes, e.g.:

a. pedestrian-only crossing time as part of the signalization of intersections.

b. adopt NJDOT-recommended geometry of curb radius and right turn slip lane islands.

c. allow sufficient crossing time to comply with ADA standards.

d. provide pedestrian refuges in medians when crossing distance exceeds 60 feet, per NJDOT policy, or keep distance under 60 ft.

e. eliminate right-turn-on-red permission at the Wallace/Cranbury and Clarksville intersections with Rt. 571.

6. Strengthen visual cues leading to and within the main street area, e.g.:

a. reduce the posted speed limit in the transition areas leading to the main street to 35mph.

b. reduce to one through-travel lane before the start of the area.

c. provide gateway treatments defining the area boundaries.

d. provide street furniture, trees and landscaping.

Comment ID: 111

**Public Comment Form**  
**Draft FY2014 for NJ**



Item ID# A.22

Name: Vera Inkiow

County: Mercer

Project Title: Princeton-Hightstown Road Improvements, CR 571

DB#: D0701

Comment:

I would very much like to see the improvements described that increase bicycling and pedestrian safety. We desperately need this! However, I do not support increasing the number of lanes to three as described in the report.

Comment ID: 103

**Public Comment Form**  
**Draft FY2014 for NJ**



Item ID# A.26, A.30, A.28, A.24, A.34, A.36

Name: John Boyle

County: Various Counties

Project Title: General Comment

**Comment:**

DB # 99358 Safe Routes to Schools - We strongly support the continued funding of this program and appreciate the allocation of HSIP safety funds to do this.

DB# X185 Bicycle & Pedestrian Facilities/Accommodations - Since nearly a quarter of the fatalities in NJ are pedestrians and bicyclists - We strongly support greatly increasing the funding of this important program.

DB# X107 Transportation Alternatives Program - We would like to see the State allocate its leftover Transportation Enhancements money included in this program. We believe that technical assistance in managing these projects will improve outcomes as well as more participation in federal competitive funding programs.

DB # 103470 Local Aid Consultant Services - "Funding for consultant services to assist local public agencies in administering projects and providing oversight to recipients receiving Local Aid funds" this should be expanded to include Transportation Alternative, Transportation Enhancements and local CMAQ programs

**Complete Streets Policies**

Counties, Municipalities and MPO's in New Jersey should adopt complete streets policies. Mercer County, Gloucester Twp., Lawrence, Medford, Mantua, West Windsor and Woodbury have already done so.

**DVRPC Regional Trails Fund**

Only one project on the TIP is a trails project (DB# D1203 – Gloucester County Multi-Purpose Trail Extension). New Jersey has been awarded only 10% of the DVRPC Regional Trail Fund due to the lack of projects.

The TIP should be modified to include replenishment of the Regional Trails Fund. We would recommend allocation based on NJ's population share of the DVRPC Region. The requested amount for NJ and PA is \$10 Million over 3 years.

--

John Boyle

Research Director

The Bicycle Coalition of Greater Philadelphia

1500 Walnut St, Ste 1107

Philadelphia, PA 19102

215.BICYCLE (242-9253) X302

FAX:(267) 909-8726

<http://www.bicyclecoalition.org>

Comment ID: 99

**Public Comment Form**  
**Draft FY2014 for NJ**



Item ID# A.32

Name: John Boyle

County: Various Counties

Project Title: General Comment

Comment:

NJ DOT should reconsider its definition of shoulders as bicycle compatible due to the following factors.

1 - The NJ State Supreme Court has ruled that shoulders do not constitute bikeways - "Bicyclists do not have special privileges on a roadway's shoulder. Indeed, a bicycle rider is directed to ride on the furthest right hand side of the roadway, not on the roadway's shoulder. The Motor Vehicle Code does not designate the roadway's shoulder as a bicycle lane."

2 - Shoulders do not mitigate conflicts with turning vehicles, well designed bike lanes include pavement markings that guide bicyclists and motorists through these conflict zones.

3. - Bikeway design standards have improved since NJ devised its bicycle compatibility roadway matrix.

Comment ID: 92



Public Comment Form  
Draft FY2014 for NJ



Item ID# A.37

Name: David Evan Karasek

County: Various Counties

Project Title: General Comment

Comment:

Do you really like superstorms? Do you really care whether our whole world as well as state get's wiped off the map by our lack of will to engage in meaningful climate management? Well there's plenty more where Sandy came from unless we do something serious FAST to cut down New Jersey's carbon footprint, of which a whopping 50% is caused by transportation.

Even if climate change induced by transportation options and choices were not a factor, do you seriously think any real talent from New York City or Philadelphia will want to venture to New Jersey on our pathetic roads, especially given that many folks are CHOOSING NOT TO OWN CARS and thus relying on jobs in cities and not in the burbs.

This is already leaving South Jersey in particular as an unemployment quagmire.

We are not talking about millions that are needed here but probably in the neighborhood of billions of dedicated mass transit funding needed to build a serious mass transit infrastructure in this state.

And that includes South Jersey. The thirteen station PATCO light rail line doesn't cut it anymore and has not for a decade. New Jersey Transit Atlantic City line cannot serious serve the livelihood and business usefulness of Cherry Hill or Atlantic City with a single track causing compromised service and lengthy rides.

In summary new thought backed by real dollars needs to be put into mass transit for the whole region to circumvent both an infrastructure and climate crisis.

Comment ID: 85

**Public Comment Form**  
**Draft FY2014 for NJ**



Item ID# A.38

Name: Kathy Brennan Werth

County: Mercer

Project Title: General Comment

Comment:

Hello,

It must be noted that West Windsor Plainsboro High School South is located on the intersection of Route 571 and Clarksville Rd. This intersection needs and must be improved for the safety of our students. Route 571 needs to be slowed down from West Windsor Community Park to Wallace Road creating a bike, pedestrian and car friendly safe road. This roadway is not safe for anyone and traffic flow can be improved along with safety. There are so many wonderful traffic calming strategies which can be used instead of increasing lanes. The county needs to implement complete streets with the safety of our children in mind. West Windsor Plainsboro High School South is located on two busy county roads. The county can start protecting our kids by implementing no turn on red at the school's intersection. All government officials and engineers should walk these crosswalks during arrival and dismissal hours of school before implementing any type of redesign. Pedestrian, bike, and vehicle traffic needs to be taken into consideration. Safe roads for all.

Thank you.

Kathleen Brennan

1 Courtney Dr.

West Windsor, NJ 08550

Comment ID: 112

Item ID# C.01

Name: Christopher DiPrima

County: Camden

Project Title: SJ BRT/Avandale Park Ride (Bus Livability)

DB#: T630

Comment:

The City of Philadelphia Division of Aviation recognizes the importance of mass transit in fostering connectivity options to bring a higher quality of life to Delaware Valley commuters. Mass transit benefits economic development, reduces highway congestion, improves air quality, and provides better connections between people and places. The Division of Aviation commends New Jersey Transit and the Delaware Valley Regional Planning Commission for working to bring Bus Rapid Transit (BRT) to South Jersey and the City of Philadelphia. In particular, the introduction of "bus-on-shoulders" will allow South Jersey commuters to experience faster, more reliable travel times along the congested Routes 55/42/676 corridor.

As Philadelphia International Airport (PHL) expands to improve the region's air service, it is committed to fostering the use of mass transit. Today, the Airport offers direct SEPTA Regional Rail service from Center City Philadelphia, three SEPTA bus connections, and shuttle buses that reduce reliance on single-occupancy vehicles. As part of its future ground transportation planning process, the Airport is considering the addition of express bus service to better connect the thousands of employees and passengers who travel regularly between South Jersey and PHL.

To maximize the use of infrastructure being designed and built now along the 55/42/676 corridor and to minimize future traffic disruptions, the Airport requests that NJ Transit and DVRPC consider provisions that will allow BRT to connect to the Walt Whitman Bridge, including bus bypass lanes between Route 42 and the Walt Whitman Bridge and the ability to share resources at proposed BRT park-n-ride stations.

The Airport congratulates NJ Transit and the DVRPC on its planning efforts for BRT in South Jersey. As mass transit and PHL continue to grow and improve, the Division of Aviation hopes to work with its regional partners to provide frequent, high-quality mass transit access to its largest commercial airport.

City of Philadelphia

Division of Aviation

Department of Planning and Environmental Stewardship

Comment ID: 110



**Original Public Comments**  
*on the DRAFT DVRPC FY2014-2017 TIP for New Jersey*

*This section includes comments after the public comment period.*

**RECEIVED AFTER PUBLIC COMMENT PERIOD (MAY 17, 2013 to JUNE 18, 2013)**

From: Lita Bellocchio [<mailto:litabellocchio@yahoo.com>]  
Sent: Saturday, July 06, 2013 10:26 AM  
To: Snyder, Candy  
Subject: TIP Comments PLEASE CONFIRM RECEIPT.

Candy,

Please accept this as my comments in regards to the DVRPC meeting for the TIPS program:

The DVRPC has been the designated organization to gather all documents from Transportation Organizations and ensure that the improvement plans will ensure that future of transportation progress while protecting the communities and environment around the expanding transportation needs.

My comment is that the DVRPC is an organization being paid by the States and Federal Governments entities that have a vested interest in ensuring that the needs of these entities are met regardless of the public and environment they are affecting.

Transportation Funding:

My Comment - The State of NJ Department of Transportation has supplied the DVRPC with their TIP plans and there was only one mention of the environment in the entire report. The Department of Transportation has provided for some of the communities and as everyone of these commissioners are holding a seat on the Board of Directors for the New Jersey Turnpike they have ignore their responsibilities to ensure that the same residents and communities are protected but they are not. The New Jersey Turnpike is mentioned in the TIPS but when asked to address issues for the NJ Turnpike they have turned their backs on the people.

My comment - I believe there should be more Federal Funding for the environment and noise abatement to protect the public that have been abused by the transportation entities that are located near communities that are being affect by this transportation.

My comment - I believe that the public should have more say in where the money is spent to ensure that the public is protected.

My comment - I believe that the public should have more say in the money that is granted to municipalities. This money is suppose to be spread throughout the community to improve the roads but I have not seen that. Mt. Laurel NJ have been applying for road improvement grants for many many years but my street Ramblewood Pkwy has not been paved for over 26 years. The street is all cracked and broken up with pot holes running from Rt 73 to the bottom of Church at the WAWA. The municipality has allowed heavy trucks and tractor trailer to us our road to travel to the local business and our under drain has problem causing them not to repave our road. This road is putting added wear and tear on our vehicles and adds to the high decibel levels already in our area. Last year while crossing the street I feel in one of the pot holes and twisted my ankle. That was the only way that the municipality would come out and fill some of the holes in our are. All the smaller streets around our area have been repaved so while driving around their homes show an upscale area while our street has been neglected and shows a lower grade area which is affecting the value of our homes. The

**RECEIVED AFTER PUBLIC COMMENT PERIOD (MAY 17, 2013 to JUNE 18, 2013)**

municipality should be holding public meetings to inform us what their intentions are for using the grant money they receive but that doesn't happen.

My comment - Our area of Ramblewood has been enduring high decibel levels over the state and federal limits for residential area due to the NJ Turnpike at Exit 4. This area has not been maintained for many years and the natural forest that once existed is no longer there. Trees have been dying from the vehicle omission and clearing projects so the same fumes that were killing the trees is now the air that the residents are breathing in everyday. I am hearing that there is grant money to test the area in communities that reside around transportation but there has never been air quality testing done in our area. I feel that part of this grant money provided should be used for our area to ensure that the residents of Ramblewood are being provided for the same as other communities.

My comment - Grant money is provided for repaving roads and feel that our area should be repaved with quiet asphalt. The NJ DOT is suppose to review the plans of the municipalities to ensure that the funding is to be used for the worst road but that is not happening. The New Jersey DOT should also hold meetings in regards to the TIP programs and provide information to inform the public as to where all this grant money actually being used and not just to say roads and bridges. **THE PUBLIC SHOULD BE INFORMED AS TO HOW MUCH FUNDING THE STATE AND MUNIPALITIES ARE ACTUALLY RECEIVING AND THE PUBLIC SHOULD BE INFORMED AS TO WHERE THESE ROADS AND BRIDGES ARE LOCATED AND HOW MUCH OF THE FUNDING WILL BE USED TO MAKE THE REPAIRS?**

My Comment: Road repair is a normal expense incurred by transportation. Federal Funding should be used for added expense to ensure that the communities around heavily travelled highways should be provided for by erected noise barrier walls. More and more vehicles are travelling the NJ State Road. The NJ Turnpike is a toll road and although it is not owned by the state of NJ is it operated by the commissioners who run NJ Transportation and are the same people who make the decisions on where money is going to be spent. There should be census to ask the public how they think our commissioners are doing with making decisions for our roads. The public should be asked if we agree with where our federal money is going. This is our tax money that is being spent for everything other than the people for are paying their taxes.

My. Comment: The DVRPC receives Federal Funding to ensure that meetings are held to bring officials together to ensure good land use is being followed. They review the TIPS to ensure that good land use now and in the future is being followed. I do not believe the DVRPC is doing the job that our federal and state money is providing for. I live in an area consumed by transportation but by highway, air and municipality solar farm. Representatives from the DVRPC review these projects and in such a case as Mr. Moog retiring and no documents can be found shows the irresponsible actions and process and procedures that are being following by the organization that is suppose to be controlling what transportation is doing. The DVRPC announce on their website that they work with the public but that is a false statement. I have attended two Board of Director meetings and requested many times for a phone call and to date I have received no responses to the information provided at the meetings and have not received a phone call in regards to my request. I believe that the DVRPC is following an agenda to satisfy the transportation entities to receive federal and state funding that that is all.

My Comment: The Environmental Justice Department of the DVRPC is a department that is ran with State and Federal money and as they promote to protect the environment and the public they have done nothing to protect the residents from the environmental hazards that current exist in the Ramblewood Section of Mt. Laurel from the Transportation that has consumed our area..

**RECEIVED AFTER PUBLIC COMMENT PERIOD (MAY 17, 2013 to JUNE 18, 2013)**

PLEASE CONFIRM RECEIPT OF MY COMMENTS. ALSO PLEASE LET ME KNOW WHEN I CAN VIEW A COPY OF THE FINAL TIPS ALONG WITH MY COMMENTS.

I LOOK FORWARD TO READING MY COMMENTS AND WILL ALSO FOLLOW UP WITH THE US DEPARTMENT OF TRANSPORTATION TO EXPRESS MY CONCERNS TO THE ENTITY THEY HAVE ENTRUSTED WITH OUR MONEY AND RESPONSIBILITY TO ENSURE THAT THE PUBLIC AND ENVIRONMENT ARE BEING ACCOUNTED FOR IN THE FUTURE OF TRANSPORTAION.



**Agency Responses to Public Comments**  
*on the DRAFT DVRPC FY2014-2017 TIP for New Jersey*

*This section includes all responses received.*



# Agency Responses to Public Comments on the DVRPC FY2014-2017 Transportation Improvement Program (TIP) for New Jersey

## Responses to Agency Comments

### Camden

**DB#: T630--SJ BRT/Avandale Park Ride**

Response to: C.01

#### Agency Response by NJ TRANSIT:

Thank you for your interest and comments on DB# T630, SJBRT/Avandale Park Ride (Bus Livability) project. As you may be aware, this project is an initial step toward advancing the proposed South Jersey Bus Rapid Transit (SJBRT) system. The long-term vision for the SJBRT system was developed through a 24-month Alternatives Analysis (AA) study that identified Bus Rapid Transit (BRT) as the preferred transit alternative along the Routes 55/42/676 travel corridor to the City of Camden and Center City Philadelphia. Under this AA study, service to Philadelphia International Airport was outside of the study area, was not part of the project purpose & need statement and was therefore not evaluated.

Before service to Philadelphia International Airport could be added to the proposed SJBRT system, it would need to be evaluated to better identify both the potential market and costs. The proposed SJBRT system will provide regional capital investments such as park/rides and shoulder based bus lanes on Route 42. These infrastructure investments might be able to be scaled to support service to Philadelphia International Airport. Other capital costs for rolling stock (buses) and any priority treatments that would uniquely reduce travel time to Philadelphia International Airport would need to be identified.

Service patterns to serve Walter Rand Transportation Center in Camden, Center City Philadelphia and the Philadelphia International Airport will be challenging to integrate. Travel time and routing make it difficult to serve all of these locations in single trip. An independent market demand for service from NJ to Philadelphia International Airport needs to be identified. Significant work will need to be undertaken to evaluate travel demand. Airports are special generators for travel demand and need to be carefully factored and evaluated.

The advancement of the SJBRT/Avandale Park Ride (Bus Livability) project is the first step toward better regional mobility. Future development and expansion of the service is subject to identified needs and available funding. If ridership demand to Philadelphia International Airport from the SJBRT service area is identified, further funding will be needed to conduct a study of the required capital investments, service needs, benefits and costs.

## Responses to General Public Comments

### Burlington

**DB#: 02309--Route 130, Crystal Lake Dam**

Response to: A.01, A.02

#### Agency Response by NJDOT:

The Rt 130 Crystal Lake Dam project is intended purely to bring the dam into conformance with NJDEP Dam Safety standards. There are no roadway improvements intended as part of the project. It calls for overtopping protection, the installation of a new draw down sluice and crack repairs in the existing culvert under Rt 130.

**DB#: 02397--Route 130, Columbus Road/Jones Street**

Response to: A.03, A.04

#### Agency Response by NJDOT:

This is a safety improvement which calls for the construction of two left turn slots on Rt 130. The project is less than a 1/4 mile long. As part of the project all existing sidewalks will be brought into conformance with current ADA standards. It is also my understanding that there are Proposed "Safe Routes to School" sidewalks proposed for the north bound side of Rt 130, to be constructed by another agency.

**DB#: 10307--Route 70, East of North Branch Road to CR 539**

Response to: A.05

#### Agency Response by NJDOT:

The purpose of the project is to develop concepts for pavement restoration that will improve pavement conditions within the corridor and recommend a preliminary preferred alternative for advancement. The comment to mark the shoulders as bike lanes will be included in the recommendations of the Concept Development Study and considered in the Preliminary Engineering (PE) Phase.

# Agency Responses to Public Comments on the DVRPC FY2014-2017 Transportation Improvement Program (TIP) for New Jersey

## Burlington

**DB#: 11410--Route 72, Route 70 to County Route 532, Pavement**

Response to: A.06

### Agency Response by NJDOT:

Since Route 72 is classified as a principal rural arterial, it needs an 8' wide shoulder to be bike compatible. The roadway consists of one 12-foot travel lane in each direction with an 8-foot bike compatible shoulder. Therefore it can accommodate bicyclists on the shoulder.

As per "NJDOT Bicycle Compatible Roadways and Bikeways - Planning and Design Guidelines":

"In rural settings, bicycle lanes are not usually necessary to designate preferential use. On higher volume roadways, wide shoulders offer bicyclists a safe and comfortable riding area. On low volume roadways, bicyclists prefer the appearance of a narrow, low speed country road."

**DB#: 9212C--Route 206, Monmouth Road/Juliustown Road Intersection Improvements (CR 537)**

Response to: A.07

### Agency Response by NJDOT:

Due to project sensitivity with preserved farmlands surrounding the project, the Department had no choice but to "squeeze" the proposed improvements into the existing right of way. Purchasing preserved farmland is very difficult to do. The enhancements that are to be performed will accommodate ADA and the department will construct a 15 foot wide outside lane in both directions of travel on Route 206 which will enhance a shared use for bicyclists.

The intent of the project is to reduce congestion, reduce right angle accidents and improve operational characteristic of this intersection and the Juliustown Road intersection.

**DB#: D9912A--South Pemberton Road, CR 530, Phase 2**

Response to: A.08, A.09

### Agency Response by Burlington County:

There will be bicycle compatible shoulders on both sides of CR 530 for the entire project length. Stripped crosswalks and ADA improvements will be constructed at all signalized intersections.

## Camden

**DB#: 99312--Route 130, Brooklawn Circles**

Response to: A.10, A.11

### Agency Response by NJDOT:

Yes, the new design for the Brooklawn Circle (aka East Circle) will propose continuous sidewalk throughout the entire project and crosswalks for 3 of the 4 circle approaches (Route US 130 NB, Route 47, and Hannevig Avenue). The crosswalk for the Route US 130 SB approach is proposed at the new traffic signal proposed at Route 130 and Old Salem Road. The Western Circle is outside the project limits and subsequently will not be subject to alteration under this project.

The new design for the Brooklawn Circle (aka East Circle) will propose yielding for 3 of the 4 circle approaches (Route US 130 NB, Route 47, and Hannevig Avenue). However, the traffic volumes on the Route US 130 SB approach at the Brooklawn Circle are very high, which will not allow the movement to be yielded to the circle without a level of service failure during peak hours.

The new circle design will not provide a bike lane or outside shoulders for designated bicycle use. However, the new design with the implementation of continuous sidewalks and crosswalks will allow the bicyclist to dismount and negotiate the circle crossing as a pedestrian.

## Gloucester

**DB#: D1203--Gloucester County Multi-Purpose Trail Extension**

Response to: A.12, A.13, A.14

### Agency Response by Gloucester County:

Gloucester County appreciates the support of our regional planning partners for the Gloucester County Multi-Purpose Trail Extension.

## Mercer

# Agency Responses to Public Comments on the DVRPC FY2014-2017 Transportation Improvement Program (TIP) for New Jersey

## **Mercer**

### **DB#: 031--Route 1, Penns Neck Improvements (CR 571)**

Response to: A.15

#### **Agency Response by DVRPC:**

Route 1, Penns Neck Improvements (CR 571) (DB# 031) is on the "Tier 2" Unfunded list. In other words, this project cannot be funded based on current revenue estimates unless there are additional state or federal funds that could allow funding it.

#### **Agency Response by NJDOT:**

NJDOT is still in the process of obtaining comments from the public on a conceptual plan. The concept increases the number of lanes on Route 1 but does not include any plan to add lanes to Route 571. Route 571 is a County Route so we cannot comment on any plans the county or township has for the particular route.

#### **Agency Response by Mercer County:**

The project number and title does not appear in the Draft 2012 TIP. This comment seems to refer to identical comments from Ms Zeitler on DB#: D0701—Princeton-Hightstown Road Improvements.

### **DB#: 04316--Route 1 Business, Brunswick Circle to Lake Drive**

Response to: A.16

#### **Agency Response by Lawrence Township:**

Lawrence Township is pleased to respond to Vera Inkiow's support of this project. The improvements proposed along Route 1 Business (Brunswick Circle to Lake Drive) have public and private support in Lawrence Township and will re-develop Business Route 1 into a pedestrian friendly urban streetscape that will promote business development. This project will enhance the mixed-use character of the Brunswick Pike corridor so that it becomes a progressively more viable location for residential, retail, office and institutional uses. In addition, this project will facilitate the development of new mixed-use buildings which will broaden the commercial appeal of the corridor as well as expand the resident population base to support the local shops and services.

#### **Agency Response by NJDOT:**

The project will address Lawrence Township's desire to redevelop this stretch of Route 1 Business into a pedestrian-friendly urban streetscape that promotes business development, aims at slowing traffic speeds, and improving pedestrian connectivity. The bike/ped improvements include the following elements that also support traffic calming: reduced-width traveled lanes, parking along the NB shoulder, a wider grassed center median, pedestrian bulb-outs at street corners, and pedestrian crosswalk delineation

### **DB#: D0701--Princeton-Hightstown Road Improvements, CR 571, Response to A.17**

Response to: A.17

#### **Agency Response by Mercer County:**

The design for this project was developed by and for West Windsor Township, with a great deal of public input, precisely in anticipation of the Township's 'main street' plan for the area. As previously noted in response to other public comments, the additional lane in this segment of CR 571 is a two-way left turn lane, not a travel lane. The purpose of this lane is to improve access to local businesses by providing safe and separated left turn opportunities. At intersections, the lane will convert to left only, which will improve intersection safety and allow a longer pedestrian crossing time. The project also includes bicycle lanes and continuous sidewalks within County right-of-way, neither of which could be accommodated without some roadway widening. Mercer County has committed to considering a speed reduction in this area once the project is complete.

# Agency Responses to Public Comments on the DVRPC FY2014-2017 Transportation Improvement Program (TIP) for New Jersey

## Mercer

**DB#: D0701--Princeton-Hightstown Road Improvements, CR 571, Response to A.19**

Response to: A.19

**Agency Response by DVRPC:**

Please see attached formal response letter dated 7/5/2011 to Mr. Jerry Foster from Mercer County.

**Agency Response by Mercer County:**

Thank you for the opportunity to respond to comments on the CR 571 project. Jerry Foster, Vice President of the West Windsor Bike-Ped Alliances, references the Alliance's comment on this project (dated 1/5/2011) when it appeared in the draft 2012 TIP. Michael Ruderman has similar concerns and similar recommendations. I have attached the response I made then (7/5/2011) and here merely repeat:

"Significant changes to the design at this point will force the project to be dropped from the TIP and revert back to the alternatives analysis phase. This will delay implementation for years, if not preclude it from ever receiving federal funding."

That said, in contrast to the comments received, the design does now include bicycle lanes, continuous sidewalks, ADA-compliant crossings, and other pedestrian-oriented improvements. The 'major capacity increase, from 2 to 3 lanes' actually refers to an auxiliary two-way center left turn lane that converts to a protected left turn at intersections. This design is intended to improve safe vehicular access to local businesses and increase intersection throughput to accommodate longer pedestrian crossing times required by current standards. Despite the highway's classification as a Principal Arterial, there still will be only one travel lane in each direction.

As Mr. Foster knows, the Hughes administration is attentive to the interests of the cycling and walking public, as evident in the administration's adoption, followed by Freeholder adoption, of a County complete streets policy. But change is slow and resources are tight. We look forward to continuing to work with Mr. Foster on workable, timely ways to improve County highways.

**DB#: D0701--Princeton-Hightstown Road Improvements, CR 571, Response to Other**

Response to: A.18, A.20, A.21, A.22

**Agency Response by Mercer County:**

Mercer County Excerpt: The design for this project was developed by and for West Windsor Township, with a great deal of public input, precisely in anticipation of the Township's 'main street' plan for the area. As previously noted in response to comments from Mr. Foster and Ms. Zeitler, the project design does include bicycle and pedestrian-oriented improvements, such as bicycle lanes, continuous sidewalks, and ADA-compliant crossings. The "2 to 3 lanes" increase refers to an auxiliary two-way center left turn lane that converts to a protected left turn at intersections that intends to improve safe vehicular access to local businesses and increase intersection throughput to accommodate longer pedestrian crossing times required by current standards. Mercer County has committed to considering a speed reduction in this area when the project is complete. Significant changes to the design at this point will force the project to be dropped from the TIP, revert back to the alternatives analysis phase, and consequently delay implementation for years, if not preclude it from ever receiving federal funding. In addition, Mercer County has already adopted a complete streets policy.

## Various

**DB#: 10347--Local Aid Consultant Services**

Response to: A.23, A.24

**Agency Response by DVRPC:**

The funds provided in DB #10347 "Local Aid Consultant Services" to assist the NJDOT Local Aid staff in their administration and implementation of projects for Local Public Agencies is a great benefit to regional efforts and does enable NJDOT Local Aid staff more resources to implement Transportation Alternatives, Transportation Enhancements, and CMAQ funded local projects.

**Agency Response by NJDOT:**

Your comments regarding Local Aid Consultant Services have been received and are hereby acknowledged. Your comments have been passed along to the appropriate NJDOT project manager for consideration.

**DB#: 99358--Safe Routes to School Program**

Response to: A.25, A.26

**Agency Response by DVRPC:**

Thank you for your continued support.

# Agency Responses to Public Comments on the DVRPC FY2014-2017 Transportation Improvement Program (TIP) for New Jersey

## Various

### **DB#: X107--Transportation Alternatives Program**

Response to: A.27, A.28

#### **Agency Response by NJDOT:**

NJDOT will consider transferring additional funding to this program in any given fiscal year at such time as the original budgeted amount is expended.

### **DB#: X185--Bicycle & Pedestrian Facilities/Accommodations**

Response to: A.29, A.30

#### **Agency Response by NJDOT:**

Each year NJDOT reviews prior year activities and requests for additional resources. While NJDOT acknowledges the success of this program, based on our assessment of this program weighted against funding requests for contending programs and projects, the amount budgeted should be maintained.

### **General TIP Comments: "Shoulder" Definition**

Response to: A.31, A.32

#### **Agency Response by NJDOT:**

Your comments regarding NJDOT's definition of a "shoulder" have been received and are hereby acknowledged. Your comments have been passed along to the appropriate NJDOT project manager for consideration.

### **General TIP Comments: Complete Streets Policy**

Response to: A.33, A.34

#### **Agency Response by DVRPC:**

Thank you for commenting. A common transportation planning adage is that every trip is a pedestrian trip, since even trips by car will begin and end on foot. As a result, pedestrian planning and the consideration of pedestrian needs are integral elements of nearly all of DVRPC's planning activities. DVRPC's role is to encourage context-sensitive pedestrian and bicycle accommodations throughout the region as part of a complete streets policy framework. We support local pedestrian and bicycle planning efforts through data collection, specific planning projects, and the identification of emerging national and international best practices that may be appropriate for our region. As a concept, Complete Streets are also identified in the draft Connections 2040 Long Range Plan for Greater Philadelphia Region as a highlighted strategy under the "Foster a Multimodal Transportation System" goal. DVRPC appreciates The Bicycle Coalition of Greater Philadelphia and the New Jersey Bike & Walk Coalition as advocates for Complete Streets and hopes they will continue to partner with individual municipalities, counties, and MPOs (including DVRPC) for the adoption of Complete Streets policy language where appropriate.

#### **Agency Response by Burlington County:**

Complete streets policies are not currently being considered in Burlington County.

#### **Agency Response by Gloucester County:**

Gloucester County appreciates the comments and while we do not have an adopted Complete Streets Policy, we do our best to implement a completed street as we improve our County-owned roads when pedestrian and bicycle facilities are feasible and safe.

#### **Agency Response by Mercer County:**

As the comment states, Mercer County has already adopted a complete streets policy. So too have our municipalities of Lawrence, Princeton, Trenton, and West Windsor.

# Agency Responses to Public Comments on the DVRPC FY2014-2017 Transportation Improvement Program (TIP) for New Jersey

## Various

### General TIP Comments: DVRPC Regional Trails Fund

Response to: A.35, A.36

#### Agency Response by DVRPC:

Thank you for commenting. While there is only one distinct trail project in the DVRPC highway section of the DVRPC Draft FY2014 TIP for NJ, it is important to note that other projects in the DVRPC highway program include bike and pedestrian improvements as components of larger roadway projects. As an example, the Princeton-Hightstown Road Improvement, CR 571 project (DB #D0701, a local Mercer County project) does include bicycle lanes, continuous sidewalks, and ADA compliant crossings as part of the current project design. The Route 130, Brooklawn Circles (DB #99312, a NJDOT state project) design proposes continuous sidewalk and ADA compliant crosswalks at three of the four circle approaches. While separate bike lanes will not be provided, the sidewalks and crosswalks allow bicyclists to dismount and pass through this high traffic area as a pedestrian. Furthermore, many of the projects and programs that directly address bike and pedestrian needs are included in the NJDOT Statewide section of the document and a portion of these projects and programs benefit the DVRPC region. Totalling approximately \$100 million over the next four years (FY2014- 2017), the Transportation Alternatives Program (TAP, formerly Transportation Enhancements (TE)), Safe Routes to Transit, Safe Routes to School, Regional Trails and the Bicycle and Pedestrian Facilities/ Accommodations Program result in projects in our four New Jersey counties that are selected with input from DVRPC. For this reason, a table of TE projects selected in the DVRPC region since 2000 is included in the TIP document in order to highlight and call out a program for which the NJDOT Statewide Program does not provide detail. Seven projects were recently awarded funds through the TE program and these projects will be added to the TE list in the final TIP document. The Stevenson Avenue and East Franklin Avenue Multi-Use Path, is a new \$113,000 Safe Routes to School (SRTS) project in Burlington County. DVRPC will also create a Safe Routes to School table to include in the final TIP document so as to better identify SRTS projects in our region. Trails were/are eligible for a variety of federal transportation funds, but they either were not submitted by local governments for consideration or they were not ranked high enough in competitive programs to be selected. Projects are selected largely by state/county/city representatives who participate on DVRPC's committees or are selected by NJDOT with input from DVRPC. It is important that sponsors or advocates of trail projects work closely with county governments to help build support for desired improvements.

### General TIP Comments: DVRPC; Commissioners who are also on NJ Turnpike Board of Directors; environment in Draft TIP; federal funding; grant money for Ramblewood residents; public engagement; NJDOT; tracking project funds and project types

#### Agency Response by DVRPC:

This comment was received after the close of the public comment period.

# Agency Responses to Public Comments on the DVRPC FY2014-2017 Transportation Improvement Program (TIP) for New Jersey

## Various

### General TIP Comments: Mass Transit Funding and Transit Service Coverage

Response to: A.37

#### Agency Response by DVRPC:

In response to Mr. Karasek's comment on the need to have dedicated mass transit funding to build transit infrastructure in New Jersey, the level of transit funding is set at the federal and state level, while highway funding is set at the state level via separate formulas. Within the Draft TIP, there is \$843 million out of \$1.7 billion from FY2014-2017 for transit alone, which is on average \$211 million per year that goes directly to NJ TRANSIT and the DRPA/PATCO. This amount does not include other projects in the "Various" counties section that are also NJ TRANSIT or DRPA/PATCO or on the highway program that benefit transit. For example, Camden County Bus Purchase (DB# D0601) in DVRPC's Highway program provides funds for new capital equipment purchases by Camden County's Senior Citizens United Community Services (SCUCS)/Sen-Han Transit and the South Jersey Transportation Authority (SJTA). In addition, almost half of all programmed amounts fund transit (NJ TRANSIT and DRPA/PATCO).

It is worthy to note that governments at all levels and transit agencies are facing severe funding constraints and multiple priorities, in which there is inadequate money to fund the amount of proposed expansion projects let alone maintain and upkeep the existing transit network, along with roads and bridges that are themselves a considerable funding challenge. Furthermore, due to the substantial high construction costs for new rail lines, cities and regions in the nation generally rely on federal New Starts funding for a significant portion of their costs, but new project proposals can shift some rides from existing lines with little new ridership; annual operating subsidies can be extremely high for some projects; and cost recovery can be particularly poor during a line's early years. Still, DVRPC does recognize that issues such as climate change will likely make public transit an increasing priority in the DVRPC region and throughout the nation. DVRPC therefore established its Office of Energy and Climate Change Initiatives in 2008 to respond to the issues you raised in your comments. Please visit the Office's website at [www.dvrpc.org/EnergyClimate](http://www.dvrpc.org/EnergyClimate) to about DVRPC's activities in this area. These include, among other activities, the Climate Change Vulnerability and Risk Assessment of Transportation Infrastructure, a joint FHWA-funded project with NJ DOT and DVRPC's counterpart agency in northern New Jersey, the North Jersey Transportation Planning Authority. More information on this assessment is available at: [www.njtpa.org/plan/Element/Climate/FHWACConceptualModel.aspx](http://www.njtpa.org/plan/Element/Climate/FHWACConceptualModel.aspx). DVRPC also continues to strongly support investments in the regional transit network, including system enhancements and network expansions, provided they are consistent with the primary goals established in its adopted Long-Range Plan; provided the existing transit network remains in a state of good repair; and provided the proposed expansion will not place undue financial burdens on local governments or transit agencies. Please see attached formal response letter to Mr. Karasek's comment from the DRPA/PATCO.

#### Agency Response by DRPA/PATCO:

We received your recent email with Mr. David Karasek's comment on the above subjects. We appreciate the opportunity to provide the following information on PATCO and the Glassboro-Camden Line (GCL) Environmental Impact Statement (EIS) study currently underway.

DRPA is bi-state transportation and development agency that operates four bridges across the Delaware River; the Ben Franklin, Walt Whitman, Commodore Barry and Betsy Ross. In addition, PATCO, a wholly owned subsidiary of the DRPA operates a 14.2-mile rail line between Lindenwold, NJ and Center City Philadelphia. DRPA also owns the RiverLink Ferry which is operated by National Ferry Corporation.

DRPA has a long-standing commitment to clean air, clean water and sustainable development. Each capital project conducted at DRPA and PATCO undergoes an environmental review and is designed to the highest environmental standards. We are always looking to identify opportunities to improve our impact on the environment.

Helping us achieve this high level of sensitivity to environmental issues is our in-house Environmental Coordinator, familiar with environmental regulations in New Jersey and Pennsylvania to ensure compliance with regulatory requirements. We also maintain updated response plans and provide training for staff members responsible for responding to environmental incidents that may occur, as an example of the tasks we routinely undertake as part of our commitment toward a clean environment.

DRPA has been investing in environmental friendly technologies and processes since its inception, including the PATCO High Speed Line.

Our PATCO train line began operations in 1969, with the first trips carrying 21,200 people per day. Today, as the cost of a gallon of gasoline in the region continues to rise and hits \$3.40 or more, many more drivers are riding PATCO. Currently, PATCO daily ridership is averaging around 36,500 passengers, getting them to work, school, sporting events, shopping and anywhere else they need to go-quickly, easily and in an environmentally friendly way.

PATCO, as one of the region's primary mass transit providers, helps reduce air pollution and traffic congestion in South Jersey and Philadelphia by removing more than 12,500 cars from the roadways each day. Studies sponsored by the American Public Transportation Association show that public transportation reduces national carbon dioxide emissions by approximately 7 million metric tons annually by getting people out of their cars and into buses and trains for work and recreational transportation. For example, a solo commuter switching to existing public transportation in a single day can reduce their CO2 emissions by 20 pounds

# Agency Responses to Public Comments on the DVRPC FY2014-2017 Transportation Improvement Program (TIP) for New Jersey

## Various

### General TIP Comments: Mass Transit Funding and Transit Service Coverage

Response to: A.37

or more than 4,800 pounds in a year. By removing over 12,000 cars from the road each day, PATCO helps reduce regional CO2 emissions by approximately 55 million pounds per year. Further expansion of transit in the region will increase these numbers. Mr. Karasek mentioned the need for mass transit expansion in the South Jersey region to 'circumvent both an infrastructure and climate crisis.' Following an extensive feasibility study and alternatives analysis study that included significant public and stakeholder outreach, a locally preferred alternative for mass transit expansion from Camden to Glassboro, NJ, along the Conrail right-of-way, was identified.

The next step in the process is the Environmental Impact Statement (EIS) for which the Federal Transit Administration (FTA) is the federal lead agency and STV Incorporated is the consultant responsible for the preparation of the EIS. NJ TRANSIT is funding the EIS and conceptual engineering phase for the planned Glassboro-Camden Line, and DRPA, working with these partners, is serving as the Project Manager for the EIS. As currently planned, this Light Rail Transit (LRT) project extends along an 18-mile corridor serving 12 communities with 14 proposed passenger stations, using trains that are proposed to operate within a 7 ½ minute frequency during the morning and afternoon peak service periods. This system is projected to carry 18,000 riders by the year 2030. The Glassboro-Camden Line would function as an additional transit choice that provides improved service throughout the region, enhancing links between people and activity centers. A well-planned LRT system maximizes existing transportation assets with minimal adverse impacts to the environment. Operating transit systems tend to mitigate highway congestion, reduce the number of miles traveled and decrease corresponding CO, NO, and VOC emissions. The selected GCL light rail alternative supports state and local planned growth initiatives and will improve the overall quality of life in southern New Jersey. The current EIS phase should be completed by the end of calendar year 2014.

Transit investments provide numerous benefits – both to society and to individual travelers. Getting commuters out of cars and onto trains is perhaps of the best investments in clean air we can make. We will continue to do all we can to enhance the quality of life for commuters and residents of South Jersey and Philadelphia and help the environment in the process.

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#### **Agency Response by NJ TRANSIT:**

This response is being provided in regard to the comment forwarded by DVRPC, on the draft Fiscal Year 2014 Transportation Improvement Program. The author of the message advocates for increased funding for mass transit infrastructure, particularly in South Jersey. He mentions PATCO and NJ TRANSIT services in South Jersey (it should be noted that PATCO is not an NJ TRANSIT service, but belongs to the Delaware River Port Authority). Here is NJ TRANSIT's response.

NJ TRANSIT aims to provide public transit services which are targeted to meet our customers' needs. To this end, NJ TRANSIT



# Agency Responses to Public Comments on the DVRPC FY2014-2017 Transportation Improvement Program (TIP) for New Jersey

## Various

### General TIP Comments: Mass Transit Funding and Transit Service Coverage

Response to: A.37

conducts quarterly customer satisfaction surveys, known as the ScoreCard. It provides a regular measurement of numerous facets of NJ TRANSIT's performance, from customer feedback on transit services and facilities, to on-time and financial performance, which are used to guide the organization. NJ TRANSIT is obligated to be fiscally responsible, and works to use available resources to maximize their benefits to the residents and travelers of New Jersey. We seek out where there is clear market need for services because we cannot afford to provide services which are not adequately utilized.

Beginning a few years ago, NJ TRANSIT participated in a multiagency (including the Delaware River Port Authority, South Jersey Transportation Authority, NJ Turnpike, and NJ Department of Transportation) review of the transportation needs of Southern NJ which resulted in identifying a series of transit initiatives NJ TRANSIT is actively advancing these initiatives aimed at expanding or improving access to public transportation in southern New Jersey:

#### Pennsauken Transit Center

Construction is proceeding on a new Pennsauken Transit Center – a rail station located at the junction of the River Line and the Atlantic City Rail Line in Pennsauken. Users will be able to access River Line light rail service operating between Trenton and Camden, the Atlantic City Line between Atlantic City and 30th Street station in Philadelphia, as well as connecting local bus service. Plans call for the station to open for service later in the fall of 2013.

#### South Jersey Bus Rapid Transit (SJBRT)

The SJBRT system is proposed to operate along Routes 55/42/676 from suburban Camden and Gloucester Counties to the Cities of Camden and Philadelphia. The proposed SJBRT system includes three major park/rides, shoulder bus lanes, new stations, real-time bus arrivals information, off-board fare collection, and traffic signal priority technology at key intersections. The next step in advancing the SJBRT is to complete the Federal environmental requirements (per the National Environmental Policy Act, or NEPA). NJ TRANSIT is also actively pursuing Federal discretionary funding to advance the initial phase of the SJBRT system from Avandale Park/Ride in Winslow Township NJ and serving the Cities of Camden and Philadelphia.

#### Atlantic City Rail Line Operations Study

NJ TRANSIT is now completing an operations analysis for improved service scenarios on the Atlantic City Line. The analysis includes improved service frequencies and running times between Philadelphia and Atlantic City, as well as potential new stations. The study will determine infrastructure requirements for different levels of improved service on the Atlantic City Line. Projects tasks include operations planning, physical feasibility, and environmental screening.

#### Glassboro-Camden Line

The Delaware River Port Authority / Port Authority Transit Corporation (PATCO), lead agency, and NJ TRANSIT are progressing the Glassboro-Camden Line (GCL) Project in southern New Jersey and continuing with the preparation of an Environmental Impact Statement (EIS). The purpose of this project is to improve 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 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 for a project to receive federal funding. The EIS process will take approximately 24 months, and is scheduled to be completed late in 2014.

#### River Line Improvements

**Onboard Cameras** – The River LINE has just completed a program to install video cameras in the interior of all trains. These interior cameras will allow Light Rail Operations and NJ TRANSIT Police to monitor passenger conditions onboard each light rail train. In this way, NJ TRANSIT can help ensure better service for all of our customers.

**Station Platform Safety Improvements** – The River Line has completed a major safety improvement. At many stations, railings and fencing have been added or made longer to keep our customers away from the tracks and safely on the platforms and sidewalks. Other improvements include new bi-lingual signs and stenciled warnings at locations where the sidewalks cross the tracks. These improvements will help keep the public safe and on the right path.

# Agency Responses to Public Comments on the DVRPC FY2014-2017 Transportation Improvement Program (TIP) for New Jersey

## Various

### General TIP Comments: Route 571 and Clarksville Road Intersection; Complete Streets Policy

Response to: A.38

#### Agency Response by Mercer County:

Mercer County Excerpt: The design for this project was developed by and for West Windsor Township, with a great deal of public input, precisely in anticipation of the Township's 'main street' plan for the area. As previously noted in response to comments from Mr. Foster and Ms. Zeitler, the project design does include bicycle and pedestrian-oriented improvements, such as bicycle lanes, continuous sidewalks, and ADA-compliant crossings. The "2 to 3 lanes" increase refers to an auxiliary two-way center left turn lane that converts to a protected left turn at intersections that intends to improve safe vehicular access to local businesses and increase intersection throughput to accommodate longer pedestrian crossing times required by current standards. Mercer County has committed to considering a speed reduction in this area when the project is complete. Significant changes to the design at this point will force the project to be dropped from the TIP, revert back to the alternatives analysis phase, and consequently delay implementation for years, if not preclude it from ever receiving federal funding. In addition, Mercer County has already adopted a complete streets policy.



One Port Center

2 Riverside Drive  
Camden NJ

**DELAWARE RIVER PORT AUTHORITY**  
*of Pennsylvania & New Jersey*

**PATCO**

*Port Authority Transit Corporation*

**John J. Matheussen**

Chief Executive Officer - Delaware River Port Authority  
President - Port Authority Transit Corporation

June 4, 2013

Via email: [khui@dvrpc.org](mailto:khui@dvrpc.org)

Kwan P. Hui, Transportation Planner  
Office of Capital Programs  
DVRPC  
190 N. Independence Mall West, 8<sup>th</sup> Floor  
Philadelphia, PA 19106

Re: David Karasek Comment for the FY2014 Draft TIP on PATCO's capacity to serve riders, planned mass transit expansion in South Jersey and the effects of this service on mitigating climate change.

Dear Ms. Hui,

We received your recent email with Mr. David Karasek's comment on the above subjects. We appreciate the opportunity to provide the following information on PATCO and the Glassboro-Camden Line (GCL) Environmental Impact Statement (EIS) study currently underway.

DRPA is bi-state transportation and development agency that operates four bridges across the Delaware River; the Ben Franklin, Walt Whitman, Commodore Barry and Betsy Ross. In addition, PATCO, a wholly owned subsidiary of the DRPA operates a 14.2-mile rail line between Lindenwold, NJ and Center City Philadelphia. DRPA also owns the RiverLink Ferry which is operated by National Ferry Corporation.

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*DRPA is an equal opportunity employer*

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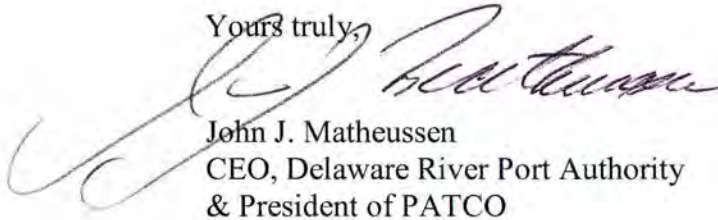
The Glassboro-Camden Line would function as an additional transit choice that provides improved service throughout the region, enhancing links between people and activity centers. A well-planned LRT system maximizes existing transportation assets with minimal adverse impacts to the environment. Operating transit systems tend to mitigate highway congestion, reduce the number of miles traveled and decrease corresponding CO, NO, and VOC emissions. The selected GCL light rail alternative supports state and local planned growth initiatives and will improve the overall quality of life in southern New Jersey. The current EIS phase should be completed by the end of calendar year 2014.

Transit investments provide numerous benefits – both to society and to individual travelers. Getting commuters out of cars and onto trains is perhaps of the best investments in

clean air we can make. We will continue to do all we can to enhance the quality of life for commuters and residents of South Jersey and Philadelphia and help the environment in the process.

If I can provide any further information in this regard, please do not hesitate to contact me.

Yours truly,

A handwritten signature in black ink, appearing to read "John J. Matheussen". The signature is written in a cursive style with a large, sweeping initial "J".

John J. Matheussen  
CEO, Delaware River Port Authority  
& President of PATCO

JJM:ad



# COUNTY OF MERCER

## DIVISION OF PLANNING

McDade Administration Building

640 South Broad Street

P. O. Box 8368

Trenton, NJ 08650-0068

Phone (609) 989-6545 Fax (609) 989-6546

**BRIAN M. HUGHES**

County Executive

**KELVIN S. GANGES**

Chief of Staff

**DONNA M. LEWIS**

Director

**ANDREW MAIR**

County Administrator

July 5, 2011

Barry Seymour  
Delaware Valley Regional Planning Commission  
American College of Physicians Building, 8<sup>th</sup> Floor  
190 N. Independence Mall West  
Philadelphia, PA 19106

Dear Mr. Seymour,

I am writing in response to public comment on the DVRPC Draft 2012 Transportation Improvement Program in regard to NJDOT DB# D0701, "Princeton-Hightstown Road Improvements, CR 571" for the segment between Clarksville and Wallace Roads.

Comments generally praise the project for adding bicycle and pedestrian amenities in what West Windsor Township desires to be a 'main street', mixed-use district near the Princeton Junction train station. Most commentators urge the project to go further. The pedestrian crossing at Sherbrooke Drive attracted particular concern. Aware of this concern, Mercer County recently conditioned approval of a site plan for Windsor Plaza redevelopment on the installation of rectangular rapid flashing beacons and other pedestrian improvements at this location. These will persist as an existing condition through the federal project. With concurrence from West Windsor, the County will also consider lowering the speed limit to 25 MPH. Other comments, however, urge significant design changes that reduce travel speeds and create refuges for crossing pedestrians.

A project for this section has been on the TIP twice before. After graduating to the TIP in 1993, the West Windsor Township Council reversed its endorsement of a project to add pedestrian amenities and widen the road to 5 lanes. The Council re-iterated its opposition to widening when NJDOT listed a similar project in the 2002 Local Scoping program. Thereafter, West Windsor took the lead and in 2005 both its Planning Board and its Council endorsed a design for a three-lane section, including extensive bicycle and pedestrian amenities, following a thorough alternatives analysis and public outreach process. After very minor changes during Preliminary Design, the current TIP moves the

project forward into final design. Significant changes to the design at this point will force the project to be dropped from the TIP and revert back to the alternatives analysis phase. This will delay implementation for years, if not preclude it from ever receiving federal funding.

In the public outreach process leading to the preferred alternative, some citizens voiced concerns similar to those raised today. As a result, the final preferred alternative amalgamated the design with the smallest cartway width (to reduce pedestrian crossing distances) and the design with continuous bikeable shoulders. To go further, as advocated by the West Windsor Bicycle and Pedestrian Alliance, and eliminate auxiliary lanes, reduce turning radii, and introduce other traffic calming elements, conflicts with the imperative that this segment of CR 571 safely move vehicular traffic.

CR 571 is a Principal Arterial (AADT ~20,000) and serves as the only direct link between the NJ Turnpike, Princeton Junction train station, US Route 1, and the Township and Borough of Princeton. Turn volumes are high at signalized intersections, where auxiliary lanes will improve operations and safety. Without auxiliary lanes to enhance the free flow of through traffic—including Bus Rapid Transit vehicles travelling in traffic on this segment—opportunities for regional economic development may be jeopardized. In every project such as this, the final preferred alternative must be a compromise. In this case, regional mobility needs must be accommodated while enhancing safety for all travel modes.

Sincerely,

A handwritten signature in black ink, appearing to read 'Matthew Lawson', with a long, sweeping underline.

Matthew Lawson, AICP/Ph.D.  
Principal Planner

## Public Outreach Documentation





190 N INDEPENDENCE MALL WEST  
8TH FLOOR  
PHILADELPHIA, PA 19106-1520  
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**THE DELAWARE VALLEY REGIONAL PLANNING COMMISSION (DVRPC) ANNOUNCES FOR PUBLIC REVIEW:**

**DRAFT DVRPC Fiscal Year (FY) 2014 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR NEW JERSEY (FY2014-2017)**

The Delaware Valley Regional Planning Commission (DVRPC) is seeking your input. We will open a public comment period for the Draft FY2014 Transportation Improvement Program (TIP) for New Jersey (FY2014-2017) on May 17, 2013; the comment period will close at 5 p.m. on June 18, 2013. The TIP is the regionally agreed-upon list of priority transportation projects, as required by federal law.

**Please join us for a public meeting and information session on the Draft FY 2014-2017 TIP for NJ between the hours of 4 and 6 p.m. on:**

**Wednesday, June 12, 2013  
Cherry Hill Library  
1100 Kings Highway North  
Cherry Hill, NJ**

The meeting will be conducted jointly with the New Jersey Department of Transportation (NJDOT) and also serve as an opportunity to comment on the NJDOT Draft New Jersey Statewide Transportation Improvement Program (STIP), which is available at [www.state.nj.us/transportation/capital/cpd/](http://www.state.nj.us/transportation/capital/cpd/) and also at the DVRPC Resource Center (located at the address below). The public comment period for the NJDOT STIP will also open on May 17, 2013 and will close no earlier than June 18, 2013. The NJDOT Draft STIP Public Comment Period will remain open until all three New Jersey MPOs (Metropolitan Planning Organizations) have closed their FY2014 TIP public comment periods.

Copies of DVRPC's Draft TIP documents are available at [www.dvrpc.org](http://www.dvrpc.org), in the DVRPC Resource Center, as well as in a number of regional libraries. The documents will also be available at the public meeting, and can be translated into an alternative format or language, if requested.

The release of, and public comment periods for, the Draft DVRPC Long-Range Plan, and Draft Transportation Conformity finding will follow. Written comments and questions may be addressed to Plan/TIP/Conformity Comments, c/o DVRPC Public Affairs Office, 190 N. Independence Mall West, 8th Fl., Philadelphia, PA 19106, e-mailed to [tip-plan-comments@dvrpc.org](mailto:tip-plan-comments@dvrpc.org) or submitted online at [www.dvrpc.org/TIP](http://www.dvrpc.org/TIP). **Comments for the Draft TIP must be received no later than 5 p.m. on June 18, 2013.**

*DVRPC fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. DVRPC public meetings are always held in ADA accessible facilities and in transit-accessible locations when possible. Auxiliary services can be provided to individuals who submit a request at least seven days prior to a meeting. For more information please call (215) 238-2871.*

Highlights of the Draft TIP  
FY2014 Draft TIP for New Jersey  
(FY2014-2017)

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★ **TIP** TRANSPORTATION  
IMPROVEMENT PROGRAM

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*The Delaware Valley Regional Planning Commission is dedicated to uniting the region's elected officials, planning professionals, and the public with a common vision of making a great region even greater. Shaping the way we live, work, and play, DVRPC builds consensus on improving transportation,*

*promoting smart growth, protecting the environment, and enhancing the economy. We serve a diverse region of nine counties: Bucks, Chester, Delaware, Montgomery, and Philadelphia in Pennsylvania; and Burlington, Camden, Gloucester, and Mercer in New Jersey. DVRPC is the federally designated Metropolitan Planning Organization for the Greater Philadelphia Region — leading the way to a better future.*



The symbol in our logo is adapted from the official DVRPC seal and is designed as a stylized image of the Delaware Valley. The outer ring symbolizes the region as a whole while the diagonal bar signifies the Delaware River. The two adjoining crescents represent the Commonwealth of Pennsylvania and the State of New Jersey.

DVRPC is funded by a variety of funding sources including federal grants from the U.S. Department of Transportation's Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), the Pennsylvania and New Jersey departments of transportation, as well as by DVRPC's state and local member governments. The authors, however, are solely responsible for the findings and conclusions herein, which may not represent the official views or policies of the funding agencies.

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 ([www.dvrpc.org](http://www.dvrpc.org)) may be translated into multiple languages. Publications and other public documents can be made available in alternative languages and formats, if requested. For more information, please call (215) 238-2871.

# ***Highlights for the Draft Delaware Valley Regional Planning Commission FY2014 TIP for New Jersey***

The Draft Delaware Valley Regional Planning Commission (DVRPC) FY2014 Transportation Improvement Program (TIP) for New Jersey is available for public review. The TIP, like the Commission itself, includes the counties of Burlington, Camden, Gloucester, and Mercer in New Jersey. DVRPC prepares a major update to the New Jersey TIP every other year to coincide with the update of NJDOT's fiscally constrained 10-year Statewide Transportation Improvement Program (STIP), and releases a draft program for a review and comment period prior to recommending it for adoption. This year, the Public Comment period will begin on May 17, 2013 and close at 5 p.m. on June 18, 2013. See further details regarding the review process at the end of this document.

## **What is the TIP?**

By way of congressional mandate, federal transportation legislation (MAP-21) requires that DVRPC, as the MPO for the region, develop and update a Transportation Improvement Program (TIP) in order for the region to be eligible to receive and spend federal transportation funds.

The TIP lists all transportation projects that intend to use federal funds, as well as state funded capital projects that are transportation improvement priorities for this region. It is a multi-modal, four year program that shows estimated costs and schedules by project phase. Most importantly, the TIP is financially constrained to the amount of funds that are expected to be available. In order to add projects to the TIP, others must be deferred to maintain this financial constraint. As a result, the TIP is not a "wish list"; competition between projects for a spot on the TIP clearly exists. The TIP not only lists specific projects, but also documents the anticipated schedule and cost for each project phase (preliminary engineering, final design, right of way acquisition, and construction). Although it is not a final schedule of project implementation, inclusion of a project phase in the TIP means that it is seriously expected to be implemented during the TIP time period.

The production of the TIP is the culmination of the transportation planning process and represents a consensus among state and regional officials as to what near term improvements to pursue. Consensus is crucial because the federal and state governments want assurances that all interested parties have participated in developing the priorities before committing significant sums of money. A project's inclusion in the TIP signifies regional agreement on the priority of the project and establishes eligibility for federal funding. On Friday, July 6, 2012, Congress passed and the President signed the federal transportation authorization into law, Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21), as Public Law (P.L.) 112-141. This legislation became effective on October 1, 2012 and will provide federal funding through September 30, 2014.

It is the first multi-year highway authorization after multiple temporary extensions of the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU) that was signed in 2005 and expired in 2009. It builds on the initiatives established in SAFETEA-LU, the Transportation Equity Act for the 21st Century (TEA-21) and the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). Final Rulemaking has yet to be issued.

# Program Summaries

The Draft DVRPC FY2014 Transportation Improvement Program for New Jersey contains 132 projects (excluding Statewide and Study and Development projects), totaling \$1.7 billion for the phases to be advanced over the next four years (FY2014-2017), averaging \$437 million per year. Programmed funds include approximately \$904 million for projects primarily addressing the highway system and \$843 million for transit projects for NJ TRANSIT and DRPA/PATCO, as Table 1 and Figure 1 show.

Table 1: Cost Summary by County and Transit Operator (\$000)

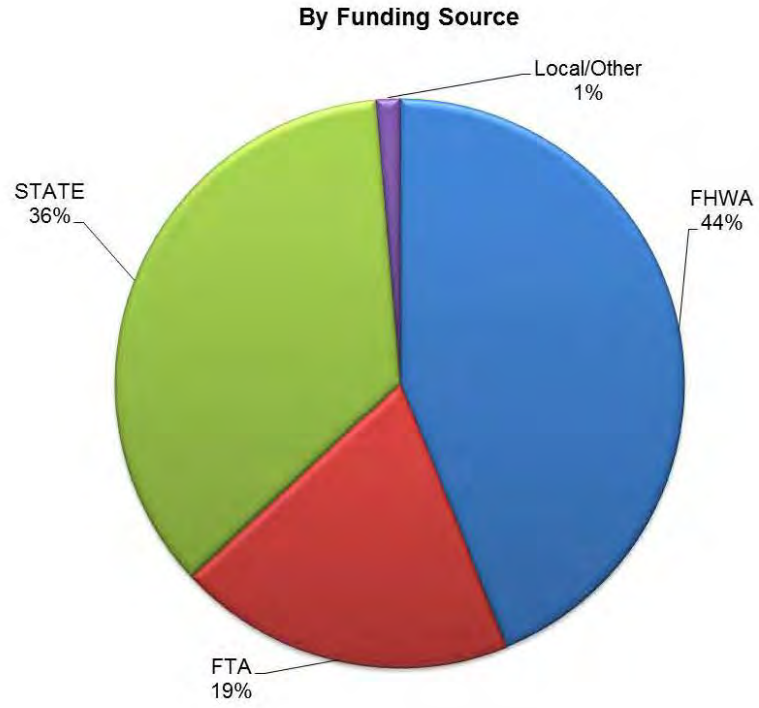
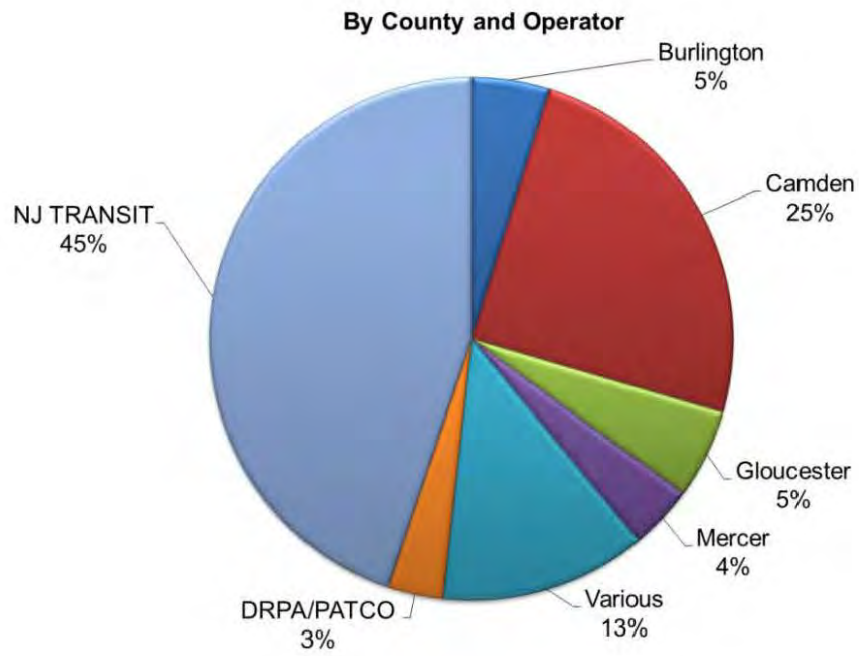
	FY2014	FY2015	FY2016	FY2017	FY2014-2017
<b>HIGHWAY PROGRAM</b>					
Burlington	24,835	25,029	26,645	7,890	84,399
Camden	128,590	83,498	93,190	125,780	431,058
Gloucester	4,410	41,049	32,411	18,170	96,040
Mercer	13,852	14,862	25,888	14,836	69,438
Various	59,258	50,248	54,362	59,059	222,927
<b>Highway Subtotal</b>	<b>230,945*</b>	<b>214,686*</b>	<b>232,496*</b>	<b>225,735*</b>	<b>903,862*</b>
<b>Total Cost – 4-Year Highway Program</b>					<b>903,862*</b>
<b>TRANSIT PROGRAM</b>					
DRPA/PATCO	14,910	15,035	15,045	15,045	60,035
NJ TRANSIT	201,847	196,005	187,178	198,061	783,091
<b>TRANSIT Subtotal</b>	<b>216,757</b>	<b>211,040</b>	<b>202,223</b>	<b>213,106</b>	<b>843,126</b>
<b>Total Cost – 4-Year Transit Program</b>					<b>843,126</b>
<b>Grand Total Cost – 4-Year Highway, DVRPC Local Projects, and Transit Programs</b>					<b>1,746,988</b>

\* Highway subtotal per Fiscal Year and the Total Cost for the Highway Program from FY2014-2017 was revised on May 20, 2013.

Source: DVRPC, 2013

Per the Financial Guidance documents in Appendix B of the Draft NJ TIP, 20 percent of \$8.4 billion state and federal resources over the four years (FY2014-2017) of the TIP are administered through DVRPC (see Tables 6 and 8 in Appendix B of the Draft NJ TIP). DVRPC administers close to 11 percent of the \$8.4 billion in resources for the DVRPC highway program and nine percent of the resources for the DVRPC transit program. There is an additional \$2.9 billion that NJDOT directly administers on a statewide basis, and a portion of those funds are also directed to DVRPC throughout the four years.

**Figure 1: Cost Summaries for the DVRPC New Jersey Region (Highway and Transit Programs)**



Source: DVRPC, 2013

## DRAFT DVRPC FY2014-2017 TIP PROJECTS FOR NEW JERSEY

### *Highway Program by DB#*

DB#	Project Title	DB#	Project Title
<b>BURLINGTON COUNTY</b>			
02309	Route 130, Crystal Lake Dam	12307	Route 38, South Church Street (CR 607) to Fellowship Road
02397	Route 130, Columbus Road/Jones Street	13329	Route 38, Rt 295 to Rt 206
10307	Route 70, East of North Branch Road to CR 539	9212C	Route 206, Monmouth Road/Juliestown Road Intersection
11334	Route 38, MP 0.0 - 6.1 Pavement	D0302	Burlington County Roadway Safety Improvements
11368	Route 9, Jobs Creek Bridge	D9902	Hanover Street Bridge over Rancocas Creek, CR 616
11410	Route 72, Route 70 to County Route 532, Pavement	D9903	Smithville Road Bridge over Rancocas Creek, CR 684
11411	Route 70, Red Lion Road (CR 685) to Dakota Trail, Pavement	D9912A	South Pemberton Road, CR 530, Phase 2
<b>CAMDEN COUNTY</b>			
01323	Route 168, Newton Lake Dam	355C	Route 295/42/I-76, Direct Connection, Contract 2
08366	Route 130, Camden County, Drainage	355D	Route 295/42/I-76, Direct Connection, Contract 3
10341	Route 168, Merchant Street to Ferry Avenue, Pavement	355E	Route 295/42/I-76, Direct Connection, Contract 4
10385	Route 168, Mingus Run Creek Culvert	93266	Route 30, Blue Anchor Dam
11326	Route 76/676, Bridge Deck Replacements	99312	Route 130, Brooklawn Circles
11338	Route 70, Route 38 to Cropwell Road	D0410	Camden County Roadway Safety Improvements
11416	Route 30, Atco Avenue to Route 206	D0601	Camden County Bus Purchase
355A	Route 295/42, Missing Moves, Bellmawr	D0902	River Road Improvements, Cramer Hill
<b>GLOUCESTER COUNTY</b>			
07369	Route 322, Corridor Congestion Relief Project	97049	Route 77, Swedesboro-Hardingville Road, Intersection Improvements
09327	Route 168, Bridge over Big Timber Creek	97112B	Route 322, Kings Highway (CR 551)
11414	Route 130, Plant Street to High Hill Road (CR 662)	98344	Route 130, Raccoon Creek Bridge Replacement and Pavement Rehabilitation
12305	Route 47, Grove St. to Route 130, Pavement	D0401	Gloucester County Roadway Safety Improvements
12306	Route 42, Ardmore Ave to Camden County Line, Pavement	D9807	Gloucester County Bus Purchase
13333	Route 47, CR 690 to Howard Street	D1203	Gloucester County Multi-Purpose Trail Extension
<b>MERCER COUNTY</b>			
01330A	Route 1, Southbound, Nassau Park Boulevard to Quaker Bridge	159A	Route 31, Pennington Circle Safety Improvements
04316	Route 1 Business, Brunswick Circle to Lake Drive	95040	Route 206, Whitehorse Circle (CR 533, 524)
06358	Route 295, Northbound Approach to Route 1 Exits, ITS Improvements	99334	Duck Island Landfill, Site Remediation
07319B	Route 29, Cass Street to Calhoun Street, Drainage	99362	Trenton Amtrak Bridges
08355	Route 31, Bridge over CSX Railroad	D0412	Mercer County Roadway Safety Improvements
11309	Route 130, Westfield Ave. to Main Street	D0701	Princeton-Hightstown Road Improvements, CR 571
11358	Route 29, Drainage Ditch Culvert, Hopewell Twp.	L064	Route 206, South Broad Street Bridge over Assunpink Creek
13326	Route 27, Riverside Drive W to Vliet Road		

**For detailed information on costs and schedules of projects, please see the  
Draft DVRPC FY2014 TIP for New Jersey at [www.dvrpc.org/TIP/](http://www.dvrpc.org/TIP/).**



## DRAFT DVRPC FY2014-2017 TIP PROJECTS FOR NEW JERSEY

### *Highway Program by DB# (Continued)*

DB#	Project Title	DB#	Project Title
<b>VARIOUS COUNTIES</b>			
01300	RIMIS - Phase II Implementation	D0407	Ozone Action Program in New Jersey
03304	Bridge Deck/Superstructure Replacement Program	D0802	DVRPC, Local ITS Improvements
04314	Local Safety/ High Risk Rural Roads Program	D0803	DVRPC, Bridge Rehabilitation Program
06326	Local Project Development Support	X065	Local CMAQ Initiatives
10347	Local Aid Consultant Services	X107	Transportation Alternatives Program
11383	Transportation Management Associations	X242	Crash Reduction Program
99327A	Resurfacing, Federal	X30A	Metropolitan Planning
D0204	Transportation and Community Development Initiative (TCDI)	X35A1	Rail-Highway Grade Crossing Program, Federal
D026	DVRPC, Future Projects	X41C1	Local County Aid, DVRPC
D0406	RideECO Mass Marketing Efforts--New Jersey	X98C1	Local Municipal Aid, DVRPC

### *Transit Program by DB#*

DB#	Project Title	DB#	Project Title
<b>NJ TRANSIT</b>			
T05	Bridge and Tunnel Rehabilitation	T32	Building Capital Leases
T06	Bus Passenger Facilities/Park and Ride	T34	Rail Capital Maintenance
T08	Bus Support Facilities and Equipment	T37	Rail Support Facilities and Equipment
T09	Bus Vehicle and Facility Maintenance/Capital Maintenance	T39	Preventive Maintenance-Rail
T107	River LINE LRT	T42	Track Program
T111	Bus Acquisition Program	T44	NEC Improvements
T112	Rail Rolling Stock Procurement	T50	Signals and Communications/Electric Traction Systems
T120	Small/Special Services Program	T500	Technology Improvements
T121	Physical Plant	T508	Security Improvements
T122	Miscellaneous	T515	Casino Revenue Fund
T13	Claims support	T53E	Locomotive Overhaul
T135	Preventive Maintenance-Bus	T53G	Rail Fleet Overhaul
T150	Section 5310 Program	T55	Other Rail Station/Terminal Improvements
T151	Section 5311 Program	T552	New Freedom Program
T16	Environmental Compliance	T630	SJ BRT/Avandale Park Ride (Bus Livability)
T199	Job Access and Reverse Commute Program	T68	Capital Program Implementation
T20	Immediate Action Program	T88	Study and Development
T210	Transit Enhancements	T95	Light Rail Infrastructure Improvements
T300	Transit Rail Initiatives		

**For detailed information on costs and schedules of projects, please see the  
Draft DVRPC FY2014 TIP for New Jersey at [www.dvrpc.org/TIP/](http://www.dvrpc.org/TIP/).**

## DRAFT DVRPC FY2014-2017 TIP PROJECTS FOR NEW JERSEY

### *Transit Program by DB# (Continued)*

DB#	Project Title	DB#	Project Title
<b>DRPA/PATCO</b>			
DR008	Electrical Cable Replacement	DR038	Relocation of Center Tower
DR015	Embankment, Fence, and Retaining Wall Restoration/Rehabilitation	DR044	Lindenwold Yard Tie Renewal and Overall Improvements
DR019	Smoke and Fire Control	DR046	DRPA - Rebuild PATCO Cars
DR034	Preventive Maintenance-PATCO	D1305	Pedestrian Bridge and Tunnel Rehabilitation
DR036	Transit Enhancements (PATCO)	D0906	Install Elevators, PATCO

### *Statewide Program by DB#*

DB#	Project Title	DB#	Project Title
<b>STATEWIDE</b>			
00377	Ferry Program	08415	Airport Improvement Program
01309	Maritime Transportation System	09316	Culvert Replacement Program
01316	Transit Village Program	09388	Highway Safety Improvement Program Planning
01335	Betterments, Dams	10344	Project Development: Concept Development and Preliminary Engineering
01342	National Boating Infrastructure Grant Program	10347	Local Aid Consultant Services
02378	Congestion Relief, Operational Improvements (Fast Move Program)	11344	ADA Curb Ramp Implementation
02379	Congestion Relief, Intelligent Transportation System Improvements	11427	Sign Structure Replacement Contract 2011-1
02393	Transportation and Community System Preservation Program	12367	Median Crossover Protection Contract #12
03304	Bridge Deck/Superstructure Replacement Program	13303	Automatic Traffic Management System (ATMS)
03309	Environmental Project Support	13304	Intelligent Transportation System Resource Center
04311	Asbestos Surveys and Abatements	13305	Job Order Contracting
04313	Safe Corridors Program (Project Implementation)	13306	Mobility and Systems Engineering Program
04324	Electrical Load Center Replacement, Statewide	13307	Salt Storage Facilities - Statewide
04364	Transportation Safety Resource Center (TSRC)	13308	Statewide Traffic Operations and Support Program
05304	Construction Program IT System (TRNS.PORT)	13323	Bridge Preventive Maintenance
05339	Right of Way Database/Document Management System	98315	Bridge Emergency Repair
05340	Right of Way Full-Service Consultant Term Agreements	98316	Bridge Scour Countermeasures
05341	Project Enhancements	98319	Capital Contract Payment Audits
05342	Design, Geotechnical Engineering Tasks	98333	Intersection Improvement Program (Project Implementation)
06327	Local Aid Grant Management System	99322	Culvert Inspection Program, State-owned Structures
06401	Pedestrian Safety Improvement Program	99322A	Culvert Inspection Program, Locally-owned Structures

**For detailed information on costs and schedules of projects, please see the  
Draft DVRPC FY2014 TIP for New Jersey at [www.dvrpc.org/TIP/](http://www.dvrpc.org/TIP/).**

## DRAFT DVRPC FY2014-2017 TIP PROJECTS FOR NEW JERSEY

### *Statewide Program by DB# (Continued)*

DB#	Project Title	DB#	Project Title
<b>STATEWIDE</b>			
06402	Safe Streets to Transit Program	99327A	Resurfacing, Federal
06403	Pedestrian Safety Improvement Design and Construction	99358	Safe Routes to School Program
07332	Minority and Women Workforce Training Set Aside	99372	Orphan Bridge Reconstruction
08381	Bridge Replacement, Future Projects	99409	Recreational Trails Program
08387	Local Bridges, Future Needs	X03A	Restriping Program & Line Reflectivity Management System
X03E	Resurfacing Program	X196	Maintenance & Fleet Management System
X07A	Bridge Inspection	X197	Disadvantaged Business Enterprise
X10	Program Implementation Costs, NJDOT	X199	Youth Employment and TRAC Programs
X101	Underground Exploration for Utility Facilities	X233	Motor Vehicle Crash Record Processing
X106	Design, Emerging Projects	X239	Sign Structure Inspection Program
X107	Transportation Alternatives Program	X239A	Sign Structure Rehabilitation/Replacement Program
X11	Unanticipated Design, Right of Way and Construction Expenses, State	X241	Electrical Facilities
X12	Acquisition of Right of Way	X244	Training and Employee Development
X126	University Transportation Research Technology	X28B	Park and Ride/Transportation Demand Management Program
X135	Pre-Apprenticeship Training Program for Minorities and Women	X29	Physical Plant
X137	Legal Costs for Right of Way Condemnation	X30	Planning and Research, Federal-Aid
X140	Planning and Research, State	X34	Freight Program
X142	DBE Supportive Services Program	X35A	Rail-Highway Grade Crossing Program, State
X144	Regional Action Program	X39	Signs Program, Statewide
X15	Equipment (Vehicles, Construction, Safety)	X43	Transportation Demand Management Program Support
X150	State Police Enforcement and Safety Services	X47	Traffic Signal Replacement
X151	Interstate Service Facilities	X51	Pavement Preservation
X154	Drainage Rehabilitation and Maintenance, State	X66	Traffic Monitoring Systems
X154D	Drainage Rehabilitation & Improvements	X70	Bridge Management System
X180	Construction Inspection	X72B	Betterments, Roadway Preservation
X182	Utility Reconnaissance and Relocation	X72C	Betterments, Safety
X185	Bicycle & Pedestrian Facilities/Accommodations	X75	Environmental Investigations
X186	Local Aid, Infrastructure Fund	X98Z	Local Municipal Aid, Urban Aid

**For detailed information on costs and schedules of projects, please see the  
Draft DVRPC FY2014 TIP for New Jersey at [www.dvrpc.org/TIP/](http://www.dvrpc.org/TIP/).**

## Learn more and share your ideas...

DVRPC encourages the public to provide comments about the Draft TIP and specific projects to state, county, transit, and DVRPC staff through its ongoing public involvement process. The public comment period for the Draft DVRPC FY2014 TIP for New Jersey will open on May 17, 2013 and close on June 18, 2013 at 5:00 p.m. (EST). All comments can be submitted in writing, via TIP public comment application on the internet, email, fax and mail, so they can be included as part of the formal public record and final TIP document.

Comments can be made online as part of DVRPC's web-based TIP public comment application located at [www.dvrpc.org/TIP](http://www.dvrpc.org/TIP). Additionally, written comments can be forwarded to:

- TIP Comments c/o DVRPC Public Affairs Office, 8<sup>th</sup> Floor, 190 N. Independence Mall West Philadelphia, PA 19106

OR

- Emailed to [tip-plan-comments@dvrpc.org](mailto:tip-plan-comments@dvrpc.org).

OR

- Faxed to "TIP Comments" at (215) 592-9125

A public meeting will be held to allow the public to present their comments on:

**WEDNESDAY, JUNE 12, 2013**

**4:00 p.m. - 6:00 p.m.**

Cherry Hill Free Public Library

1100 Kings Highway North


Cherry Hill, NJ 08034-1970


**Copies of the Draft DVRPC FY2014 TIP for New Jersey are available for review on the DVRPC web site at [www.dvrpc.org/TIP/](http://www.dvrpc.org/TIP/) and in print at the DVRPC Resource Center.**

For more information, please contact DVRPC's Office of Capital Programs at (215) 238-2938 or via email at [eschoonmaker@dvrpc.org](mailto:eschoonmaker@dvrpc.org).



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# Roadmap for TIP Project Listing

Below is an example of a project listing. It is not an actual TIP project.

Air Quality Code; see pages 45 and 46 in Draft NJ TIP for explanations.

State Department of Transportation (NJDOT) ID number

County where project is located

Project Title

**DVRPC FY2014-2017 TIP for NJ  
New Jersey Highway Program**

**Gloucester**

Indicates if a project is "New" (either a "Breakout," a Study and Development "Graduate," or other); see page 37 in Draft NJ TIP for further explanation.

Indicates that project is identified as a Major Regional Project in the DVRPC long-range plan.

**Draft Version**

DB# D1499      Sicklerville Road Shared-Use Path and Shoulder      LRPID: R4      New

AQCODE: A2

To promote alternate modes of travel and improve pedestrian/bicyclist safety, the project will create bikeway and pedestrian improvements along 8,319 feet of Sicklerville Road, from Radix Road in Monroe Township to the Avandale Park-n-Ride egress in Winslow Township. It will include pavement widening in order to offer a three foot (3') shoulder with jersey barriers on both sides of the road to protect and separate pedestrians and bicyclists from vehicular traffic. This project has been a top priority for both Camden and Gloucester Counties due to the high number of pedestrian and cyclist fatalities from walking on Sicklerville Road to access transit.

Municipalities: Monroe Township; Winslow Township

Project Manager: Doe, Jane

DOT Program Category: Intermodal

Mileposts: 40.78-50.78

Improvement Type: Bicycle/Pedestrian Improvement

CMP:

DVRPC Planning Area: Growing Suburb

CIS Program Category: Multimodal

Degrees of Disadvantage: 2

Sponsor: NJDOT

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
PE	DEMO	1.000									
DES	TAP		1.000								
CON	CMAQ			0.920							
CON	STP-STU			0.080							
<b>Fiscal Year Total</b>		<b>1.000</b>	<b>1.000</b>	<b>1.000</b>							
		<b>Total FY2014-2017</b>				<b>Total Later FY2018-2023</b>					
		3.000									
<b>Total for Gloucester:</b>											
		5.410	42.049	33.411	18.170	10.070	0.070	0.870	0.070	0.870	0.070
		<b>Total FY2014-2017</b>				<b>Total Later FY2018-2023</b>					
		99.040				12.020					

Fund type for each phase; see pages 39 to 44 in Draft NJ TIP for explanations. Note that "\*" following a fund type indicates conversation funds for advanced construction phases.

Note: Funds are in \$ Millions.

Sponsor of project identifies and defines the project, and oversees the project's management.

Anticipated Preliminary Engineering, Final Design, and Construction project phases; see page 38 in Draft NJ TIP for explanations.

Highest Degree of Disadvantage for Environmental Justice; see page 37 in Draft NJ TIP for explanation.

Congestion Management Process (CMP) codes; see page 38 in Draft NJ TIP for explanation.

NJDOT Capital Investment Strategy (CIS) or Asset notations demonstrate one of the nine NJDOT investment categories.

NJDOT CIS/Asset program sub-category

NJDOT CIS/Asset program sub-category

Project Manager assigned by NJDOT

Community types which correspond to long range planning policies; see page 15 in Draft NJ TIP for discussion.

**Publication Title:** Highlights for the Draft DVRPC FY2014 Transportation Improvement Program (TIP) for New Jersey (FY2014–2017)

**Publication Number:** 14001A

**Date Published:** May 2013

**Geographic Area Covered:** DVRPC New Jersey Region (Burlington, Camden, Gloucester, and Mercer counties)

**Key Words:** Bike and Pedestrian, Bridges, Conformity, Congestion Mitigation and Air Quality, Congestion Mitigation Process, DRPA/PATCO, Environmental Justice, Federally Funded Projects, Goods Movement, GARVEE, Highways, Hometown Streets/Safe Routes to School, Infrastructure Capital, Moving Ahead for Progress in the 21st Century, MAP-21, National Highway Performance Program, NHPP, Surface Transportation Program, STP, Highway Safety Improvement Program, HSIP, New Jersey Department of Transportation, NEW JERSEY TRANSIT, Pennsylvania Department of Transportation, Public Involvement, Railway-Highway Grade Crossing, SAFETEA-LU, TEA-21, TIP, Title VI of the 1964 Civil Rights Act, Transit, Transportation, Transportation Improvement Program, Transportation Alternatives, Transportation Equity Act for the 21st Century

**Abstract:** The Highlights for the Draft DVRPC FY2014 Transportation Improvement Program (TIP) for New Jersey briefly describes the region's TIP as a federally required, multi-modal, four year constrained program of planned transportation infrastructure investment. It also contains a summary listing of all transit, highway, bridge, bicycle, pedestrian, and freight related projects in DVRPC's New Jersey region which will seek federal funding in fiscal years (FY) 2014 to 2017. The Highlights document includes a financial summary of costs by county and by operator, as well as a section on how, when, and where to comment on the Draft DVRPC FY2014 TIP for New Jersey.

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[www.dvrpc.org](http://www.dvrpc.org)



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Scan QR code with  
your smartphone  
for up-to-date  
information on  
DVRPC's TIP or visit  
[www.dvrpc.org/TIP](http://www.dvrpc.org/TIP).





**PUBLIC NOTICE**  
 The Delaware Valley Regional Planning Commission (DVRPC) has opened a public comment period for the following documents: Draft Connections 2040 Plan for Greater Philadelphia Long-Range Plan, Draft Connections 2040 Transportation Investment Appendix, and the Draft Transportation Conformity Finding for Draft Connections 2040 Plan for Greater Philadelphia, Draft DVRPC FY 2014-2017 Transportation Improvement Program (TIP) for New Jersey, and the FY 2013-2016 TIP for Pennsylvania. The public comment period documents begins on June 7, 2013 and will close at 5:00 P.M. on July 8, 2013. Two informational public meetings are scheduled: 4-6p.m., June 12, 2013 at the Cherry Hill Library, Multicultural Room, 4400 Kings Highway

LISA MARIE CHELL  
 Notary Public  
 State of New Jersey  
 My Commission Expires Sep 1, 2016

STATE OF NEW JERSEY }  
 COUNTY OF MERCER }

S.S.



I, CHRISTOPHER PROUT, certify a public notice was published in THE TRENTONIAN, a newspaper printed and published daily in the city of Trenton, County of Mercer, State of New Jersey on June 7, 2013

*Christopher Prout*

Sworn and subscribed before me this 7<sup>th</sup> day of June, 2013

*Lisa Marie Chell*

Notary Public

**Proof of Publication in The Philadelphia Inquirer  
Under Act. No 160, P.L. 877, July 9, 1976**

STATE OF PENNSYLVANIA  
COUNTY OF PHILADELPHIA

Florence Devlin being duly sworn, deposes and says that **The Philadelphia Inquirer** is a daily newspaper published at 8<sup>th</sup> and Market Street, Philadelphia, Pennsylvania, which was established in the year 1829, since which date said daily newspaper has been regularly published and distributed in said County, and that a copy of the printed notice of publication is attached hereto exactly as the same was printed and published in the regular editions and issues of said daily newspaper on the following dates:

June 7, 2013

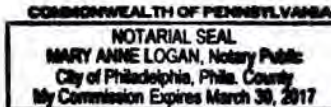
Affiant further deposes and says that she is an employee of the publisher of said newspaper and has been authorized to verify the foregoing statement and that she is not interested in the subject matter of the aforesaid notice of publication, and that all allegations in the foregoing statement as to time, place and character of publication are true.



Sworn to and subscribed before me this 7th day of  
June, 2013.

  
Notary Public

My Commission Expires:



**Copy of Notice of Publication**

**Notice**  
The Delaware Valley Regional Planning Commission (DVRPC) has opened a public comment period for the following documents: Draft Connections 2040 Plan for Greater Philadelphia Long-Range Plan, Draft Connections 2040 Transportation Investment Appendix, and the Draft Transportation Conformity Finding for: Draft Connections 2040 Plan for Greater Philadelphia, Draft DVRPC FY 2014-2017 Transportation Improvement Program (TIP) for New Jersey, and the FY 2013-2016 TIP for Pennsylvania. The public comment period for these documents begins on June 7, 2013 and will close at 5:00 P.M. on July 8, 2013. Two informational public meetings are scheduled: 4-6 p.m., June 12, 2013 at the Cherry Hill Library, Multicultural Room, 1100 Kings Highway North, Cherry Hill; and 2-4 p.m., June 27, 2013 in DVRPC's Conference Center, 8th Floor, 190 N. Independence Mall West, Philadelphia. Copies of the documents are available on the DVRPC website, [www.dvrpc.org](http://www.dvrpc.org), in the DVRPC Resource Center, located at the above address, as well as in a number of regional libraries. The documents will also be available at the public meetings, and can be translated into an alternative format or language, if requested. Written comments should be mailed to Plan/TIP/Conformity Comments, c/o DVRPC Public Affairs Office, 190 N. Independence Mall West, 8th Fl., Philadelphia, PA 19102 or e-mailed to [tip-pair-comments@dvrpc.org](mailto:tip-pair-comments@dvrpc.org). DVRPC complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. DVRPC public meetings are always held in ADA accessible facilities and in transit-accessible locations when possible. Auxiliary services can be provided to individuals who submit a request at least seven days prior to a meeting. For more information, please call (215) 238-2871.

**Affidavit of Publication**

**Publisher's Fee \$35.64    Affidavit \$24.75**

**State of New Jersey                     } SS.**

**Camden County**

Personally appeared *Sandy Rahmel*

Of the **Courier-Post**, a newspaper printed in Cherry Hill, New Jersey and published in Cherry Hill, in said County and State, and of general circulation in said county, who being duly sworn, depose and saith that the advertisement of which the annexed is a true copy, has been published in the said newspaper 1 times, once in each issue as follows:

6/07/13  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_ A.D. **2013**

*Sandy Rahmel*  
Sworn and subscribed before me, this  
**7 day of June, 2013**

*Maria D. Martinez*  
Notary Public of New Jersey

**Notice**  
The Delaware Valley Regional Planning Commission (DVRPC) has opened a public comment period for the following documents: Draft Connections 2040 Plan for Greater Philadelphia Long-Range Plan, Draft Connections 2040 Transportation Investment Appendix, and the Draft Transportation Conformity Finding for: Draft Connections 2040 Plan for Greater Philadelphia, Draft DVRPC FY 2014-2017 Transportation Improvement Program (TIP) for New Jersey, and the FY 2013-2016 TIP for Pennsylvania. The public comment period for these documents begins on June 7, 2013 and will close at 5:00 P.M. on July 8, 2013. Two informational public meetings are scheduled: 4-6 p.m., June 12, 2013 at the Cherry Hill Library, Multi-cultural Room, 1100 Kings Highway North, Cherry Hill; and 2-4 p.m., June 27, 2013 in DVRPC's Conference Center, 8th Floor, 190 N. Independence Mall West, Philadelphia.

Copies of the documents are available on the DVRPC website, www.dvrpc.org. In the DVRPC Resource Center, located at the above address, as well as in a number of regional libraries. The documents will also be available at the public meetings, and can be translated into an alternative format or language, if requested. Written comments should be mailed to Plan/TIP/Conformity Comments, c/o DVRPC Public Affairs Office, 190 N. Independence Mall West, 8th Fl., Philadelphia, PA 19106 or e-mailed to [plan-comments@dvrpc.org](mailto:plan-comments@dvrpc.org). DVRPC complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. DVRPC public meetings are always held in ADA accessible facilities and in transit-accessible locations when possible. Auxiliary services can be provided to individuals who submit a request at least seven days prior to a meeting. For more information, please call (215) 236-2871, (1624707) (\$35.64)

*MARIA D. MARTINEZ*  
*NOTARY PUBLIC OF NEW JERSEY*  
*Commission Expires 5/22/2017*

Notice

The Delaware Valley Regional Planning Commission (DVRPC) will open a public comment period for the Draft DVRPC Fiscal Year (FY)2014 Transportation Improvement Program (TIP) for New Jersey (FY2014-2017), beginning on May 17, 2013 and closing at 5 p.m. on June 18, 2013. A public meeting for the draft TIP is scheduled from 4-6 p.m. on Wednesday, June 12, 2013 at the Cherry Hill Library, 1100 Kings Hwy North, Cherry Hill, NJ. The meeting will be conducted jointly with the New Jersey Department of Transportation (NJDOT) and will also serve as an opportunity to comment on the NJDOT Draft New Jersey Statewide Transportation Improvement Program (STIP), which is available at [www.state.nj.us/transportation/capital/cpd/](http://www.state.nj.us/transportation/capital/cpd/) and also at the DVRPC Resource Center. The public comment period for the NJDOT STIP will also open on May 17, 2013 and will close no earlier than June 18, 2013. The NJDOT Draft STIP Public Comment Period will remain open until all three New Jersey MPO's (Metropolitan Planning Organizations) have closed their FY2014 TIP public comment periods. The DVRPC TIP is the regionally agreed-upon list of priority transportation projects, as required by federal law. Copies of the documents are available at [www.dvrpc.org](http://www.dvrpc.org), in the DVRPC Resource Center (located at the address below), as well as in a number of regional libraries. The documents will also be available at the public meeting, and can be translated into an alternative format or language, if requested. Written comments should be mailed to Plan/TIP/Conformity Comments, c/o DVRPC Public Affairs Office, 190 N. Independence Mall West, 8th Fl., Philadelphia, PA 19106, e-mailed to [tip-plan-comments@dvrpc.org](mailto:tip-plan-comments@dvrpc.org), or submitted online at [www.dvrpc.org/TIP](http://www.dvrpc.org/TIP). The release of, and public comment periods for, the Draft DVRPC Long-Range Plan, and Draft Transportation Conformity finding will follow. DVRPC fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. DVRPC public meetings are always held in ADA accessible facilities and in transit-accessible locations when possible. Auxiliary services can be provided to individuals who submit a request at least seven days prior to a meeting. For more information, please call (215) 238-2871, (1622656) (\$44.22)



THE PHILADELPHIA TRIBUNE

PROOF OF PUBLICATION

STATE OF PENNSYLVANIA  
COUNTY OF PHILADELPHIA

Antonia Jnobaptiste, being duly sworn, deposes and says that The Philadelphia Tribune is a newspaper published at 520-26 S. 16<sup>th</sup> Street, Philadelphia, Pennsylvania. The publication attached herein is exactly the same as the printed notice published in the regular edition of the said newspaper on the following date (s) viz:

June 7

AD 2013

Affiant further deposes and says that she is an employee of the publisher of the said newspaper, and has been authorized to verify the foregoing statement that she is not interested in the subject matter of the aforesaid notice or publication and that all allegations in the foregoing statement as to time, place and character of publication are true.

COPY OF NOTICE OF PUBLICATION

**Notice**  
 The Delaware Valley Regional Planning Commission (DVRPC) has opened a public comment period for the following documents: Draft Corrections 2040 Plan for Greater Philadelphia Long Range Plan, Draft Corrections 2040 Transportation Investment Appendix, and the Draft Transportation Conformity Finding for Draft Corrections 2040 Plan for Greater Philadelphia, Draft DVRPC FY 2014-2017 Transportation Improvement Program (TIP) for New Jersey, and the FY 2015-2016 TIP for Pennsylvania. The public comment period for these documents begins on June 7, 2013 and will close at 5:00 P.M. on July 8, 2013. Two informational public meetings are scheduled: 4-6 p.m., June 12, 2013 at the Cherry Hill Library, Multicultural Room, 1100 Kings Highway North, Cherry Hill, NJ; and 2-4 p.m., June 27, 2013 in DVRPC's Conference Center, 8th Floor, 190 N. Independence Mall West, Philadelphia.

Copies of the documents are available on the DVRPC website, www.dvrpc.org, in the DVRPC Resource Center, located at the above address, as well as in a number of regional libraries. The documents will also be available at the public meetings, and can be translated into an alternative format or language, if requested. Written comments should be mailed to Plan/TIP/Conformity Comments, c/o DVRPC Public Affairs Office, 190 N. Independence Mall West, 8th Fl., Philadelphia, PA 19106 or e-mailed to tip-plan-comments@dvrpc.org. DVRPC complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. DVRPC public meetings are always held in ADA accessible facilities and in travel-accessible locations when possible. Auxiliary services can be provided to individuals who submit a request at least seven days prior to a meeting. For more information, please call (215) 238-2873.

*Antonia Jnobaptiste*  
Antonia Jnobaptiste

Sworn to and subscribed before me  
this 7 day of June 2013

*Bertha Nichols Godfrey*  
COMMONWEALTH OF PENNSYLVANIA  
NOTARIAL SEAL  
Bertha Nichols Godfrey, Notary Public  
City of Philadelphia, Phila. County  
My Commission Expires October 18, 2015

STATEMENT OF ADVERTISING COSTS

Delaware Valley Regional Planning Commission  
190 N. Independence Mall West, 8th Floor  
Philadelphia, PA 19106

TO: THE PHILADELPHIA TRIBUNE for publishing the notice of advertising attached hereto on the above dates

PUBLISHERS RECEIPT FOR ADVERTISING COST

\$ \_\_\_\_\_  
The Philadelphia Tribune Co., Inc.

Publishers of The Philadelphia Tribune hereby acknowledge receipt of the aforesaid advertising and advertising costs, and certified that the same has been fully paid.

OFFICE: 520 South 16<sup>th</sup> Street  
Philadelphia, PA 19148  
Phone: 215 893-4050

The Philadelphia Tribune Co., Inc.  
By \_\_\_\_\_  
Fax: 215 735-3612