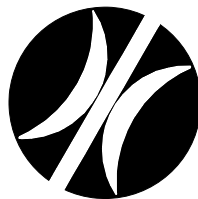


Summary of Public Outreach, Public Comments, and Agency Responses

for the
FY2010 Transportation Improvement Program
for New Jersey

- Recommended Changes
- Summary of Public Comments
- Original Comments
- Agency Responses

Recommended Changes
to the
Draft FY2010 Transportation Improvement Program (TIP) for
New Jersey



DVRPC Board Meeting
July 23, 2009

Recommended Changes to the Draft FY2010 Transportation Improvement Program (TIP) for New Jersey

DVRPC HIGHWAY PROGRAM

DVRPC Projects to be Added to the FY2010 TIP

Item A: Camden, DB# 252B3 - Route 70, Kingston and Covered Bridge Road, Intersection Improvements

Add this project to the TIP and program \$2.0 M NHS funds for design in FY11; \$3.0 M of State funds for ROW in FY 2012, and \$14.0 M of State funds for CON in FY 2014. This project combines (DB# 252B2), Route 70, Covered Bridge Road, Intersection Improvements and (DB# 252B1), Route 70, Kingston Road, Intersection Improvements.

Item B: Burlington & Camden, DB# 252A1A - Route 70, Operational and Safety Improvements (mileposts 0.0 - 4.1)

Add this project to the TIP and program \$2.33 M/\$5.5 M State funds for design in FY10/FY11; \$5.5 M of State funds for ROW in FY 2014; \$6.66 M of State funds for UTL in FY 2016, and \$24.5 M/\$16 M/\$5.33 M of State funds for CON in FY2017/FY2018/FY2019. This project is a breakout of (DB #252A1), Route 70, Route 38 to Route 73, Operational and Safety Improvements.

Item C: Burlington, DB# 252A1B - Route 70, Operational and Safety Improvements (mileposts 4.1 - 8.33)

Add this project to the TIP and program \$4.67 M/\$11 M State funds for design in FY12/FY13; \$11 M of State funds for ROW in FY 2014; \$13.34 M of State funds for UTL in FY 2016, and \$49 M/\$32 M/\$10.67 M of State funds for CON in FY2017/FY2018/FY2019. This project is a breakout of (DB #252A1), Route 70, Route 38 to Route 73, Operational and Safety Improvements.

Item D: Mercer, DB# FSD09691 - Pedestrian Signal Improvements (ARRA)

Add this ARRA project to the TIP and program \$600,000 ARRA-DV for construction in FY10. This project combines 2 ARRA projects: (DB# FSD09499), Pedestrian Count Down Replacements and (DB# FSD09500), Push Button Replacements.

Item E: Camden, DB# FSD09521a - Cleveland Avenue, Reconstruction (ARRA)

Add this ARRA project to the TIP and program \$500,000 ARRA-DV for construction in FY10. This project is a breakout of (DB #FSD09521), City of Camden, Resurfacing.

Item F: Mercer, DB# FSD09502 - Pavement/Resurfacing, 15 Sites (ARRA)

Add this ARRA project to the TIP and program \$3,948,000 ARRA-DV for construction in FY10. This project combines 15 ARRA projects: (DB# FSD09503), Quakerbridge Road, Village Road to Hughes Drive; (DB# FSD09504), Princeton-Hightstown Road, Clarksville to Slayback; (DB# FSD09505), North Olden Ave from Parkside Ave to Prospect St; (DB# FSD09506), Princeton Avenue, Spruce St to Olden Ave; (DB# FSD09507), Whitehorse Avenue, Kuser Rd to Olden Ave; (DB #FSD09508), Arena Drive, Olden Ave to I-295; (DB #FSD09509), Clarksville Road, Everett Drive to North Post Road; (DB #FSD09510), Nottingham Way, Route 33 to Five Points; (DB #FSD09511), Robbinsville-Allentown Road, Vahlsing Way to Rt 130; (DB #FSD09512), West Broad Street Greenwood to Louellen; (DB #FSD09513), West Upper Ferry Road, Grand Avenue to River Road; (DB #FSD09514), East State Street, Chambers Street to Olden Avenue; (DB #FSD09515), Olden Ave, Clinton Ave to East State Street; (DB #FSD09516), Nottingham Way, Clinton Ave to East State Street, and (DB #FSD09517), Province Line Road, Quakerbridge Road to Del-Raritan Canal.

Item G: Burlington, DB# FSD09697 - Traffic Signal Upgrade & Coordination (ARRA)

Add this ARRA project to the TIP and program \$5,500,000 ARRA-DV for construction in FY10. This project combines 2 ARRA projects: (DB# FSD09486), Traffic Signal Upgrade & Coordination, Medford

Recommended Changes to the Draft FY2010 Transportation Improvement Program (TIP) for New Jersey

DVRPC HIGHWAY PROGRAM

Item G: Burlington, DB# FSD09697 - Traffic Signal Upgrade & Coordination (ARRA) *...Continued*

Township and Medford Lakes Borough (CR 541) and (DB# FSD09487), Traffic Signal Upgrade & Coordination, Burlington, Westampton, Willingboro Townships.

Item H: Burlington, DB# FSD09698 - Resurfacing Program, (ARRA)

Add this ARRA project to the TIP and program \$2,500,000 ARRA-DV for construction in FY10. This project combines 3 ARRA projects: (DB# FSD09483), Marne Highway Resurfacing (CR 537); (FSD09484), Old York Road Resurfacing (CR 660), and (DB# FSD09485), Jacksonville-Hedding Road Resurfacing (CR 628).

DVRPC Projects to be Removed from the FY2010 TIP

Item I: Burlington, DB# FSD09486 - Traffic Signal Upgrade & Coordination, Medford Township and Medford Lakes Borough (CR 541) (ARRA)

Remove this ARRA project from the TIP as it has been combined with (DB# FSD09487), Traffic Signal Upgrade & Coordination, Burlington, Westampton, Willingboro Townships, into a new ARRA project: (DB #FSD09697), Traffic Signal Upgrade & Coordination.

Item J: Burlington, DB# FSD09487 - Traffic Signal Upgrade & Coordination, Burlington, Westampton, Willingboro Townships (ARRA)

Remove this ARRA project from the TIP as it has been combined with (DB# FSD09486), Traffic Signal Upgrade & Coordination, Medford Township and Medford Lakes Borough (CR 541), into a new ARRA project: (DB #FSD09697), Traffic Signal Upgrade & Coordination.

Item K: Burlington, DB# FSD09483 - Marne Highway Resurfacing (CR 537) (ARRA)

Remove this ARRA project from the TIP as it has been combined with (DB# FSD09484), Old York Road Resurfacing (CR 660) and (DB# FSD09485), Jacksonville-Hedding Road Resurfacing (CR 628), into a new ARRA project: (DB #FSD09698), Resurfacing Program.

Item L: Burlington, DB# FSD09484 - Old York Road Resurfacing (CR 660) (ARRA)

Remove this ARRA project from the TIP as it has been combined with (DB# FSD09483), Marne Highway Resurfacing (CR 537) and (DB# FSD09485), Jacksonville-Hedding Road Resurfacing (CR 628), into a new ARRA project: (DB #FSD09698), Resurfacing Program.

Item M: Burlington, DB# FSD09485 - Jacksonville-Hedding Road Resurfacing (CR 628) (ARRA)

Remove this ARRA project from the TIP as it has been combined with (DB# FSD09483), Marne Highway Resurfacing (CR 537) and (DB# FSD09484), Old York Road Resurfacing (CR 660), into a new ARRA project: (DB #FSD09698), Resurfacing Program.

DVRPC HIGHWAY PROGRAM

DVRPC Projects to be Removed from the FY2010 TIP

Item N: Camden, DB# 252B2 - Route 70, Covered Bridge Road, Intersection Improvements

Remove this project from the TIP as it has been combined with (DB# 252B1), Route 70, Kingston Road, Intersection Improvements, into a new project: (DB #252B3), Route 70, Kingston and Covered Bridge Road, Intersection Improvements.

Recommended Changes to the Draft FY2010 Transportation Improvement Program (TIP) for New Jersey

DVRPC HIGHWAY PROGRAM

Item O: Camden, DB# 252B1 - Route 70, Kingston Road, Intersection Improvements

Remove this project from the TIP as it has been combined with (DB# 252B2), Route 70, Covered Bridge Road, Intersection Improvements, into a new project: (DB #252B3), Route 70, Kingston and Covered Bridge Road, Intersection Improvements.

Item P: Burlington & Camden, DB# 252A1 - Route 70, Route 38 to Route 73, Operation and Safety Improvements

Remove this project from the TIP as it has been replaced with two breakout projects: (DB# 252A1A), Route 70, Operational and Safety Improvements (mp 0.0 - 4.1) and (DB# 252A1B), Route 70, Operational and Safety Improvements (mp 4.1 - 8.33).

Item Q: Mercer DB# FSD09499 - Pedestrian Count Down Replacements (ARRA)

Remove this ARRA project from the TIP as it has been combined with (DB# FSD09500), Push Button Replacements, into a new ARRA project: (DB #FSD09691), Mercer County Pedestrian Signal Improvements.

Item R: Mercer DB# FSD09500 - Pedestrian Signal Improvements (ARRA)

Remove this ARRA project from the TIP as it has been combined with (DB# FSD09499), Mercer County Pedestrian Count Down Replacements, into a new ARRA project: (DB #FSD09691), Mercer County Pedestrian Signal Improvements.

Item S: Mercer, DB# FSD09503 - Quakerbridge Road, Village Road to Hughes Drive, Resurfacing (ARRA)

Remove this ARRA project from the TIP as it has been combined with 14 other ARRA projects, into a new ARRA project: (DB #FSD09502), Mercer County Pavement/Resurfacing, 15 Sites.
(See "Item F" to view the 15 ARRA projects that have been combined into one project: DB #FSD09502)

Item T: Mercer, DB# FSD09504 - Princeton-Hightstown Road, Clarksville to Slayback, Resurfacing (ARRA)

Remove this ARRA project from the TIP as it has been combined with 14 other ARRA projects, into a new ARRA project: (DB #FSD09502) Mercer County Pavement/Resurfacing, 15 Sites.
(See "Item F" to view the 15 ARRA projects that have been combined into one project: DB #FSD09502)

Item U: Mercer, DB# FSD09505 - North Olden Ave, Parkside Avenue to Prospect Street, Resurfacing (ARRA)

Remove this ARRA project from the TIP as it has been combined with 14 other ARRA projects, into a new ARRA project: (DB #FSD09502), Mercer County Pavement/Resurfacing, 15 Sites.
(See "Item F" to view the 15 ARRA projects that have been combined into one project: DB #FSD09502)

Item V: Mercer, DB# FSD09506 - Princeton Avenue, Spruce Street to Olden Avenue, Resurfacing (ARRA)

Remove this ARRA project from the TIP as it has been combined with 14 other ARRA projects, into a new ARRA project: (DB #FSD09502), Mercer County Pavement/Resurfacing, 15 Sites.
(See "Item F" to view the 15 ARRA projects that have been combined into one project: DB #FSD09502)

Item W: Mercer, DB# FSD09507 - Whitehorse Avenue, Kuser Road to Olden Avenue, Resurfacing (ARRA)

Remove this ARRA project from the TIP as it has been combined with 14 other ARRA projects, into a new ARRA project: (DB #FSD09502), Mercer County Pavement/Resurfacing, 15 Sites.
(See "Item F" to view the 15 ARRA projects that have been combined into one project: DB #FSD09502)

Recommended Changes to the Draft FY2010 Transportation Improvement Program (TIP) for New Jersey

DVRPC HIGHWAY PROGRAM

Item X: Mercer, DB# FSD09508 - Arena Drive, Olden Avenue to I-295, Resurfacing (ARRA)

Remove this ARRA project from the TIP as it has been combined with 14 other ARRA projects, into a new ARRA project: (DB #FSD09502), Mercer County Pavement/Resurfacing, 15 Sites.
(See "Item F" to view the 15 ARRA projects that have been combined into one project: DB #FSD09502)

Item Y: Mercer, DB# FSD09509 - Clarksville Road, Everett Drive to North Post Road, Resurfacing (ARRA)

Remove this ARRA project from the TIP as it has been combined with 14 other ARRA projects, into a new ARRA project: (DB #FSD09502), Mercer County Pavement/Resurfacing, 15 Sites.
(See "Item F" to view the 15 ARRA projects that have been combined into one project: DB #FSD09502)

Item Z: Mercer, DB# FSD09510 - Nottingham Way, Route 33 to Five Points, Resurfacing (ARRA)

Remove this ARRA project from the TIP as it has been combined with 14 other ARRA projects, into a new ARRA project: (DB #FSD09502), Mercer County Pavement/Resurfacing, 15 Sites.
(See "Item F" to view the 15 ARRA projects that have been combined into one project: DB #FSD09502)

Item AA: Mercer, DB# FSD09511 - Robbinsville-Allentown Road, Vahlsing Way to Route 130, Resurfacing (ARRA)

Remove this ARRA project from the TIP as it has been combined with 14 other ARRA projects, into a new ARRA project: (DB #FSD09502), Mercer County Pavement/Resurfacing, 15 Sites.
(See "Item F" to view the 15 ARRA projects that have been combined into one project: DB #FSD09502)

Item BB: Mercer, DB# FSD09512 - West Broad Street, Greenwood to Louellen, Resurfacing (ARRA)

Remove this ARRA project from the TIP as it has been combined with 14 other ARRA projects, into a new ARRA project: (DB #FSD09502), Mercer County Pavement/Resurfacing, 15 Sites.
(See "Item F" to view the 15 ARRA projects that have been combined into one project: DB #FSD09502)

Item CC: Mercer, DB# FSD09513 - West Upper Ferry Road, Grand Avenue to River Road, Resurfacing (ARRA)

Remove this ARRA project from the TIP as it has been combined with 14 other ARRA projects, into a new ARRA project: (DB #FSD09502), Mercer County Pavement/Resurfacing, 15 Sites.
(See "Item F" to view the 15 ARRA projects that have been combined into one project: DB #FSD09502)

Item DD: Mercer, DB# FSD09514 - East State Street, Chambers Street to Olden Avenue, Resurfacing (ARRA)

Remove this ARRA project from the TIP as it has been combined with 14 other ARRA projects, into a new ARRA project: (DB #FSD09502), Mercer County Pavement/Resurfacing, 15 Sites.
(See "Item F" to view the 15 ARRA projects that have been combined into one project: DB #FSD09502)

Item EE: Mercer, DB# FSD09515 - Olden Ave, Clinton Avenue to East State Street, Resurfacing (ARRA)

Remove this ARRA project from the TIP as it has been combined with 14 other ARRA projects, into a new ARRA project: (DB #FSD09502), Mercer County Pavement/Resurfacing, 15 Sites.
(See "Item F" to view the 15 ARRA projects that have been combined into one project: DB #FSD09502)

Item FF: Mercer, DB# FSD09516 - Nottingham Way, Clinton Avenue to East State Street, Resurfacing (ARRA)

Recommended Changes to the Draft FY2010 Transportation Improvement Program (TIP) for New Jersey

DVRPC HIGHWAY PROGRAM

Remove this ARRA project from the TIP as it has been combined with 14 other ARRA projects, into a new ARRA project: (DB #FSD09502), Mercer County Pavement/Resurfacing, 15 Sites.
(See "Item F" to view the 15 ARRA projects that have been combined into one project: DB #FSD09502)

Item GG: Mercer, DB# FSD09517 - Province Line Road, Quakerbridge Road to Del-Raritan Canal, Resurfacing (ARRA)

Remove this ARRA project from the TIP as it has been combined with 14 other ARRA projects, into a new ARRA project: (DB #FSD09502), Mercer County Pavement/Resurfacing, 15 Sites.
(See "Item F" to view the 15 ARRA projects that have been combined into one project: DB #FSD09502)

DVRPC Projects with Cost Increases

Item HH: Camden, DB# 155C - Route 30/130, Collingswood Circle (CR 571)

The construction funding will be increased by \$8.33 M to \$22.861 M in FY 2012.

Item II: Burlington, DB# 08324 - Route 295, Rancocas-Mount Holly Road to Route 130, Pavement Repair & Resurfacing

The construction funding will be increased by \$2.5 M to \$38.17 M in FY 2010 and increased by \$8.5M to \$53.5 M in FY 2011.

DVRPC Projects with Cost Decreases

Item JJ Mercer, DB# 99362A - Trenton Amtrak Bridges Detour Route

The construction cost will be reduced by \$750,000 to \$1.23 M of STP-STU funds in FY 2010.

Item KK: Camden, DB# FSD09521 - City of Camden, Resurfacing, Phase 3 (ARRA)

The construction cost will be reduced by \$500,000 ARRA-DV funds in FY 2010 as a portion of the scope of this project has been broken out into a new ARRA project: (DB #FSD09521a) Cleveland Avenue, Re-construction

DVRPC Projects with Cost, Fund and/or Schedule Adjustments

Item LL: Various, DB# D026 - DVRPC Future Projects

Funding will be adjusted in FY 2010 through FY 2014. The new STP-STU funding amounts are \$4.15 M in FY 2010, \$0 in FY 2011, \$0 in FY 2012, \$8.539 in FY 2013 and \$7.964 in FY 2014.

Item MM: Burlington, DB# 94068 - Route 70, Route 73, Fox Meadow Road

Construction funding will be multi-year funded in FY 2010 and FY 2011. The new multi-year amounts are \$13.9 M in FY 2010 and \$7.0 M in FY 2011 of State funds.

Item NN: Gloucester, DB# 98344 - Route 130, Raccoon Creek Bridge

ROW funding will be reprogrammed from FY 2010 to FY 2011. The new amount is \$1.8 M of State funds in FY 2011.

DRPA/PATCO TRANSIT PROGRAM

Transit Projects with Cost, Fund and/or Schedule Adjustments

Acknowledge a technical correction to reflect the total TIP (FY2010 - FY2013) funding for the DRPA/PATCO program is \$94.15 million.

Recommended Changes to the Draft FY2010 Transportation Improvement Program (TIP) for New Jersey

STUDY & DEVELOPMENT PROGRAM

Projects to be Added to the Study & Development Program

Item PP: Camden, DB# 252B3 - Route 70, Kingston and Covered Bridge Road, Intersection Improvements

Add this project to the Study and Development Program with preliminary design scheduled for FY10. This project combines (DB# 252B2), Route 70, Covered Bridge Road, Intersection Improvements and (DB# 252B1), Route 70, Kingston Road, Intersection Improvements.

Item QQ: Camden DB# 252A1A - Route 70, Operational and Safety Improvements (mileposts 0.0 - 4.1)

Add this project to the Study and Development Program with feasibility assessment scheduled in FY10 (\$1 million state) and FY11. This project is a breakout of (DB #252A1), Route 70, Route 38 to Route 73, Operational and Safety Improvements.

Item RR: Burlington DB# 252A1B - Route 70, Operational and Safety Improvements (mileposts 4.1 - 8.33)

Add this project to the Study and Development Program with feasibility assessment scheduled in FY10 (\$2 million state) and FY11. This project is a breakout of (DB #252A1), Route 70, Route 38 to Route 73, Operational and Safety Improvements.

Projects to be Removed from the Study & Development Program

Item SS: Gloucester, DB# 232F - Route 47/41, Egg Harbor Road (Site 4)

Remove this project from the Study and Development Program as it has been terminated by NJDOT's Capital Program Committee (CPC).

Item TT: Camden, DB# 252B2 - Route 70, Covered Bridge Road, Intersection Improvements

Remove this project from the Study and Development Program as it has been combined with (DB# 252B1), Route 70, Kingston Road, Intersection Improvements, into a new project: (DB #252B3), Route 70, Kingston and Covered Bridge Road, Intersection Improvements.

Item UU: Camden, DB# 252B1 - Route 70, Kingston Road, Intersection Improvements

Remove this project from the Study and Development Program as it has been combined with (DB# 252B2), Route 70, Covered Bridge Road, Intersection Improvements, into a new project: (DB #252B3), Route 70, Kingston and Covered Bridge Road, Intersection Improvements.

Item VV: Burlington & Camden, DB# 252A1 - Route 70, Route 38 to Route 73, Operation and Safety Improvements

Remove this project from the Study and Development Program as it has been replaced with two breakout projects: (DB# 252A1A), Route 70, Operational and Safety Improvements (mp 0.0 - 4.1) and (DB# 252A1B), Route 70, Operational and Safety Improvements (mp 4.1 - 8.33).

NJDOT STATEWIDE PROGRAM

Projects to be Added to the NJDOT Statewide Program

Item WW: Various, DB# 04364 - Rutgers Transportation Safety Resource Center (TSRC)

Add this project to the NJDOT Statewide Program with \$1.3 M of EB funds in FY 2010 - FY 2013. This project has been broken out from (DB #09388), Highway Safety Improvement Program Planning.

Recommended Changes to the Draft FY2010 Transportation Improvement Program (TIP) for New Jersey

NJDOT STATEWIDE PROGRAM

NJDOT Statewide Projects with Cost Increases

Item XX: Various, DB# 01342 - National Boating Infrastructure Grant Program

This project will be increased by an additional \$5.0 M of ARRA-NBIG funds in FY 2010.

NJDOT Statewide Projects with Cost Decreases

Item YY: Various, DB# 06385 - Bridge Deck Patching Program

This project will be reduced to \$1.0 State funds in FY 2010 through FY 2013.

Item ZZ: Various, DB# 03305 - Intelligent Transportation Systems (ITS)

This project will be reduced to \$500,000 State funds in FY 2010.

Item AAA: Various, DB# 06324 - Statewide Traffic Management/Information Program

This project will be reduced to \$400,000 State funds in FY 2010.

Item BBB: Various, DB# 09388 - Highway Safety Improvement Program Planning

This project will be reduced to \$3.3 M HSIP funds in FY 2010 - FY 2013 as \$1.3 M of EB funds were transferred to (DB# 04364), Rutgers Transportation Safety Resource Center.

NJDOT Statewide Projects with Cost, Fund and/or Schedule Adjustments

Item CCC: Various, DB# X11 - Unanticipated Design, Right of Way and Construction Expenses

Funding will be adjusted in FY 2010 through FY 2014. The new amounts are \$29.939 M in FY 2010; \$25.098 M in FY 2011, and \$20.178 M in FY 2013 of State funds.

Item DDD: Various, DB# X72A - Betterments, Bridge Preservation

Funding will be adjusted between federal and state in FY 2010 through FY 2013. The new amounts are \$5.711 M of I-Maintenance funds and \$17.389 M of State funds in FY 2010; \$4.837 M of I-Maintenance funds and \$21.663 M of State funds in FY 2011; \$6.679 M of I-Maintenance funds and \$22.821 M of State funds in FY 2012, and \$6.878M of I-Maintenance funds and \$24.622 M of State funds in FY 2013.

TECHNICAL CORRECTIONS

Item EEE: Various, As Needed

Make technical corrections to the program as necessary, including project descriptions, limit corrections, title edits, AQ codes, and CMP codes.

Summary of Public Comments Received
on the
Draft FY2010 Transportation Improvement Program (TIP) for
New Jersey

(Summary followed by original comments)



DVRPC Board Meeting
July 23, 2009

**Index of Comments
on the
Draft FY2010 Transportation Improvement Program (TIP)
for New Jersey**

ITEM(S)	COMMENTOR	ISSUE
<i>Comments Received from the General Public</i>		
A.1	Mary Beth Neiman, Greater Kingston Civic Association	Route 70 Concerns
A.2	Pam Hersh, Princeton Healthcare System	DB# 08385, Harrison Street, Route 1
A.3	The Cherry Hill Safer Route 70 Committee	Route 70 Concerns
A.4 - A.7	Warren Strumpfer, Regional Citizen's Committee	NJ TRANSIT Project and Website Concerns
<i>Comments Received from DVRPC Planning Partners & Agencies</i>		
B.1	New Jersey Department of Transportation	Recommended Changes and Technical Corrections
B.2	New Jersey Turnpike Authority	Technical Corrections
B.3	Federal Aviation Administration	Aviation Projects
<i>Comments Received from the Regional Citizens Committee</i>		
C.1	Patrick Mulligan, Regional Citizens Committee	Various Comments
C.2	Warren Strumpfer, Regional Citizens Committee	Various Comments

**Summary of Public and Agency Comments on the
Draft FY2010 Transportation Improvement Program (TIP)
for New Jersey**

Comments from the General Public

Item: A.1

Camden, Route 70 Concerns

The Citizens of Cherry Hill residing on the communities along Route 70 would like input into any plan for Route 70 projects.

Item: A.2

Mercer, DB# 08385 - Harrison Street, Route 1 Intersection

Support for funding the project.

Item: A.3

Camden, Route 70 Concerns

Suggested recommendations and improvements for Route 70 in Cherry Hill.

Item: A.4

Various Counties, DB #T515 - Casino Revenue Fund

Project still refers to New Brunswick and South Amboy which are not in the DVRPC region.

Item: A.5

Various Counties, DB# T53E - Locomotive Overhaul

Funding concerns.

Item: A.6

Various Counties, DB# T500 - Technology Improvements

Types of fare collection and ITS improvements in the DVRPC region.

Item: A.7

Various Counties, NJ TRANSIT Website

Website Concerns.

Comments from the DVRPC Planning Partners & Agencies

Item: B.1

Various Counties, Recommended Changes and Technical Corrections

Technical corrections to the Highway, Transit, Study & Development, and Statewide Programs in the TIP document.

Item: B.2

Technical Corrections

Correction to narrative portion of the TIP document.

Item: B.3

Aviation Projects

Include planned aviation projects on the TIP.

Comments from the Regional Citizens Committee

Item: C.1-1

Highway & Transit Funding Concerns

A greater portion of funding needs to go towards transit projects.

**Summary of Public and Agency Comments on the
Draft FY2010 Transportation Improvement Program (TIP)
for New Jersey**

Comments from the Regional Citizens Committee

Item: C.1-2

New Jersey Turnpike Widening

Recommends not supporting the project.

Item: C.1-3

Camden, DB# 355A - Missing Moves at Routes 295/42 in Bellmawr

Support for the project.

Item: C.1-4

Camden, Light Rail

Support for Light Rail with bicycle/pedestrian paths from Camden to Glassboro.

Item: C.1-5

Camden, Light Rail Accessibility

The Light Rail through Camden County should be more accessible to the local population.

Item: C.1-6

EJ Concerns

South Jersey Port related truck traffic

Item: C.2-1

Transit DB Numbers

Sort transit projects by their "T" numbers

Item: C.2-2

DVRPC Online Mapping

Show linkage to NJDOT, drawings, and project details in various stages.

Item: C.2-3

EJ Concerns

Need additional project details do appropriately address EJ Concerns.

Item: C.2-4

Index Pages of TIP Document

Can the index reflect the page number of the detailed explanation in the document.

Item: C.2-5

TIP Search

Can DB numbers be used to search for TIP Projects?

Item: C.2-6

Additional Information in the TIP

Where are the specific accident reduction projects and goals for crash or death reductions.

Item: C.2-7

Road Safety Audits/Safety Reviews

Need to see Road Safety Audits and Safety Reviews that have been conducted on TIP Projects.

**Summary of Public and Agency Comments on the
Draft FY2010 Transportation Improvement Program (TIP)
for New Jersey**

Comments from the Regional Citizens Committee

Item: C.2-8

Looking for Project Details Online

Link DB numbers to NJDOT website

Item: C.2-9

Route 42, College Drive Interchange Project

Need more project details

Item: C.2-10

TIP Document

Projects not mapped on the transit maps will be more useful if detailed on the index page.

Item: C.2-11

EJ Maps in TIP Document

What is the connection between EJ maps and actual TIP Projects?

Item: C.2-12

CMP strategies in TIP Document

List the CMP strategies of actual TIP projects

Item: C.2-13

Noise Attenuation Projects in the TIP Document

Various comments

Item: C.2-14

Safe Routes to School and Complete Streets Projects in the TIP Document

Show linkage to Safe Routes to School and Complete Streets Projects.

Item: C.2-15

Online TIP Documents

Need better separation between current and past TIPs

Item: C.2-16

NJ TRANSIT Resources for the DVRPC Region

This region is not getting its fair of resources compared to North Jersey.

Item: C.2-17

TIP Document

The TIP Document is not easy to use.

Item: C.2-18

Camden, DB #99312 - Route 130, Brooklawn Traffic Circles

Various comments

Item: C.2-19

Mercer, DB #04315 - Scudders Falls Bridge Replacement

Consider using the old bridge for bicycles and pedestrians.

**Summary of Public and Agency Comments on the
Draft FY2010 Transportation Improvement Program (TIP)
for New Jersey**

Comments from the Regional Citizens Committee

Item: C.2-20

Highway and Transit Cost Summaries in the TIP Document

The relationship between the two needs to be clearer.

**Original Comments on the Draft FY2010-FY2013
Transportation Improvement Program (TIP) for
New Jersey**

Comments Received During the TIP Public Comment Period
May 22nd – June 22nd



ITEM: A.1

PUBLIC MEETING

DRAFT CONNECTIONS LONG-RANGE PLAN
 DRAFT DVRPC FISCAL YEAR (FY) 2010-2013 TRANSPORTATION IMPROVEMENT
 PROGRAM (TIP) FOR NEW JERSEY; and
 DRAFT TRANSPORTATION CONFORMITY FINDING FOR:
 DRAFT CONNECTIONS LONG-RANGE PLAN
 DRAFT DVRPC FY 2010 TIP FOR NEW JERSEY
 FY 2009 TIP FOR PENNSYLVANIA

THURSDAY, JUNE 11 2009
 Cherry Hill Library
 1100 Kings Highway North, Cherry Hill, NJ

SIGN-IN SHEET FOR ORAL COMMENTS

PLEASE PRINT

NAME: Mary Beth Neiman

ORGANIZATION: Greater Kingston Civic Association

ADDRESS: 19 Daytona Ave.
Cherry Hill, NJ 08034

TELEPHONE: 856-795-5727

FAX: _____

EMAIL: mbneiman@comcast.net

Please return this sign-in sheet to the registration table if you wish to offer oral comments at this meeting. You are encouraged to provide a written copy of your comments as well.

Assigned Number _____

The citizens of Cherry Hill residing in communities along Rt-70 would like input into any plan for improvements and intersections prior to the design phase.

Anderson, Gastonia

From: hersh, pamela [phersh@princetonhcs.org]
Sent: Monday, June 22, 2009 10:34 AM
To: TIP Plan Comments; Anderson, Gastonia; Neaderland, Zoe
Cc: hersh, pamela
Subject: FW: Harrison Street --DVRPC Comment--June 22, 2009--FINAL
Importance: High

ITEM: A.2

Dear DVRPC--Please accept this version of my comments, IF POSSIBLE. I made a few key edits. Thank you very much--Pam Hersh

Pam Hersh
Vice President for Government and Community Affairs
Princeton HealthCare System
phersh@princetonhcs.org
609-430-7106

22 June 2009

Plan/TIP/Conformity Comments
c/o DVRPC Public Affairs Office
Delaware Valley Regional Planning Commission
190 North Independence Mall West, 8th Floor
Philadelphia, Pa. 19106

tip-plan-comments@dvrpc.org

TO: DVRPC Public Affairs Office
cc: Gastonia Anderson, Transportation Planner, Capital Programs Unit
ganderson@dvrpc.org
cc: Zoe Neaderland, Manager, Transportation Safety and Congestion Management
zneaderland@dvrpc.org

RE: Harrison Street, West Windsor Township, Mercer County, NJ
Project Number: DBH 08385

Thank you for the opportunity to submit these comments to make the case for funding the improvement of the Harrison Street/Route One intersection, located in West Windsor Township, Mercer County, NJ. The purpose of such an improvement is to relieve the choking traffic congestion at this intersection by adding one lane (left-turn lane), as well as new signalization that would give remote control light changing capability to emergency services vehicles.

The longtime failed intersection, which is now a stressful and inconvenient condition for residents of Central Jersey, is about to become a condition that could impact the well being of these residents, when University Medical Center at Princeton (UMCP) relocates by December, 2011, to the east side of Route One at Plainsboro Road and Route One, just an eighth of a mile from the Harrison Street intersection. This Harrison Street intersection will be a major access point to the hospital for patients, visitors and employees coming from the west of Route One. Even though the hospital's new location in Plainsboro is closer to 70 percent of its patients, visitors, and employees, the other 30 percent may represent as many as 350,000 vehicular trips per year. The vehicular backups on Harrison Street now are a severe impediment to any rescue vehicles attempting to access Route One via Harrison Street, because there is no shoulder, no extra lane to allow passage of a rescue vehicle. The proposed improvement of an extra lane and new signalization not only would make the hospital much easier to access for the patients, employees and visitors in their own vehicles, but also would ensure adequate emergency vehicular access.

6/23/2009

ITEM: A.2

After two years of conferring with state, county and municipal officials, emergency services personnel, physicians, and residents living in communities west of Route 1, as well as expending nearly \$100,000 of its own capital on preliminary design work to make the case for the feasibility and importance of improving the intersection, UMCP is pleased to report that there seems to be consensus among New Jersey Department of Transportation (NJDOT), Mercer County and West Windsor Township officials to support an improvement to Harrison Street that has the potential of reducing the rush-hour back-up time from nine cycles to 1.5 cycles. NJDOT estimates that the cost of the entire project, including right of way acquisition, to be \$1.6 million - not as costly as it could have been, thanks to Princeton University's verbal commitment to donate its portion of the right-of-way lands. This is a modest road improvement that would have major and positive effect on the lives of the residents in the region. Funding for this project is urgent, however, since the road construction has to be completed prior to the hospital's relocation at the end of 2011.

When University Medical Center at Princeton received in early 2007 its Certificate of Need (CN) for the construction of a Replacement Hospital in Plainsboro, the comments that accompanied the CN were complimentary of all aspects of the new hospital project. However, the New Jersey Department of Health and Senior Services planning officials did stress during the CN public hearing that the hospital should make a concerted effort to achieve an improvement of the Route 1/Harrison Street intersection, because it would become a crucial access to the hospital for those patients and emergency vehicles approaching the hospital from the west of Route 1. In the official CN approval letter dated Feb. 9, 2007, Commissioner of Health and Senior Services Fred Jacobs said the following: "I believe the applicant carefully and thoroughly examined its available options before deciding to relocate to Plainsboro Township and forecasted the effects on the neighboring hospitals on a reasonable basis....It is not possible for the UMCP to continue to meet technological advances at the current site; relocation is the only viable alternative....[However, statute requires] a demonstration that the relocation shall not have an adverse impact on the population being served in regards to access and quality of care....The applicant [should continue its] negotiations with New Jersey Department of Transportation to improve roadway access to the new site."

Since the announcement of the hospital's plans to move - only 2.5 miles from its current location on Witherspoon Street in Princeton, the residents of the two Princetons, Montgomery, Hillsborough, Hopewell, Rocky Hill, expressed understanding for the compelling need for a new hospital facility, but grave concern about being in the 30 percent who would have to get across Route 1, most conveniently and logically at Harrison Street, which at rush hour is called a "nightmare," quantified by the traffic experts as an intersection with a "nine-traffic-light-cycle" delay in getting across the road.

NJDOT is proposing a road project costing in total with right-of-way acquisition and construction and signaling approximately \$1.6 million that would include a left-hand turning lane, extending from Eden Way to Route 1, with a new sensor-sensitive signal that would respond to emergency vehicles with light-changing remote control equipment. This improvement, along with the widening of Route 1 now occurring in conjunction with the Millstone Bridge Replacement between Harrison Street and Plainsboro Road, will represent a significant improvement in mobility in the Harrison Street/Route 1 area. UMCP agreed it would purchase for the first aid squads the light-changing remote control equipment.

U.S. Congressman Rush Holt, Mercer County Executive Brian Hughes, plus the mayors in the region, including West Windsor Mayor Shing Fu Hsueh (the host community for the road improvement), Plainsboro Mayor Peter Cantu (the host community of the new hospital), Princeton Borough Mayor Mildred Trotman (the host community of the current hospital), Princeton Township Mayor Bernard Miller (also a host community for the current hospital), Lawrence Township Mayor Pam Mount, South Brunswick Mayor Frank Gambatese of South Brunswick, have been very supportive of the road improvement and have emphasized the need to accomplish the project prior to the hospital's relocation.

On May 26, 2009, NJDOT officials met with representatives from the hospital, West Windsor Township, and Congressman Holt's office to discuss next steps. After this meeting and a subsequent internal meeting, the following items were agreed:

1. NJDOT expects to complete the Feasibility Assessment phase, including the environmental document by September 2009.

ITEM: A.2 Comments from the General Public

2. There is currently no funding programmed for the design and construction phases of the project. DOT will include this project in the next round of discussions with Capital Investment Planning & Development Unit and funding could be in place for next year's program.

3. Work would begin immediately to get the project on the Delaware Valley Regional Planning Commission's (DVRPC) Transportation Improvement Program (TIP) (the draft FY'10 TIP).

Construction already has commenced on the Route 1 Millstone River Bridge replacement project. The \$20 million project improves the section of Route 1 between Harrison Street and Plainsboro Road, by not only replacing the severely deteriorated bridge over the Millstone River, but also widening the roadway to include shoulders and sidewalks. This represents a significantly improved access for emergency vehicles coming from Princeton to the new hospital site, which has a dedicated emergency vehicle access drive directly off of Route One. The Millstone Bridge project will be completed in two years, i.e., March 2011, months before the opening of the new hospital. We urge the DVRPC to lend its immediate support of the project, so NJDOT has the capability to go forward as soon as possible.

Extensive documentation on this project already exists within NJDOT - Thomas Saylor: thomas.saylor@dot.state.nj.us - as well as within the offices of our traffic consultants TRC. Please let me know if you need me to deliver to you any of the work that has already been done on the Harrison Street improvement.

Thank you again for your consideration.

Sincerely,

Pam Hersh

Vice President for Government and Community Affairs, Princeton HealthCare System

phersh@princetonhcs.org

609-430-7106 (office); 609-731-1685 (personal cell)

June, 22, 2009

=====

This e-mail transmission and any documents attached hereto contain information from Princeton Hea.

=====

The Safer Route 70 Plan: Priority Recommendations

June 11, 2009

To: Plan/Tip/Conformity Comments
c/o DVRPC Public Affairs Office
190 N. Independence Mall West, 8th Floor
Philadelphia, PA 19106

Fr: The Cherry Hill Safer Route 70 Committee

Subj: Draft FY 2010-013 NJ DOT Statewide Transportation Improvement Plan (TIP)

The Cherry Hill Safer Route 70 Committee hereby submits recommended improvements that should be incorporated into the draft TIP referenced above and implemented prior to and possibly as an alternative to the Route 70 intersection improvements contained in the draft TIP. The Safer Route 70 Plan (the "Plan"), included in the attached files, recommends ways to improve the quality of life and the environment in Cherry Hill by improving Route 70, Cherry Hill's "main street." The Plan's primary focus is on safety.

The Plan's recommendations, listed in Table 1 attached, would reduce traffic and pedestrian accidents and make the road safer for all, including pedestrians and bicyclists. They will also improve motor vehicle travel at safe speeds and better manage peak hour congestion.

The Committee found some common ground in its recommendations with others, including Cherry Hill Mayor Platt and Town Council, Mayor Platt's Route 70 Task Force, and the Delaware Valley Regional Planning Commission's Route 70 Corridor Study. It urges state and local officials to proceed first with the Committee's safety and congestion management recommendations before further implementing the proposed \$19 million of "intersection improvements" at the intersections of Route 70 with Covered Bridge Road and Kingston Drive/Westgate Drive.

The first eleven Committee recommendations listed in Table 1 were also made by Mayor Platt's Task Force, the DVRPC, or both. The Committee recommends that NJ DOT implement these and the following priority recommendations that would make Route 70 through Cherry Hill and the adjacent residential streets that connect to it safer and less congested:

1. Synchronize and actively maintain all traffic signals, especially during peak hour travel, to allow smooth travel at 30-35 miles per hour.
2. Vigorously enforce the current speed limit using best available practices and technology. Examples include: roadside speedometers at strategic locations with speed limit signs, a Doppler radar emitter and receiver to measure speeds, and a changeable message sign that displays a driver's speed, and photo radar devices, also known as speed cameras, that trigger cameras to take a picture of the speeding vehicle and its license plate.
3. Deploy a variety of traffic calming measures, approved by local residents, to slow traffic and discourage commuter cut-through use of residential streets adjacent to Route 70, especially along Kingston Drive, Chelton Parkway, Ranaldo Terrace, Edison, Cooper Avenue, Miami Ave (East and West), Ormond Ave., Maine Ave., Wexford Drive, Rooftree and Highgate, Old Orchard, and South Birchwood. Examples of proven traffic calming measures include: choker or neck-down intersections, diverters, landscaping treatments, pedestrian refuge islands, curb bulb-outs, speed humps and speed tables, raised intersections, and narrowing roads.

The Safer Route 70 Plan: Priority Recommendations

4. Install a new traffic signal to control traffic in the west-bound lanes of Route 70 where it intersects with Old Cuthbert Road and traffic entering Route 70 from Old Cuthbert. Change the intersection geometry changes to reduce hazardous traffic entry point. This is the most dangerous point on Route 70 in Cherry Hill accounting for over 105 crashes over a three year period.
5. Paint 7 pedestrian crosswalks at 5 existing and 2 new signalized intersections.
6. Add pedestrian push buttons to activate traffic signals at all signalized intersections.
7. Upgrade all existing pedestrian crossings using 20 foot advance stop lines, median refuges signs, and markings that improve pedestrian safety.
8. Install sidewalks that are missing along 50 percent of Route 70 and correct numerous sidewalk deficiencies.
9. Upgrade deficient 10 foot lane widths to 12 feet (NJDOT's standard) by re-painting lane lines where possible.
10. Repaint all lane lines to taper to 11 feet widths at pedestrian crossings.
11. Paint large directional arrows on the road pavement to encourage drivers to merge left where four lanes merge to three and then to two lanes.
12. Install new traffic signals at the intersections of Route 70 at Cooper Landing Road and at Greentree Road. These are hazardous intersections accounting for many crashes.
13. Install a new, split-phase¹ traffic signal and intersection where Ranaldo Terrace intersects with Route 70. Add extensive, resident-approved traffic calming measures to Renaldo Terrace. A new signalized intersection at this location will relieve demand for left turns onto Route 70 coming out of the Kingston neighborhood at both Kingston Drive and Frontage Road. It would also provide U-Turns and protected left turns into the Barclay shopping center. Together with other measures, such as making Williams a one-way street into the Barclay Towers apartment complex, the new intersection would eliminate the need to widen Kingston Drive and Frontage Road where they intersect with . Route 70.
14. Configure 2 existing signals (at Georgia/Edison and Frontage/Covered Bridge Roads) to be split-phase signals to reduce crossing conflicts for traffic emerging from the minor streets. Eliminate left turn stacking lanes and left turns from Route 70 at the intersection of Route 70 and Georgia/Edison Avenues. The westbound left turn stacking lane encourages unnecessary and unsafe cut-through traffic through the Erlton residential neighborhood, and the eastbound left turn stacking lane is superfluous as Cooper Landing Road already performs this function.
15. Convert 3 left turn stacking lane openings (at Whitman, Cooper Avenue, and Sawmill) to mid-block openings and re-designate as "U-Turn" only to discourage left turns into neighborhood streets
16. Add 2 new pedestrian activated traffic signals at Maine Avenue and Lakeview Drive where pedestrians lack an alternative crosswalk opportunity within a reasonable walking distance.
17. Install 17 missing bus shelters and related amenities at Route 70 bus stops in Cherry Hill.
18. Restore left turns from Route 70 onto Haddonfield Road (Rt 644), Kings Highway /Brace Road(Rt 41), and Springdale Road (Rt 673) to reduce cut-through traffic in residential streets and modify traffic signals to protect such turns. Eliminate hazardous, artificial jug handles, especially the Fulton Street/ Wynnwood Avenue and Penn Avenue/ North Park Drive "jug-handles" at the Route 70/ Haddonfield Road intersection that pass through or that cause commuter traffic to short-cut through residential neighborhoods. Dedicate one or two lanes to the protected left turns and eliminate the current hazardous conditions where three or four lanes merge into two lanes over substandard distances after these intersections.

¹ A split phase is where the movements of opposing traffic flow in totally separate phases. The right-turn movement flows at the same time as the associated through movement.

The Safer Route 70 Plan: Priority Recommendations

19. Restore left and U-Turns westbound on Route 70 at Cornell.
20. Provide additional incentives to encourage carpooling, mass transit, and bus use for commuting and provide new linkages to the Woodcrest and Haddonfield PATCO High Speed Line stations.
21. Paint bicycle lanes on all of Route 70 through Cherry Hill, smooth the road and shoulder surfaces, and fill in missing bike lane “gaps” between I-295 and Springdale Road. Warn bicyclists of safety hazard locations and suggest safer detours and alternate routes until bike lane “gaps” are fixed.

Table 1 Safer70Recommendations

Table 1 Citizens for a Safer Route 70 Committee Recommendations

Nun Rec #	Key 1	Key 2	Specific	Recommendations
				Key 1 Recommendation also made by others
				M= Also recommended in Mayor Platt's Plan
				D= Also recommended in DVRPC Study
				B= Recommended by both the Mayor's Plan and DVRPC
				Key 2 Recommendation "Type"
				1 Paint Crosswalk
				2 New traffic signal
				3 Relocate left turn lane and convert to U-Turn
				4 Reconfigure to allow left turns
				5 Discourage short-cutting through residential neighborhoods
				6 Manage access
				7 Reduce congestion
				8 Provide turning flexibility
				9 Provide safe parking
				10 Traffic calming
				11 Add phase to existing signal
				12 Provide bicycle facility
1	22	66	M	1 Paint crosswalk across Route 70 from east corner of Greentree with 20 foot ASL and pedestrian activated call for red.
2	20	65	M	2 Install a westbound traffic signal at Old Cuthbert to allow for entering vehicles into Route 70.
3	21	66	M	2 Install split phase traffic signal to allow protected right turns from Greentree westbound onto Route 70
4	15	61	M	3 Install new stacking lanes between Kings Highway and Kingston Drive near Wills Eye and Keswick Cycle bike shop.
5	26	68	M	3 Install left turn stacking lane on eastbound Route 70 for access into the Market Place Mall
6	12	59	D	2 Paint crosswalk + 20 foot ASLs + pedestrian signal across 70 from the southeast corner of Maine Avenue
7	7	56	D	11 Add a split phase signal configuration at Georgia and Edison intersection to protect left turns onto Route 70 from them.
8	17	63	D	11 Add a split phase signal configuration to intersection with Frontage Road
9	4	54	B	2 Add traffic signal at Cooper Landing Road to protect left turns and control westbound Route 70
10	16	62	B	2 Add eastbound left and U-Turn stacking lane and split phase signal at Ranaldo/ Rte. 70 intersection
11	17	64	B	6 Close duplicate hotel and apartment complex access points into jug handle at Frontage Road and Route 70.
12	6	55		9 Restore parking spaces on eastbound Route 70 in Erlton at appropriate locations to calm traffic and maintain business.
13	1	53		1 Paint crosswalk and 20 foot advance stop line (ASL) at Donahue Ave.
14	8	57		1 Paint two crosswalks across 70 at Georgia/ Edison intersection and paint 20 foot advance stop lines on Route 70
15	16	63		1 Paint crosswalk and 20 foot ASL at new Ranaldo intersection with pedestrian activated call for red.
16	18	65		1 Paint missing crosswalk and ASL 20 feet from crosswalk on westside of Covered Bridge Road/ Route 70 intersection. .

Table 1 Safer70Recommendations

17	25	68	1	Paint crosswalk + 20 foot advance stop lines across Route 70 at the signalized intersection of Old Orchard and Route 70.
18	24	68	2	Install traffic signal for Lakeview entrance
19	3	53	3	Relocate left stacking slot into "U-Turn" only just east of Whitman and not to align directly into Whitman
20	7	56	3	Restore medians and eliminate left turn stacking lanes at Georgia/Edison intersection with Route 70.
21	11	58	3	Eliminate new left turn stacking lane at Cooper Avenue, restore median, and install "U-Turn" between
22	2	53	4	Change intersection at Haddonfield Road to allow left turns from Route 70 onto Grove and Haddonfield Road.
23	13	59	4	Change intersection at Kings Highway to allow simultaneous left turns from Route 70 onto Brace and Kings Highway.
24	23	66	4	Change intersection at Springdale Road to allow left turns north and south onto Springdale Road from Route 70
25	2	53	5	Eliminate confusing jug handles on Park Drive and Wynnewood Avenue that pass through residential neighborhoods
26	16	61	5	Preserve the current Kingston Drive entranceway configuration
27	7	56	6	Prohibit left turns east and westbound off Route 70 onto Edison and Georgia at signalized intersection.
28	16	61	6	Designate Williams Place (behind the Kinko mall) as one-way traveling eastbound
29	21	66	6	Encourage employers to stagger work hours in Springdale industrial park to distribute traffic over time.
30	5	55	8	Install right turn lane from northbound Cooper Landing to Georgia across tip of PSE&G substation property for U-Turns.
31	10	58	8	Allow U and left turns in front of Erlton Fire Station with "clear opening" signal warnings for emergency vehicle use.
32	9	57	9	Implement the Erlton Streetscape Project for safe parking and build parking lot on PSE&G substation
33	14	60	10	Remove deficient merging lanes West of Kings Highway and insure that remaining lane transitions over 600 feet.
34	14	60	10	Control right turns from Kings Highway South onto Route 70 West by signal control
35	16	62	10	Install traffic calming measures recommended by neighbors on Ranaldo.
36	23	67	10	Study causes of crashes at Old Orchard intersection and effect safety mitigation strategy from study.
37	19	65	12	Correct "bicycle gap" from I-295 to Springdale Road; construct safe bikeway under bridges and across ramps

ITEM: A.3

Complete report available in DVRPC Resource Center

The Safer Route 70 Plan

**Cherry Hill Citizens
for a
Safer Route 70 Committee**

October 2007

Safer Route 70 Plan Committee

<u>Name</u>	<u>Neighborhood</u>
Susanne Bromke, Committee Chair	South Erlton
Ramin Abbazadeh	South Erlton
Fred Astmann	Old Orchard
Keith Bromke	South Erlton
Greg Bruno	Erlton North
Doris Carey	East Riding
Diana Daly	Wexford Leas
Robert Esposito	Locustwood
Dayla Fusco	Erlton North
George Hickman	South Erlton
Richard Hoffmann	Kingston Estates
David Kalkstein	Kings Croft
Helen Kushner	Barclay Farm
Yoli Lorenz	Kingston Estates
Theresa Mohrfeld	Barclay Farm
Jim Morris	Barclay Farm
Mary Beth Neiman	Kingston Estates
Tina Nugent	Wexford Leas
Chris Onken	Wexford Leas
Robert Shinn	Barclay Farm
Roxane Shinn	Barclay Farm
Joyce Walker	Kingston Estates
Walt Zahn	Colwick

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Purpose of the Plan

The Safer Route 70 Plan (the “Plan”) recommends ways to improve the quality of life and the environment in Cherry Hill by improving Route 70, Cherry Hill’s “main street.” The Plan’s primary focus is on safety.

The Plan includes recommendations to reduce traffic and pedestrian accidents, to make the road more pedestrian and bicycle friendly, and to make it more respectful of the surrounding community. It also includes recommendations for improving motor vehicle travel at safe speeds and for better managing peak hour congestion.

Main Plan elements

The Plan includes many site specific improvement recommendations and the following main elements:

1. Maintain the current, predominant four lane configuration (two lanes in each direction) that exists on Route 70 between Haddonfield Road and Route 73. Upgrade deficient lane widths by re-striping where possible and tapering lane widths to 11 feet at pedestrian crossings.
2. Preserve the existing safety median for possible future use as a light rail train or fixed guide-way bus corridor.
3. Synchronize all traffic signals, especially during peak hour travel, to allow smooth travel at 30-35 miles per hour and vigorously enforce the current speed limit using best available practices and technology.
4. Provide incentives to encourage carpooling, mass transit, and bus use for commuting and provide new linkages to the Woodcrest and Haddonfield PATCO High Speed Line stations.
5. Install sidewalks that are missing along 50% of Route 70 and correct numerous sidewalk deficiencies.
6. Install 17 missing bus shelters and related amenities.
7. Paint 7 pedestrian crosswalks at 5 existing and 2 new signalized intersections.
8. Add pedestrian push buttons to activate traffic signals at all signalized intersections.
9. Upgrade all existing pedestrian crossings using 20 foot advance stop lines, median refuges signs, and markings that improve pedestrian safety.
10. Paint bicycle lanes on all of Route 70 through Cherry Hill, smooth the road and shoulder surfaces, and fill in missing bike lane “gaps” between I-295 and Springdale Road.
11. Install 4 new traffic signals at turning and crossing locations with a high history of accidents (Cooper Landing Road, Ranaldo Terrace, Old Cuthbert Road, and Greentree Road) and 2 new signals where pedestrians lack a

- crosswalk within a reasonable distance (Maine Avenue and Lakeview Drive). Synchronize all new signals with all other signals.
12. Eliminate left turn stacking lanes and left turns from Route 70 at the intersection of Route 70 and Georgia/Edison Avenues.
 13. Configure 2 existing signals (at Georgia/Edison and Frontage/Covered Bridge Roads) to be split-signals to reduce crossing conflicts for traffic emerging from the minor streets.
 14. Convert 3 left turn stacking lane openings (at Whitman, Cooper Avenue, and Sawmill) to mid-block openings and re-designate as “U-Turn” only to discourage left turns into neighborhood streets.
 15. Deploy a variety of traffic calming measures, approved by local residents, to slow traffic and discourage commuter cut-through use of residential streets adjacent to Route 70, especially along Kingston Drive, Chelton Parkway, Ranaldo Terrace, Edison, Cooper Avenue, Miami Ave (East and West), Ormond and Maine Ave.
 16. Install a new, split-phase traffic signal and intersection at Ranaldo Terrace along with extensive, resident-approved traffic calming measures on Ranaldo, which should remain a two lane residential street, one lane in each direction. This new signal would relieve demand for left turns at Kingston Drive, provide another eastbound Route 70 outlet for the Kingston neighborhood and U-Turns, and protect left turns into the Barclay shopping center. Together with other measures, the new signals would eliminate the need to widen the intersection of Kingston Drive at Route 70.
 17. Install a west-bound, vehicle-triggered traffic signal at Old Cuthbert Road along with other intersection geometry changes to reduce hazardous traffic entry point.
 18. Eliminate hazardous, artificial jug handles, especially those that pass through or that cause commuter traffic to short-cut through residential neighborhoods.
 19. Restore left turns from Route 70 onto three major State & County Road intersections: Haddonfield Road (Rt 644), Kings Highway (Rt 41), and Springdale Road (Rt 673) in an effort to reduce cut-through traffic in residential streets.
 20. Provide all of the above at far less expense to New Jersey taxpayers than other plans proposed by Cherry Hill Mayor Platt and NJDOT consultants.

The Cherry Hill Citizens for a Safer Route 70 Committee (“Committee”) includes citizen volunteers who helped produce the Plan. Their names and neighborhoods of Committee members who participated in the preparation of this Plan are listed on page 2 above.

NJ Transit TIP Comments

Monday, June 29, 2009

It is a welcome change to see NJ Transit's showing only funding for the DVRPC MPO Area. The change is appreciated.

- ITEM: A.4** • However DB T515 still refers to New Brunswick and South Amboy.
- ITEM: A.5** • Is all the funding for DB T53E (locomotive overhaul) for our MPO?
- ITEM: A.6** • DB T500 - What fare collection and ITS improvements to meet customer needs can we expect to see in our MPO within this time frame?
- ITEM: A.7** Website Concerns:
 - Why does the preponderance of capital programs seem to be for North Jersey projects in all categories.
 - Why doesn't the trip planner show AccessLink, county and other transit provider information? The county listings show NJ Transit routes.
 - The "Where do you want to go?" web page shows transit information for all kinds of sporting and entertainment venues in North Jersey. Why are there none for the DVRPC MPO? The need exists, especially for the South Philadelphia Sports Complex. SEPTA & PATCO provide service there, why doesn't NJ Transit provide event service for NJ residents?

ITEM: B.1

NJDOT Comments
on the
FY2010 - FY2019 DVRPC Draft TIP
June 24, 2009

New Jersey - DVRPC Region Updates:

1. City of Camden Resurfacing, Phase 3 (DB# FSD09521) construction funding should be reduced to \$2.265 M of ARRA-STU funds in FY 2010. The following new ARRA-STU project should be broken out:
 - a. Cleveland Avenue Reconstruction (DB# FSD09521A) \$0.5 M
2. Mercer County Pedestrian Signal Improvements, ARRA (DB# FSD09691) construction should be added for \$0.6 M of ARRA-STU funds in FY 2010. This project consolidates the following individualized ARRA-STU construction projects which will be eliminated:
 - a. Pedestrian Countdown Replacement, Mercer Co (DB# FSD09499) \$0.2 M
 - b. Pedestrian Pushbutton Replacements, Mercer Co (DB# FSD09500) \$0.4 M
3. Pavement Surface Restoration Program, Mercer County Road Program (DB# FSD09502) construction should be added for \$3.948 M of ARRA-STU funds in FY 2010. This project consolidates the following individualized ARRA-STU construction projects which will be eliminated:
 - a. Arena Drive, Olden Ave to I-295 (DB# FSD09508) \$0.426 M
 - b. Clarksville Road, Everett Dr to North Post Rd (DB# FSD09509) \$0.14 M
 - c. East State Street, Chambers St to Olden Ave (DB# FSD09514) \$0.2 M
 - d. North Olden Avenue, Parkside Ave to Prospect St (DB# FSD09505) \$0.325 M
 - e. Nottingham Way, Clinton Ave to East State St (DB# FSD09516) \$0.225 M
 - f. Nottingham Way, Rt 33 to Five Points (DB# FSD09510) \$0.176 M
 - g. Olden Ave, Clinton Ave to East State St (DB# FSD09515) \$0.198 M
 - h. Princeton Avenue, Spruce St to Olden Ave (DB# FSD09506) \$0.1 M
 - i. Princeton-Hightstown Road, Clarksville to Slayback (DB# FSD09504) \$0.418 M
 - j. Providence Line Road, Quakerbridge Rd to Delaware-Raritan Canal (DB# FSD09517) \$0.23 M
 - k. Quakerbridge Road, Village Rd to Hughes Dr (DB# FSD09503) \$0.528 M
 - l. Robbinsville-Allentown Rd, Vahlsing way to Rt 130 (DB# FSD09511) \$0.175 M
 - m. West Broad Street, Greenwood to Louellen (DB# FSD09512) \$0.14 M
 - n. West Upper Ferry Road, Grand Ave to River Rd (DB# FSD09513) \$0.451 M
 - o. Whitehorse Avenue, Kuser Rd to Olden Ave (DB# FSD09507) \$0.18 M

4. DVRPC Future Projects (DB # D026) funding should be adjusted in FY 2010 through FY 2014. The new STP-STU funding amounts are \$4.15 M in FY 2010, \$0 in FY 2011, \$0 in FY 2012, \$8.539 in FY 2013 and \$7.964 in FY 2014.
5. Trenton Amtrak Bridges Detour Route (DB # 99362A) construction cost should be reduced to \$1.23 M of STP-STU funds in FY 2010.
6. Route 30/130, Collingswood Circle (CR 571) (DB # 155C) construction funding should be increased. The new multi-year amounts are \$18.572 M in FY 2011 and \$22.861 M in FY 2012.
7. Route 70, Covered Bridge Road, Intersection Improvements (DB # 252B2) has been combined with Route 70, Kingston Road, Intersection Improvements (DB# 252B1). The new project is called Route 70, Kingston and Covered Bridge Road, Intersection Improvements (DB# 252B3) and should be programmed as follows:
 - Design - \$2.0 M of NHS funds in FY 2011
 - ROW – \$3.0 M of State funds in FY 2012
 - Construction - \$14.0 M of State funds in FY 2014
8. Route 70, Route 38 to Route 73, Operational and Safety Improvements (DB # 252A1) has been replaced by two breakouts and should be removed:
 - a. Route 70, Operational and Safety Improvements (MP 0.0 - 4.1) (DB# 252A1A) State funding should be added as follows:
 - Design - \$2.33 M in FY 2010 and \$5.5 M in FY 2011
 - Right of Way - \$5.5 M in FY 2014
 - Utilities - \$6.66 M in FY 2016
 - Construction - \$24.5 M in FY 2017, \$16.0 M in FY 2018 and \$5.33 M in FY 2019.
 - b. Route 70, Operational and Safety Improvements (MP 4.1 - 8.33) (DB# 252A1B) State funding should be added as follows:
 - Design - \$4.67 M in FY 2012 and \$11.0 M in FY 2013
 - Right of Way - \$11.0 M in FY 2014
 - Utilities - \$13.34 M in FY 2016
 - Construction - \$49.0 M in FY 2017, \$32.0 M in FY 2018 and \$10.67 M in FY 2019.
9. Route 73, Fox Meadow Road (DB# 94068) construction funding should be multi-year funded in FY 2010 and FY 2011. The new multi-year amounts are \$13.9 M in FY 2010 and \$7.0 M in FY 2011 of State funds.
10. Route 130, Raccoon Creek Bridge (DB # 98344) ROW funds should be reprogrammed from FY 2010 to FY 2011. The new amount is \$1.8 M of State funds in FY 2011.
11. Route 295, Rancocas-Mount Holly Road to Route 130, Pavement repair & Resurfacing (DB# 08324) construction cost has increased. The new multi-year amounts are \$38.17 M in FY 2010, \$53.5 M in FY 2011 and \$45.0 M in FY 2012 of State funds.

New Jersey – Study and Development Updates:

1. Route 47/41, Egg Harbor Road (Site 4) (DB # 232F) has been terminated by the Department's Capital Program Committee and the project should be removed from the study and development program.
2. Route 70, Covered Bridge Road, Intersection Improvements (DB # 252B2) has been combined with Route 70, Kingston Road, Intersection Improvements (DB# 252B1). The new project is called Route 70, Kingston and Covered Bridge Road, Intersection Improvements (DB# 252B3) and is scheduled for preliminary design in FY 2010.
3. Route 70, Route 38 to Route 73, Operational and Safety Improvements (DB # 252A1) has been replaced by two breakouts and should be removed:
 - a. Route 70, Operational and Safety Improvements (mp 0.0 - 4.1) (DB# 252A1A) State funding should be added as follows: FA in 2010 and 2011 \$1.0 of State funds in FY 2010.
 - b. Route 70, Operational and Safety Improvements (mp 4.1 - 8.33) (DB# 252A1B) State funding should be added as follows: FA in 2010 and 2011 \$2.0 of State funds in FY 2010.

New Jersey - Statewide Program Updates:

1. Betterments, Bridge Preservation (DB # X72A) funding should be adjusted between federal and state in FY 2010 through FY 2013. The new amounts are \$5.711 M of I-Maintenance funds and \$17.389 M of State funds in FY 2010, \$4.837 M of I-Maintenance funds and \$21.663 M of State funds in FY 2011, \$6.679 M of I-Maintenance funds and \$22.821 M of State funds in FY 2012, and \$6.878M of I-Maintenance funds and \$24.622 M of State funds in FY 2013.
2. Bridge Deck Patching Program (DB# 06385) funding should be decreased in FY 2010 through FY 2013. The new amount is \$1.0 M of State funds in FY 2010 – FY 2013.
3. Highway Safety Improvement Program Planning (DB # 09388) funding should be transferred to the Rutgers Transportation Safety Resource Center (TSRC) (04364). The new amount is \$3.3 M of HSIP funds in FY 2010 - FY 2013.
4. Intelligent Transportation Systems (DB# 03305) State funding should be decreased in FY 2010. The new amount is \$0.5 M of State funds in FY 2010.
5. National Boating Infrastructure Grant Program (DB# 01342) should have an additional \$5.0 M of ARRA-NBIG funds added in FY 2010.
6. Rutgers Transportation Safety Resource Center (TSRC) (04364) funding should be broken out from the Highway Safety Improvement Program Planning (DB # 09388). The new amount is \$1.3 M of EB funds in FY 2010 - FY 2013.
7. Statewide Traffic Management/Information Program (DB# 06324) State funding should be decreased in FY 2010. The new amount is \$0.4 M of State funds in FY 2010.

ITEM: B.1

8. Unanticipated Design, Right of Way and Construction Expenses, State (DB# X11)
State funding should be adjusted in FY 2010, FY 2011 and FY 2013. The new amounts are \$29.939 M in FY 2010, \$25.098 M in FY 2011 and \$20.178 M in FY 2013.

Anderson, Gastonia

From: Wahler, Brian [BWAHLER@turnpike.state.nj.us]
Sent: Friday, June 05, 2009 10:35 AM
To: Anderson, Gastonia
Subject: Interchanges 6 to 9 widening

ITEM: B.2

Hi Gastonia, I checked with John Keller the project manager for the 6 to 9 widening. The dollar # in the project description and the total cost should read 2.7 billion. If you can change the number that would be great. Thanks Brian Wahler

Anderson, Gastonia

From: TIP Plan Comments
Sent: Monday, June 08, 2009 2:34 PM
To: Anderson, Gastonia
Subject: FW: NJ TIP

ITEM: B.3

-----Original Message-----

From: William.Flanagan@faa.gov [mailto:William.Flanagan@faa.gov]
Sent: Tuesday, May 26, 2009 2:54 PM
To: TIP Plan Comments
Cc: tom.felix@faa.gov; Maria.Stanco@faa.gov
Subject: NJ TIP

Would it make sense to include DVRPC MPO planned aviation projects in the TIP?

Comments on the NJ TIP

ITEM: C.1-1 As a general comment I think there is a feeling that seems to be emerging among the RCC members that we need to begin to go off the heavy funding of highways and begin to transition to a greater proportion of available funding and proposed funding towards mass transit. I believe it is a valid point and I am not sure how much influence the DVRPC can have on such a trend, but I believe it should be a guiding principle.

Generally speaking the proposed projects are probably necessary, although there are a few that could wait if there are other priorities, e.g. the resurfacing of Fries Mill Road and Rte 322, neither of which appear to be in serious condition.

ITEM: C.1-2 1. Specifically I would recommend against supporting the widening of the NJ Turnpike and the Garden State Parkway. Again the amount of scarce funding involved and the trend of continuing to support major automobile highway systems is questionable practice at this stage.

Rather than supporting increased highway traffic and spending enormous amounts of scarce funds to do so we should recommend that, since these destinations are significant enough to merit major highways in the first place and the consideration of such significant increases in expenditure, we should recommend servicing them with mass transit, or at least a combination of both. The amount of funding being considered to widen them and build tunnels into NY would go a long way toward establishing mass transit opportunities along the same corridors.

ITEM: C.1-3 2. I am not sure what Missing Moves at Routes 295/42 in Bellmawr means, but if it means connecting Rte 295 North with 42 East, I applaud it. As with 295 North and 42 West that has been an engineering nightmare forever.

ITEM: C.1-4 3 I found only minor mention of the Light Rail proposal from Camden to Glassboro. It is an important decision and should be strongly supported. I would like to add that we should recommend that bicycling and walking paths be included along the rail line.

There is considerable bicycling on South Jersey and many roads and highways make it dangerous. With minor safeguards a path along the rail line could be a safe and useful bicycling and walking/jogging spine through the Gloucester County area.

ITEM: C.1-5 4. We should recommend that the Light Rail Line through Camden City should be more accessible to the local population. At present only one station is planned at Atlantic Ave. I recommend at least two, with one at Ferry Ave and one in the Haddon Ave./Kaighn Ave. area. This could be considered a matter of Environmental Justice for the people of Camden, and could also be a boost in terms of reverse commuting to jobs and services.

ITEM: C.1-6 5. In the area of Environmental Injustice, the people in the Southern end of Camden City have borne a disproportionate burden of South Jersey Port related truck traffic. Many trucks are diesel and use Atlantic Ave, which goes through the neighborhood, to access the port and Rte 676. Consideration should be given to alternative routes to and from the Beckett Terminal of the Port and the many related industries located nearby, many of whom are severely polluting.

NJ TIP Comments

Jun 09

- ITEM: C.2-1** • We appreciate the sorting of Highway projects by DB#. Is it possible to extend this feature to the Transit T#s?
- ITEM: C.2-2** • We appreciate DVRPC's effort for making a project location mapping option available online for the Transportation Improvement Program (TIP). However, we feel the need for **linkage** to DOT, Counties and Municipal drawings that show project **details in various stages of development (varying from overview to preconstruction detail)**.
- ITEM: C.2-3** • It is difficult for the RCC to address **Environmental Justice** concerns and multimodal movement of people plans without adequate project details. This would also provide an opportunity for DVRPC to facilitate open access to information to all citizens. Access to this kind of detail is extremely difficult if not impossible for the ordinary citizen to attain. It requires a great amount of time and effort for interested citizens that have a strong desire to know where and how our money is being spent and how the project is going to affect our community. It's especially frustrating and disheartening when you come up empty handed.
- Access to this data would also provide RCC member's time to satisfy their natural need for adequate information before voting on TIP amendments. We would just need additional notification time of the amendments scheduled for the next RCC meeting. Providing **online linkage** to specific TIP projects should not add to the workload of RCC Staff. I hope it would/could reduce the demands we place upon RCC Staff and give them time for other DVRPC work.
- ITEM: C.2-4** • Can't the index pages show the page number to the detail explanation in the book?
- ITEM: C.2-5** • Can we search the entire TIP using a project number (DB# or T#)?
- ITEM: C.2-6** • Where are specific safety accident reduction projects, showing goals for meaningful crash or death reductions?
- ITEM: C.2-7** • Can we see the "Road Safety Audits" & Road Safety reviews that have been conducted on projects in the TIP? The money is there. We just need a **link** to the projects in this important safety program.
- ITEM: C.2-8** • It's hard to get to the detail section online. I gave up trying to get to CB#20410 online. This is where a **link** by DB# to the DOT website to see the real project detail would be useful. I wanted to see the roads that were scheduled for reflective roadway delineators. We have many of the new and very good ones in CamCo & GloCo but more are needed, especially on dark curved roads. Will we be getting more of these via ARRA-TE funds? Has anybody asked?
- I couldn't search for a specific project BY DB# online to see detail. Why is there a summary section online and not in the book?
- ITEM: C.2-9** • Where is Rt-42/College Drive interchange project? Does the project have accommodations for BRT Transit now that DRPA/PATCO has decided to employ BRT along that route with stops between there and the Bellmawr TOD? BRT was a very good decision on DRPA's part. But, I didn't see it on DRPA or NJ Transits project list. I only saw the projects (rail & BRT) on the map.

- ITEM: C.2-10 • The small box of projects not mapped on NJ regional Public Transit Program would be more useful on the index page where we could relate to them more readily and find the detail page by page #.
- ITEM: C.2-11 • The disadvantaged page maps are pretty, but how do we relate them to the actual projects? What's the connection? Making the connection would make them more useful. We need all the help we can get to navigate this complex document.
- ITEM: C.2-5 • The NJ Transit project list would be easier to use if it were sorted by T#.
- ITEM: C.2-12 • Why aren't supplemental Congestion Management Program (CMP) transit projects listed next to associated highway enhancement projects? Wouldn't the lists be more meaningful with them **linked** to CMP and help the public to see and understand this important process?
- ITEM: C.2-13 • How can we search for "Noise Attenuation" projects? Why does this category have an "Air quality" code (X6)?
- ITEM: C.2-14 • Can we see "Safe Routes to School" and "Complete Streets" projects in the TIP by **linkage** in the List? ?
- ITEM: C.2-15 • We need better separation between current and past TIPs when working online. I had trouble getting the map & index side by side for the same time period. I opened the 2010-2013 Index in one window and tried to open the corresponding map in the other. Alas, the date for the map came up 2009-2012, which was different than the 2010-2013 maps! The same thing happened when I opened the map first, ugh!
- ITEM: C.2-16 • This region doesn't seem to be getting its fair share of resources compared to North Jersey. Especially, when one looks at the NJ Transit's "Where do you want to go" website. Page and their Capital Improvements pages How's come they provide transit service to sporting and entertainment events and not to the South Philadelphia Sports Complex or other major entertainment venues in our MPO?
- ITEM: C.2-17 • Overall the TIP document is difficult to use. Plus we may look at it for more than the instructions say it is intended. It's hard to remember (what is the TIP rules) and (The TIP is authorization to seek funding) when you're going through such a complex document.
- ITEM: C.2-18 • Will the plan for DB # 99312 (Brooklawn Traffic Circle) be converted completely to a "Round-About" design? The twin circles already have some "Yield on Entry" signs and a great flashing light warning system on RT-130 South entry. Why not make it one consistent "Yield on Entry" design. Wouldn't consistency make it safer?
- ITEM: C.2-19 • DB# 04315 (Scudders Falls Bridge replacement) – Please consider using the old bridge for bike/ped use after the new bridge is built.
- ITEM: C.2-20 • I think the cost summaries for Highway and Transit need to show preponderance for transit projects in the future. Highway is currently greater than transit and the pie charts on pg-10 don't seem to show highway. The relationship between the two needs to be clearer.

Agency Responses to Public Comments
on the
Draft FY2010 Transportation Improvement Program (TIP) for
New Jersey

(Responses received as of July 21st)



DVRPC Board Meeting
July 23, 2009

Agency Responses to Public Comments on the Draft FY2010 Transportation Improvement Program (TIP) for New Jersey

Agency Response by NJDOT

Response to Item(s): A.1, A.3

NJDOT has extended a Request for Proposals for an engineering firm to conduct a Feasibility Assessment Study along Route 70 from Milepost 5.30 to Milepost 8.33 in the Townships of Cherry Hill, Camden County and Evesham, Burlington County. The hope is to complete the [engineering firm] selection process within the next 30 days, and have a contract "in place" with a Notice to Proceed issued around the beginning of October, 2009.

Included within the Scope of Work to be negotiated for completing this Study will be tasks that:

- 1) develop a comprehensive Public Involvement Action Plan (PIAP). The PIAP will be among the first items prepared. It will extend through the life of the Study (approximately 18 - 24 months) and will provide ample opportunities in a variety of settings for the public to comment on the Study's progress. After the project graduates to the Design phase, another PIAP will be developed to continue the public outreach effort;
- 2) examine and improve pedestrian and bicycle opportunities;
- 3) improve safety conditions; and
- 4) reduce congestion.

Decisions regarding the nature and timing of public events will be made when the study gets underway.

Response to Item(s): A.2

The Department [NJDOT] is in agreement for the need to improve the Intersection of Route 1 and Harrison Street. This location is recommended for inclusion into the FY 2010 DVRPC Study & Development Program. The project is being developed and we are in the process of finalizing the Environmental Document. Once that is done, this September, we will transfer the project to the Division of Project Management. They will prepare final contract documents, acquire Rights of Way, obtain Environmental permits, finalize the utility relocation process, authorize, advertise and award the project for construction.

On May 20, 2008, NJDOT's Capital Program Committee endorsed this recommendation and authorized the Division of Capital Investment Strategy to seek FY 2010 or FY 2011 Construction funding. The construction funding year is dependent upon the project being ready to advertise for construction. Usually Right of Way acquisition dictates that date and takes about 12-18 months to complete. It is our goal to have construction complete either before or in sync with the University Medical Center of Princeton being open.

Response to Item(s): C.2-9

This project was let for construction in February, 2009, does not have further expected federal funds to authorize, and therefore does not need to appear in the FY2010 TIP.

Response to Item(s): C.2-18

The project is still in design and it has not been determined yet if it will be a true roundabout based on the final configuration. The geometry is being revised and will eliminate certain moves into the circle to improve safety and operation.

Agency Response by DVRPC

Response to Item(s): B.1, B.2.

DVRPC acknowledges all technical corrections, including those submitted by NJDOT and the New Jersey Turnpike Authority, and will include in the Final FY2010 TIP for New Jersey.

Agency Responses to Public Comments on the Draft FY2010 Transportation Improvement Program (TIP) for New Jersey

Agency Response by DVRPC

Response to Item(s): B.3

The suggestion to include aviation projects in the TIP prepared each year for the DVRPC region is a good one. In the past, PennDOT's Secretary for Rail Freight and Aviation supported DVRPC's production of an advisory capital program of airport projects with FAA planning funds for the Pennsylvania side of our region. This document could easily be incorporated into the TIP, which would make it truly multi-modal. Unfortunately, for the last two years, roughly since the Harrisburg Airports District Office (ADO) took over grant responsibilities for NJ as well as PA, the ADO has instructed DVRPC not to include the capital program preparation, for either side of the region, as a part of DVRPC's Continuing Aviation Systems Planning work program or budget, despite strong suggestion of its value, and requests by regional airport sponsors for DVRPC involvement in the process. Any advocacy with the Harrisburg ADO for this planning activity is appreciated.

Response to Item(s): C.2-1, C.2-2, C.2-3, C.2-4, C.2-5, C.2-6, C.2-7, C.2-8, C.2-9, C.2-10, C.2-11, C.2-12, C.2-14, C.2-17, C.2-20

DVRPC staff appreciates the concerns and interest for more and better organized information on the many projects contained in the DVRPC TIP, and will continue to work towards improvements in those areas. The final document will include an index with specific page numbers for projects. Projects in the DVRPC TIP for NJ are listed alphabetically by route number/title, but list of projects both by title and by DB# are also included to assist in locating project information. DVRPC staff has also recently provided direct links for amended or modified projects in e-mailed materials to the RCC to save members time and facilitate "linking" directly to the TIP information pages for specific projects under discussion.

Regarding searching for specific types of projects on-line, both the PA and NJ TIPs can be searched on-line by fund code. TIP safety projects that are funded by "HSIP" funds (Highway Safety Improvement Program) must be in geographic locations supported by crash data. Search by (HSIP) in both the NJ and PA TIPs to locate specific safety projects (or look for HSIP in the printed document). Road Safety Audits have been performed in several locations and the full reports can be viewed on the DVRPC Publications website at <http://www.dvrpc.org/asp/pubs/>. Safe Routes to School projects can be found using the fund code SRTS, and Transportation Enhancement projects use the fund code STP-TE in the NJ TIP. If users are having difficulty navigating the TIP website, please contact DVRPC staff for assistance.

As part of the Google Search and Mapping application, DVRPC posts Project Reporting System (PRS) data, received from NJDOT, on a monthly basis. The PRS data contains project specific information including project status, project managers' comments, federal and state authorization dates, and project estimates. Although DVRPC updates the PRS data reflected on our Google web application monthly, it is NJDOT's responsibility to maintain and keep the PRS data current. Go to: www.dvrpc.org/TIP/fy09-NJ.htm and click the "TIPSearch/Mapping - NJ" button to view the PRS data for the current FY2009 TIP for New Jersey. PRS data for the FY2010 TIP will be posted on or before October 1, 2009.

DOT's do not provide public web access to project engineering drawings at this time. The DVRPC website does have a limited "Regionally Significant Projects" list at <http://www.dvrpc.org/Transportation/RegionallySignificantProjects/> for projects that have their own sponsor provided website with extensive information. These sites are available to the public, and DVRPC works to add and update the list as possible. The TIP document and amendment process is a programming function, not a project management function, so it will not satisfy certain requests for more extensive, detailed project level information. There are over 700 projects in the DVRPC TIP for NJ and PA, and staff availability for project research is limited, as that is not the primary directive of the document. The DVRPC TIP is a national leader in access to information for a programming document.

Agency Responses to Public Comments on the Draft FY2010 Transportation Improvement Program (TIP)

Agency Response by DVRPC

Response to Item(s): C.1-1, C.2-16

Federal highway and transit funding levels are established nationally and come down to the states via separate formulas. NJDOT makes the decision about what levels of state funds go towards transit and roadway projects.

Response to Item(s): C.2-11

Most processes that address Environmental Justice are carried out via individual project activities advanced through DOT's and operators, and public involvement related to Environmental Justice are included as part of project public involvement plans. DVRPC undertakes an extensive Environmental Justice analysis for measuring the impacts of the transportation program on disadvantaged communities in relation to non-disadvantaged communities. The analysis is on the program as a whole and not on each individual project. The maps in the TIP indicate the areas that are considered "disadvantaged" in accordance with 8 "factors" and whether or not a TIP project is located in that area. For further explanation of the DVRPC Environmental Justice process and analysis see DVRPC publication #08088 "Environmental Justice at DVRPC" on the DVRPC Publications website at <http://www.dvrpc.org/asp/pubs/>.

Response to Item(s): C.2-8

Reflective roadway delineators and pavement markings are only an eligible Transportation Enhancement (TE) activity when they are part of a larger pedestrian oriented project. Almost \$30 million in TE projects will be selected shortly by the NJDOT Commissioner of Transportation, a portion (close to \$10 million) of which will be advanced with ARRA TE funds. Several of the New Jersey counties are advancing projects to install reflective pavement markings on roadways using (non-TE) ARRA (Recovery Act) and STP-STU (regular urban allocation federal money) funds, and each of the 4 NJ DVRPC counties has the ability to advance a program of "Roadway Safety Improvements" totaling up to \$500,000 every other year. These programs can be used for safety items including raised/reflective pavement markers, guiderail, reflective roadway delineators, and striping. Contact counties directly to inquire about specific locations.

Response to Item(s): C.1-6

This comment concerns two important aspects of DVRPC's ongoing freight planning activities: monitoring operations on the region's National Highway System (NHS) connectors and promoting the integration of freight facilities and operations with community goals. At present, Atlantic Avenue is one of the region's officially designated NHS connectors that trucks use to access port, rail, and air intermodal freight facilities from major highways. (Note: region-wide, there are 31 miles of designated NHS connectors.) Planned future updates of the region's NHS connector inventory and close coordination with the members of the DVRPC freight advisory committee will provide an opportunity to examine the cited issue on Atlantic Avenue in Camden, consider alternative truck routes, address community impacts, and further advance "freight as a good neighbor" practices.

Agency Response by DRJTBC

Response to Item(s): C.2-19

The Scudder Falls Bridge Environmental Assessment (EA) and preliminary engineering phase is still on going. The Delaware River Joint Toll Bridge Commission hopes to circulate the EA by September, 2009. The decision to implement a Bike/Ped facility on the bridge is still pending further evaluation of the overall project cost in the final design phase.

The existing bridge will be demolished in its entirety so that a new, wider bridge can be built within the footprint of the existing bridge. The old bridge will not be saved and used as a bike/ped facility.

Agency Responses to Public Comments on the Draft FY2010 Transportation Improvement Program (TIP)

Agency Response by NJ TRANSIT

Response to Item(s): A.4

While the NJ TRANSIT TIP/STIP include specific projects for an MPO region, many of the categories include funds for statewide programmatic improvements. In this case the inclusion of project update for the new elevators for the New Brunswick Station on the NEC and new platform and accessibility and elevators at the South Amboy Station on NJCL is thought to be of interest to our customers statewide.

Response to Item(s): A.5

Yes

Response to Item(s): A.6

Joint agreements on commuter rail fares and the RiverLine between NJ TRANSIT and SEPTA. Through ticketing between SEPTA and NJ TRANSIT.

Response to Item(s): A.7

Federal formula funding is based upon population, service levels and ridership. 80% of the population, service and ridership occurs in the 13 county NJTPA region, approximately 16% occurs in the DVRPC region, with the remaining 4% falling in the SJTPO region.

It is difficult to cover all possible services in one agencies 'trip planner'. Google Transit had some plans and interest to develop local and paratransit services, but has yet to find suitable partnerships required to maintain all the data required to be all-inclusive at this point in time, especially for New Jersey, which covers the entire state, 21 counties and hundreds of municipalities, some of which also provide very localized services.

Regarding AccessLink, this is a subscription service which requires customers to be certified that they cannot use the fixed route service. Depending upon the passengers, the routes vary with pick-up and drop-off patterns of the passengers with reserved trips. County and other transit provider information are found on their websites. NJ FindARide is a website developed by the Department of Human Services to provide a one-stop resource to assist in finding available accessible transportation services throughout New Jersey - <http://www.njfindaride.org/>. This website will soon be hosted by NJ 211 which is a community resource website <http://www.nj211.org/call> and information number (211). A partnership including NJ TRANSIT and others are coordinating efforts to build this database and increase the utility of the NJ FindARide website for finding a ride in New Jersey.

Two years ago, Google Transit for New Jersey <http://www.google.com/maps?ie=UTF8&dirflg=r&ll=40.416834,-74.58544&spn=2.108851,1.195854> allows for trip planning as well. In the future, it is hoped that inclusive trip planning will be increasingly robust.

It is not clear what website is being referred to with this question. NJ TRANSIT does serve South Jersey venues. NJ TRANSIT buses serve Philadelphia as well. With access to PATCO and SEPTA services, New Jersey residents can access Pennsylvania events, just as New Jersey residents can access New York City events, with NJ TRANSIT service to terminals in NY City, where they transfer to New York subway and buses to reach the event destinations. It is also important to note that our current budget and resource constraints are already tight on our regular commuter and urban services, so it is very hard to consider additional, discretionary services.

Agency Responses to Public Comments on the Draft FY2010 Transportation Improvement Program (TIP)

Agency Response by DRPA/PATCO

Response to Item(s): C.1-4

We agree that the Light Rail Project is very important to the region. While the study for the proposed alignment has been completed, the project is not yet ready to be programmed with specific dollars specific phases in the FY2010 TIP for NJ. Once the right of way has been thoroughly assessed and track spacing identified, we will be in a better position to determine if other amenities can be included either as part of this project or as a separate effort.

Response to Item(s): C.1-5

There are two stations planned presently in the City of Camden—one at Atlantic Avenue and one at Haddon Avenue. Current station locations are conceptual at this time. Public and stakeholder input will be considered in determining the final station locations.

Response to Item(s): C.2-9

We had been coordinating with NJDOT regarding a rail stop on Rt 42 at College Drive as part of our Alternative Analysis. Now that BRT is planned for Route 42 a BRT stop should be able to be accommodated. New Jersey will be handling both the Interchange Project and the BRT project and we assume they will evaluate a stop at College Drive.

Agency Response by New Jersey Turnpike Authority

Response to Item(s): C.1-2

The New Jersey Turnpike Authority and the former New Jersey Highway Authority were established by an act of the New Jersey Legislature to acquire, construct, maintain, repair, manage and operate transportation projects including the New Jersey Turnpike and the Garden State Parkway (the "Turnpike System"). The Authority is empowered to fix and establish tolls to insure the effective operation of the Turnpike System and to issue revenue bonds for the implementation of its statutory purposes. The Authority has an obligation to the public to operate the Turnpike System in a manner that is both safe and efficient. This includes roadways that are congestion free as well. Over the past years, sections of the Turnpike and Parkway have continued to operate in excess of design capacity. The widening of these roadways is necessary now in order to address the unacceptable congestion conditions that exist daily.

The Authority believes the investment in infrastructure to date (before the widening) that exists in the Turnpike and Parkway is of great value to the continued economic viability of the State of New Jersey. It would be irresponsible to allow that investment to deteriorate and to no longer meet the needs of the State, while exploring the possibility of investment in another parallel mode of transportation.