

APPENDIX E

Summary of Public Outreach, Public Comments,
and Agency Responses



SUMMARY OF THE PUBLIC INVOLVEMENT PROCESS FOR THE FY2012 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

The Delaware Valley Regional Planning Commission (DVRPC) has a long history of public participation in its planning process. We firmly believe in the principles of public involvement and feel it is the only real way to ascertain the interests of a wide variety of individuals – whether those citizens are the under-involved, the private sector, special interest activists, mature citizens, educators and parents, public officials, or the physically and economically disadvantaged.

The need for public involvement is inherent to sound decision-making. It is the responsibility of each individual to become involved in regional issues and to play a role in the decision-making process, but it is also the responsibility of DVRPC to provide as many opportunities as possible for residents to be informed and aware of the decisions that will affect the future of this region.

Dealing with Environmental Justice Concerns

Title VI of the 1964 Civil Rights Act states that “no person in the United States shall, on the grounds of race, color or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.” The principle of environmental justice in transportation ensures that projects do not have a disproportionately negative impact on minority and low-income populations and the benefits and burdens of transportation projects are distributed fairly.

DVRPC, as the Metropolitan Planning Organization (MPO) for the Delaware Valley, serves as the primary forum at which state departments of transportation, transit providers, local agencies, and the public develop local transportation plans and programs that address the region’s needs. To meet the requirements of these laws, the Commission must:

- 1 Enhance its analytical capabilities to ensure that the long-range plan and the TIP comply with Title VI;
- 2 Identify residential, employment and transportation patterns of low-income and minority populations so that their needs can be identified and addressed, and the benefits and burdens of transportation can be fairly distributed; and
- 3 Evaluate and, where necessary, improve the public involvement process to eliminate barriers and engage minority and low-income populations in regional decision-making.

For this reason, DVRPC has utilized its geographic information systems (GIS) capabilities to identify and map low-income and minority populations. With this information available, our outreach has been targeted to specific communities as well as to the region as a whole.

Reaching Out to the Region

In response to Environmental Justice concerns and to communicate with as many citizens as possible, DVRPC engages in an extensive public outreach program in order to provide a variety of opportunities to comment and receive information on the Transportation Improvement Program (TIP). The TIP, as the agreed-upon list of priority projects for the region, manages the construction, improvement and expansion of the region's transportation system, a system which affects every resident of the Delaware Valley.

DVRPC has always encouraged the public to pose questions about the TIP to state, county, transit, and DVRPC staff through its ongoing public involvement process, and in particular, during the 30+ day public comment period. Notices of the public comment period and the scheduled public meeting were distributed to over 6000 individuals and organizations that comprised a variety of stakeholders in the region, including: non-profit organizations; traditional transportation and transit users; underserved, minority and low income populations; the private sector; and citizens. Additional stakeholders were reached through mailed notification.

The public comment period for the DVRPC FY2012 TIP for New Jersey opened on June 3, 2011, and closed on July 5, 2011 at 5:00. In addition to the required legal notices and press releases we issue each year, there was a public meeting held on:

Wednesday, JUNE 29, 2011

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

Cherry Hill Free Public Library
1100 Kings Highway North
Cherry Hill, NJ 08034-1970

This meeting also served as the public meeting for the draft FY2012 - 2021 New Jersey Statewide Transportation Improvement Program (STIP). The meeting location was transit accessible and ADA compliant. DVRPC also offered to provide translation and/or signing services if notified of this need in advance of the meeting.

Legal notices were placed in The Inquirer, The Philadelphia Tribune, Al Dia, The Trentonian, and The Courier Post, and a media advisory was also sent to a variety of electronic and print media. In addition, notices and TIP information were sent to over 15 regional libraries, and was also available in DVRPC's Resource Center, as another means of making this information available to the public. DVRPC staff also presented the draft TIP to the Regional Transportation Committee, and the Regional Citizens Committee.

Copies of the announcements, public notice, and public information documents follow this summary.

DVRPC's website (www.dvrpc.org) is a vital tool in public outreach, and continued to serve a useful purpose during this TIP update cycle. The entire TIP document, as well as the public notice was placed on the DVRPC website. A translation of the public notice was available on the web in a variety of languages, via Google Translate. A DVRPC public comment web too was also available for the public to electronically submit public comments

on the Draft 2012 TIP or TIP projects, or merely review or map the program and individual projects in an interactive way at www.dvrpc.org/TIP. In addition, written comments and questions could be addressed by mail to Plan/TIP/Conformity Comments, c/o DVRPC Public Affairs Office, 190 N. Independence Mall West, 8th Fl., Philadelphia, PA 19106, or e-mailed to tip-plan-comments@dvrpc.org or posted online at www.dvrpc.org/TIP. People were able to download and/or access the TIP materials during the public comment period.

During the public comment period, approximately 13 individuals or agencies provided written comments on the TIP. Comments were submitted at the public meeting, sent via ground or electronic mail, or transmitted by fax. DVRPC and many of DVRPC's partner agencies contributed responses to these comments. Summaries of the comments and the agency responses are provided in the following section titled "Summary of Public Outreach, Public Comments, and Agency Responses".

We continue to welcome comments on specific projects contained in the TIP, the TIP development process, or on any other topic of concern at any time throughout the year. However, we remind those intending to recommend new projects for the TIP, that in order to earn a place on the TIP, projects must first progress through screening and planning processes. As a result, requests for totally new projects are generally referred to the appropriate agency for further investigation through their respective pre-TIP study efforts. These study efforts may lead to the project winning a place on the TIP in some future year.

DVRPC has made a commitment to engaging in meaningful dialogue with citizens of the Delaware Valley. To do so, this agency must provide sufficient and timely information to the public, as well as educating them to reach a better understanding of the region's needs. The Commission must in turn listen to the messages received from the public to ensure trust and future interaction.

The remainder of appendix "E" provides samples of materials utilized during the TIP public comment period.

Recommended Changes
to the
Draft FY2012 Transportation Improvement
Program (TIP) for
New Jersey



DVRPC Board Meeting
July 28, 2011

Recommended Changes to Draft FY2012 TIP for NJ - Board Adopted - July 28, 2011

DVRPC Highway Projects to be Added to the FY2012 TIP

Camden	DB# 355F	Route 295/42/I-76, Direct Connection, Camden County, Advanced ITS Contract	Add new project with \$7.0 million IM construction phase in FY12. (Source Contract 3 design funds shifted from FY12 to FY11.)
<u>DVRPC Highway Project Schedule Adjustments or Cost Restructuring</u>			
Mercer	DB #99362	Trenton Amtrak Bridges	Add \$1.950 million STP-STU final design phase in FY12. Shift \$600,000 STP-STU FY12 ROW to FY13.
Various	DB #D026	DVRPC Future Projects	Reduce the FY12 \$1,544,000 STP-STU by \$1,350 million STP-STU (balance \$194,000) as a source for Trenton Amtrak Bridges final design phase. Reduce the FY13 \$2,196,000 STP-STU by \$600,000 (balance \$1,596,000) as a source for the FY13 Trenton Amtrak Bridges ROW phase.
Camden	DB# 355B	Route 295/42/I-76, Direct Connection, Contract 1	Add additional \$800,000 IM to Contract 1 construction funds in FY12. Add additional \$12.7 million IM to construction phase in FY13. Remove \$13.5 million IM from Contract 1 construction phase in FY14 and add to Contract 2. (Source Contract 4 design funds from FY13)
Camden	DB# 355C	Route 295/42/I-76, Direct Connection, Contract 2	Add additional \$13.5 million IM to construction phase in FY14. (Source Contract 1 construction funds from FY14) Shift \$5.5 million in FY16 from Contract 2 to Contract 3.
Camden	DB# 355D	Route 295/42/I-76, Direct Connection, Contract 3	Remove \$7.8 million IM design phase in FY12. Design will be authorized in FY11. Shift to \$7.0 million ITS Contract construction funds in FY12. Add additional \$6.0 million IM to construction phase (\$5.5 million in FY16 from Contract 2 and \$500,000 in FY18 from Contract 4).
Camden	DB# 355E	Route 295/42/I-76, Direct Connection, Contract 4	Remove \$12.7 million IM design phase in FY13. Design will be authorized in FY11. Shift to \$12.7 million Contract 1 construction funds in FY13. Add additional \$12.1 million IM to construction phase. (Reduce FY18 by \$500,000 shifted to Contract 3 and add \$12.5 million to FY20). (Source for FY20: Bridge Future Projects statewide item.)

Add New Fully Funded Projects Using Special Discretionary Funds

Various	As needed		Add new projects to the TIP that received specially earmarked DEMO or other discretionary funds from SAFETEA LU or Annual Appropriations as long as the following requirements are met: Financial constraint is not impacted because the project is fully funded with the existing DEMO and local match funding, with no additional federal or state transportation dollars, except for Toll Credit Match; The region's air quality conformity finding is not impacted because the project is exempt from analysis or is a signal system which can be included in subsequent analysis per the current regulation; the project is consistent with the DVRPC long range plan; the project is consistent with the DVRPC Congestion Mitigation Process.
Camden	DB: #D1201	Camden Waterfront Roads, Phase Two	Add a new project to the TIP with \$1.2 million DEMO funds from a FY2005 Appropriations, DEMO ID #NJ116, to add new project to TIP for construction in FY12.
Camden	DB #D0801	Clements Bridge Road Streetscape, Phases 1-3	Add a new project to the Tip with \$300,000 DEMO for construction in FY12.

Technical Corrections

Various	As needed		Make technical corrections to the program as necessary, including project descriptions, limit corrections, title edits, AQ codes, and CMP codes.
Gloucester	DB #05310	Carpenter Street to Red Bank Avenue, Traffic Study	Remove 'Traffic Study' from the title.
Camden	DB #D0601	Camden County Bus Purchase	In the DVRPC region, a combination of fixed route, subscription, and demand responsive transit services are provided in Camden County by Senior Citizens United Community Services (SCUCS)/Sen-Han Transit and South Jersey Transportation Authority (SJTA). A variety of trip purposes are served by these special transit providers including employment, non-emergency medical, nutrition, personal business, and shopping trips. This project provides funds for purchasing new capital equipment, usually lift-equipped vehicles
Gloucester	DB #D9807	Gloucester County Bus Purchase	In the DVRPC region, a combination of fixed route, subscription, and demand responsive transit services are provided in Gloucester County by the Gloucester Division of Transportation Services (DTS) service. All are independent community transportation services meeting a variety of needs of their residents. Trip purposes served by these community transit providers include employment, non-emergency medical, nutrition, personal business, and shopping trips. This project provides funds for purchasing new capital equipment, usually lift-equipped vehicles.
Camden	DB #D0410	Camden County Roadway Safety Improvements	Removal of the word "maintenance" from the description.
Burlington	DB # D0302	Burlington County Roadway Safety Improvements	Removal of the word "maintenance" from the description.
Gloucester	DB # D0401	Gloucester County Roadway Safety Improvements	Removal of the word "maintenance" from the description.
Mercer	DB #D0412	Mercer County Roadway Safety Improvements	Removal of the word "maintenance" from the description.
Various	DB #T300	Transit Rail Initiatives	The project description will be edited to indicate that Transit Rail Initiative projects receiving federal funds under this line item will be broken out to individual projects per FTA request.
<u>NJDOT Statewide Program</u>			
Statewide	DB #X186	Local Aid Infrastructure Fund	Reduce FY12 State funds by \$10 million from \$17.5 million down to \$7.5 million per Governor's \$10 million reduction of the TTF appropriation.

Additional Changes to Draft FY2012 TIP for NJ - August 30, 2011

Additional Technical Corrections

Various		As needed	Make technical corrections to the program as necessary, including project descriptions, limit corrections, title edits, AQ codes, and CMP codes.
Burlington	DB# 06362	Route 295, Rising Sun Road to Route 1, ITS Improvements	This project has been discontinued per NJDOT's Capital Program Committee, but this did not occur prior to the TIP Public Comment Period. Comment noted in project description.
Camden	DB# D0901	Laurel Springs Streetscape Improvement Project	Add a new project to the TIP with \$383,000 DEMO for construction in FY12
<u>NJDOT Statewide Program</u>			
Various, Statewide	DB# 08381	Bridge Replacement, Future Projects - NJDOT Statewide Program	Add \$22,402,000 (Bridge funds) ERC phase in FY12. Decrease FY18 ERC phase by \$9,830,000 Bridge funds, increase FY19 ERC phase by \$40,000,000 Bridge funds, and reducing FY20 ERC phase by \$12,500,000 Bridge funds for an overall increase of \$17,680,000 in Later FY 2016-2021. Reslut: \$22,402,000 ERC in FY12, \$1,349,165,000 in later FY 2016-2021.

Summary of Public Comments Received
on the
Draft FY2012 Transportation Improvement
Program (TIP) for
New Jersey



(Summary Followed by Original Comments)

DVRPC Board Meeting
July 28, 2011

Index of Comments on the DVRPC Draft FY2012-2015 Transportation Improvement Program (TIP) for New Jersey

ITEM #	COMMENTOR	SUMMARY OF COMMENT
Comments Received from the General Public		
Burlington County		
Signage Concerns		
A01	Jeffrey K. Taylor	Concerns about the signage along Route 73 between I-295 and the Turnpike and suggestions to improve the signage.
Camden County		
Bike/Pedestrian Concerns Camden County-Pedestrian and Bicycle Facilities and Street Lighting, Haddon Heights-DB# D0905		
A02	John	Comment that there are no bicycle facilities in the description of this project.
Desire to see project construction accelerated-Route 70, Route 38 to Cropwell Road, Pavement-DB #11338		
A03	Nadia Zychal	Concerns regarding the deterioration of Route 70 and a suggestion that construction should occur sooner than scheduled.
Gloucester County		
Desire to add an intersection reconstruction to the TIP		
A04	Jeffrey K. Taylor	Requests that the intersection at State Route 42 and Gloucester County Route 689 (Berlin-Cross Keys Rd) be reconstructed.
Roadway width concerns		
A05	Jeffrey K. Taylor	Requests that US Route 322 between Rowan and Route 55 be widened.
Mercer County		
Bike/Pedestrian Concerns Mercer County		
A06	Matthew Norris	Concerns regarding Bike/Pedestrian funding amounts and recommends an increase in funding to Bike/Pedestrian projects. Also, suggestions to improve bike and pedestrian features of various projects.
Bike/Pedestrian Concerns Mercer County-Princeton-Hightstown Road Improvements,CR 571-DB #D0701		
A07	Charlie Morgan	Concerns about the travel speed of CR571.
A08	Jerry Foster	Concerns about the travel speed of CR571 and suggestions to improve the bike and pedestrian features.
A09	Rita Gunther McGrath	Concerns about the travel speed of CR571 and suggestions to improve the bike and pedestrian features.
A10	Sandra Shapiro	Concerns about the travel speed of CR571 and suggestions to improve the bike and pedestrian features.
A11	Silvia Ascarelli	Concerns about the travel speed of CR571 and suggestions to improve the bike and pedestrian features.
A12	Sonya Legg	Concerns about the travel speed of CR571 and suggestions to improve the bike and pedestrian features.
A13	Virginia Manzari	Concerns about the travel speed of CR571 and suggestions to improve the bike and pedestrian features.
Bike/Pedestrian Concerns Mercer County-Route 29, Delaware River Pedestrian/Bike Path, Stacy Park to Assunpink Creek-DB #551B		
A14	Andrew J. Besold	Concerns regarding connections to East Coast Greenway and recommended improvements to this project.
Support for Project-Route 1, Southbound, Nassau Park Boulevard to I-95, Safety Improvements-DB #01330A		
A15	Rita McGrath	Support for Project.
Support for Project-Route 1 Business, Brunswick Circle to Texas Avenue-DB #04316		
A16	Richard S. Krawczun	Support for Project.
Various Counties		
Concern about funding allocations made to bike and pedestrian projects.		

**Index of Comments
on the
DVRPC Draft FY2012-2015 Transportation Improvement Program (TIP)
for New Jersey**

<i>ITEM #</i>	<i>COMMENTOR</i>	<i>SUMMARY OF COMMENT</i>
Comments Received from the General Public		
A17	John Boyle	Not enough funding from the TIP is dedicated to bike and pedestrian projects. Desire to see funds directed toward efforts enumerated by commentor

Original Comments
on the
Draft FY2012 Transportation Improvement
Program (TIP) for
New Jersey



Comments Received During the
Draft TIP Public Comment Period

June 3, 2011 – July 5, 2011

Item ID# A01**Name:** Jeffrey K. Taylor**County:** Burlington County**Project Title:** General Comment**Comment:**

Jeffrey K. Taylor
1167 Lewis Terr.
West Deptford, NJ 08096
roadnut@comcast.net

New Jersey FY 2012 TIP Comments
Delaware Valley Regional Planning Commission
190 N. Independence Mall West - 8th Floor
Philadelphia, PA 19106-1520

July 5, 2011

On Rt. 73, between I-295 and the NJ Turnpike, this congested 1/2 mile of roadway has many options for drivers, many of whom are from out of town visiting businesses, dining, staying in one of over a dozen hotels, and jumping from the turnpike to I-295. In addition, the highway becomes a shore route in the summertime. However, the only signs in the area are along the right shoulder of the highway, and often not seen by travelers, especially those in the lanes to the left of the roadway

A possible solution is to place an overhead cantilever sign above the roadway between I-295 and Fellowship Road at approximately milepost 27.42. The overhead signs, facing both directions of traffic, would easily be seen by both cars and trucks, and would allow travelers to merge more safely into the proper lane as they approach the turnpike traveling southbound, and 295 traveling northbound. This will definitely improve safety and reduce confusion from traffic quickly swerving to make the proper turns in this short but busy section of Rt. 73.

This should be a low cost project that should yield large benefits for travelers, many of whom are not familiar with the region. It would also provide assistance when the turnpike or 295 are closed or heavily congested, and the detour route utilizes Route 73 between these two highways.

Following this page, I have designed several variations of signs that would greatly assist both the daily commuter as well as the out of town traveler visiting or passing thru the area. In addition, with the variable message signs that could be incorporated into the signs, the New Jersey Turnpike Authority can also incorporate a variable message sign into their portion of the sign also, to give motorists additional knowledge of traffic conditions on its roadway.

Should you have additional questions concerning my design or other inquiries, please feel free to contact me.

Sincerely,
Jeffrey K. Taylor

Comment ID: 77

Item ID# A02

Name: John

County: Camden County

Project Title: Pedestrian and Bicycle Facilities and Street Lighting, Haddon Heights

DB#: D0905

Comment:

There are no bicycle facilities in the description of this project.

Comment ID: 41

Item ID# A03

Name: Nadia Zychal

County: Camden County

Project Title: Route 70, Route 38 to Cropwell Road, Pavement

DB#: 11338

Comment:

this project should recieve priority, as rt 70 is deteriorating at an accelerating and alarming rate with potholes and chunks of highway disintegrating into a moonscape.

Comment ID: 69

Item ID# A04**Name:** Jeffrey K. Taylor**County:** Gloucester County**Project Title:** General Comment**Comment:**

Jeffrey K. Taylor
1167 Lewis Terr.
West Deptford, NJ 08096
roadnut@comcast.net

New Jersey FY 2012 TIP Comments
Delaware Valley Regional Planning Commission
190 N. Independence Mall West - 8th Floor
Philadelphia, PA 19106-1520

July 5, 2011

Please consider adding an intersection modification project to your Transportation Improvement Program. The intersection is State Route 42 and Gloucester County Route 689, commonly known as Berlin-Cross Keys Rd. The current configuration on Rt. 42 North and South is two thru lanes, a single left turn lane, and a full right shoulder. On Rt. 689, the current configuration is a left turn lane, a thru lane, and a thru/right turn lane.

This intersection should be reconstructed to allow dual left turn lanes from Rt. 42 to Rt. 689. Because of the width of the median, dual left turn lanes would fit within the existing median by removing the existing grass portion of the median between the left turn lane and the opposing lane of traffic. A small, foot wide curb can be installed to maintain separation of traffic. However, traffic light poles would need to be adjusted because of their location. The current phasing at this intersection on Rt. 42 is a dedicated left turn light. When Rt. 42 has the thru green, no left turning traffic is permitted. This configuration is assumed to stay the same under the proposed alignment. Additionally, the full right shoulder should be re-lined to legally allow right turning traffic to use the shoulder to turn right. Depending on the sharpness of the curb, it may also be necessary to cut back the curb a little to allow vehicles to properly turn.

Additionally, Rt. 689 (Berlin-Cross Keys Rd.) at Rt. 42 has a leading left turn light for traffic heading on Rt. 689 West to Rt. 42 South. However, traffic on Rt. 689 East to Rt. 42 North does not have a left turn light. This should be added to allow opposing left turns at the same time, prior to the full phase green on Cross Keys Rd.

As a near-term alternative, the length of the left turn arrow for traffic turning from Rt. 42 onto Rt. 689 should be lengthened slightly to adequately empty the turn lane of traffic. Commonly, traffic on Southbound Rt. 42, attempting to turn left onto Cross Keys Rd. Eastbound, will fill the left turn lane and stop in the thru lane of Rt. 42, causing traffic to further congest on Rt. 42. The light cycle only provides time for about 8 cars to legally turn left. Any traffic still in the left lane only causes the left lane to fill that much more quickly, further hindering traffic on the thru lanes of Rt. 42 South.

Consideration should take place to adjust the intersection. An easy, quick fix will be to lengthen the left turn lane to allow more traffic to sit in the lane without blocking Rt. 42 thru traffic. Another minor adjustment will be to lengthen the left turn light from Rt. 42 North and South to Cross Keys Rd. to allow additional traffic to make the turn, as so long as it does not cause Rt. 42's green phase to be significantly reduced, causing congestion on Rt. 42 itself.

Comment ID: 76

Item ID# A05**Name:** Jeffrey K. Taylor**County:** Gloucester County**Project Title:** General Comment**Comment:**

Jeffrey K. Taylor
1167 Lewis Terr.
West Deptford, NJ 08096
roadnut@comcast.net
New Jersey FY 2012 TIP Comments
Delaware Valley Regional Planning Commission
190 N. Independence Mall West - 8th Floor
Philadelphia, PA 19106-1520
July 5, 2011

Rowan University in Glassboro, NJ continues to diversify its programs, increasingly adding students to its campus every year. For the majority of students from outside the area, they arrive by taking major limited access highways such as NJ Route 42 and NJ Route 55 to US Route 322. Upon exiting onto Route 322, the roadway quickly narrows down to a narrow 2 lane roadway, generally wooded in nature, but otherwise unkept. It is approximately 1 to 1.5 miles to Rowan University from Route 55.

This 'Gateway to Rowan' can be vastly improved, providing students and visitors with a much more satisfying introduction to Gloucester County's premier University.

US Route 322 should be widened from its present 2 lanes with minor 3 foot shoulders. The roadway should become 5 lanes wide - 2 travel lanes each direction, along with a continuous center turn lane, from the Route 55 interchange area to Bowe Blvd. Additionally, full right shoulders should be added in both directions. The wider roadway will allow for a more visually pleasing trip towards the University, while the center turn lane will remove turning traffic from the travel lanes, resulting in reduced congestion.

East of Bowe Blvd, Route 322 should narrow down to 3 lanes - 1 lane per direction plus a center turn lane. After the existing railroad crossing, the center turn lane can end at a new entrance into the main Rowan parking lot, at which point the road will narrow down to 2 lanes - 1 lane per direction. This will not only preserve the existing roadway thru Rowan University, it will also serve as a natural speed reducing feature to better protect students and pedestrians walking around the University.

While this idea may involve taking some property from the front of the homes and businesses along Rt. 322 between Route 55 and Rowan University, in general the main buildings are located far enough back from the roadway that they should be relatively unaffected by the roadway widening.

Where possible, other visually pleasing designs techniques can be added to Route 322, whether it be trees, evergreens or plants. Signage for Rowan University can be added to this stretch too, which would be a welcoming tool for the college to promote various events, programs, or simply directional signage.

Sincerely,

Jeff Taylor

Comment ID: 78

Item ID# A06**Name:** Matthew Norris**County:** Mercer County**Project Title:** General Comment**Comment:**

Pedestrians and bicyclists in New Jersey make up a quarter of all traffic fatalities-many of those killed are seniors and children. By funding the construction of multi-use trails, continuous sidewalks, and other pedestrian and bicycle infrastructure, we can produce more livable communities and most importantly, we can save lives.

To this end, the Transportation Improvement Program must allocate a greater proportion of funds to pedestrian and bicycle infrastructure. Some of the highest pedestrian fatality rates in state of New Jersey occur in the Delaware Valley. Tri-State Transportation Campaign's Most Dangerous Roads for Walking 2011 report found that between 2007 and 2009, 10 pedestrians were killed while walking along or crossing just one single road in the region-Route 130 in Burlington County. Additional funding for protected bike paths, bike lanes, and pedestrian-focused roadway enhancements, such as continuous sidewalks and more crosswalks, would aid in increasing safety for the most vulnerable roads users.

Approximately 3% of the statewide 2012 NJDOT capital plan budget was devoted to bicycle and pedestrian infrastructure; however, in our region, this figure is only 0.4%. Bicycle and pedestrian infrastructure projects are far less expensive to implement than automobile-oriented road projects, and the associated safety, health, community, economic and recreational benefits are significant.

We propose that funds in the TIP be prioritized for planning and construction of a number of pedestrian and bicycle-related projects, including:

- Pedestrian safety and streetscape improvements on dangerous arterial roads, including Routes 130, 206, 38 and 37 in Burlington County, Routes 70, 30, 168 and 534 in Camden County, Route 322 in Gloucester County and Route 129 in Mercer County
- Integration of the construction of bike lanes into roadway resurfacing programs throughout Gloucester, Camden and Mercer counties, similar to what is being done in Burlington County
- Priority trail projects in the Central Camden County Bicycle Plan
- The Delaware River Heritage Trail
- The East Atlantic Bikeway
- Bridge over D&R Canal in Hamilton Township
- The Bridgeton Secondary/Glassboro Light Rail Trail
- The Pavonia Spur, connecting existing rail trails in Camden and Merchantville, using an abandoned rail bridge on Route 130 in Pennsauken
- Connections of the existing trails in Blackwood, Runnmede and Bellmawr

An integrated network of continuous sidewalks, on-road bike lanes and multi-use trails will increase the safety and convenience of walking and biking in our region. This will aid the many people who already commute, run errands or go to school without getting into a car, and will encourage others follow suit.

Matthew Norris
South Jersey Advocate
Tri-State Transportation Campaign

One Port Center
Two Riverside Drive, #102
Camden, NJ 08103
Phone 856-963-0236
Fax 856-963-0177
Cell 732-672-6296
matthew@tstc.org
www.tstc.org

Comment ID: 75

Item ID# A07**Name:** Charlie Morgan**County:** Mercer County**Project Title:** Princeton-Hightstown Road Improvements, CR 571**DB#:** D0701**Comment:**

To Whom It May Concern:

The design speed for this project is excessively high. The design speed should be set at 25 mph and no higher. This section of road has heavy pedestrian traffic from Sherbrooke Estates to the Windsor Plaza shopping center and the Princeton Junction Train Station. The peak pedestrian volumes to and from the train station are at rush hour, the same time when peak traffic volumes will occur. Conflict between

pedestrians and automobiles must be minimized and the best way of accomplishing that objective is to set a low design speed for the cart way. Thank you for your considered attention to this comment. Charlie Morgan

24 Murano Drive

West Windsor, NJ 08550-2468

609-636-0544

Comment ID: 72

Item ID# A08

Name: Jerry Foster

County: Mercer County

Project Title: Princeton-Hightstown Road Improvements, CR 571

DB#: D0701

Comment:

West Windsor Bicycle and Pedestrian Alliance has submitted detailed comments for this project, based on the public review of the conceptual design presented in December, 2009.

The review and recommended changes can be found at:

<http://wwbpa.org/wp-content/uploads/2010/01/WWBPA-Rt-571-Recommendations-Final.pdf>

No response to these recommendations has been received to date. Please advise what changes have been made, or will be made, to make this project more pedestrian and bicycle friendly, based on the recommendations.

Sincerely,
Jerry Foster
President
West Windsor Bicycle and Pedestrian Alliance
<http://wwbpa.org/>

Comment ID: 64

Item ID# A09

Name: Rita Gunther McGrath

County: Mercer County

Project Title: Princeton-Hightstown Road Improvements,CR 571

DB#: D0701

Comment:

Congratulations for taking on this most necessary project. I would encourage the County to consider the following changes:

Lower the design speed on this section of roadway. An ideal speed limit for this "main street" would be 25 miles per hour, just as it is in other downtown parts of the County, such as Princeton and Cranbury. With the revitalization of the shopping center, the occupation of a senior housing development and planned additional business at the newly constructed Rite-Aid, we can anticipate more pedestrian utilization of this area and a much lower speed would be safer for everyone.

Add pedestrian-activated "walk" signals at the two pedestrian crossings without a traffic light. These are in use in Princeton and would significantly help drivers recognize that they need to stop for crossing pedestrians, which now does not happen.

Consider adding pedestrian refuges to make it possible for seniors to get across the road on foot.

Bury the electrical utility poles, or at least move them back from the roadway.

Ensure that there is a consistent set of sidewalks that would permit people to walk all the way to the train station without having to walk in the road.

Thank you for beginning a much-needed project!

Comment ID: 67

Item ID# A10

Name: Sandra Shapiro

County: Mercer County

Project Title: Princeton-Hightstown Road Improvements, CR 571

DB#: D0701

Comment:

Please consider reducing the speed limit on 571 and adding a HAWK signal at the corner of Sherbrooke Drive.

Comment ID: 68

Item ID# A11**Name:** Silvia Ascarelli**County:** Mercer County**Project Title:** Princeton-Hightstown Road Improvements, CR 571**DB#:** D0701**Comment:**

It seems to me that a 45 mph speed limit is not consistent with the idea of a "downtown". We already have that sort of speed on Alexander Road between Vaughn Drive and Route 1 ... in no way does that feel downtown-like.

Downtowns have slower speeds. Homes face this street. And we already have enough relatively high-speed roads in this town. And under your plan, motorists won't be slowed by others trying to make a left turn. Please lower the speed limit.

And make it possible for residents in the Sherbrooke neighborhood to cross to the shopping center at Sherbrooke. How about a pedestrian-activated "hawk" light?

Also, why "bicycle-compatible shoulders" and not bike lanes? If this is to be downtown, bicycles should be welcomed. But no bike-lane signage plus a 45 mph speed limit (so many will go faster), many people won't feel comfortable riding there.

Please don't tell me there is no room ... there is room to add a turn lane but not a bicycle lane?

Comment ID: 73

Item ID# A12**Name:** Sonya Legg**County:** Mercer County**Project Title:** Princeton-Hightstown Road Improvements,CR 571**DB#:** D0701**Comment:**

I am emailing as a concerned resident of West Windsor, regarding the proposed improvements to CR 571 between Clarksville and Cranbury road.

While I would very much welcome continuous sidewalks along this road, I am concerned that no effort is being made to improve the ability of pedestrians to cross the road. Currently there are pedestrian crossings at Clarksville Rd, and at Cranbury road, but there is a long stretch between these two roads. A pedestrian light at the intersection between Alexander and the 571, and sidewalks to allow pedestrians to get to this intersection, would improve matters. However, the net effect of introducing a turning lane will be to allow cars to drive faster on the section between traffic lights (since they will no longer be slowed down by cars waiting to turn left), so that pedestrians will be unable to use the marked crossing at Sherbrooke Drive (which is already exceedingly difficult to use, since cars never stop for pedestrians there, despite NJ law requiring them to do so). Much better would be a pedestrian island in the center of the road at that location (i.e. Sherbrooke Dr). Pedestrians do want to use the crossing at Sherbrooke Dr, since it is the only route for all the residents of the Sherbrooke estates to access the shopping area across the street. With the planned redevelopment of this shopping area, it would make good business sense to improve pedestrian access for local residents. I look forward to the day when I can allow my teenage daughter to walk to the bagel store to buy our breakfast. Unfortunately, without a pedestrian light or at least a pedestrian island at Sherbrooke Dr, that is not possible. I encourage you to think about improving the safe pedestrian access from the east to the west sides of the 571, which is lacking in the current plan.

Sonya Legg, resident of West Windsor

Comment ID: 71

Item ID# A13**Name:** Virginia Manzari**County:** Mercer County**Project Title:** Princeton-Hightstown Road Improvements, CR 571**DB#:** D0701**Comment:**

As this area is being developed as a Main Street, a maximum speed limit of 25 mph is necessary to make this road safer to cross. (Quite a few pedestrian accidents, including fatalities, have occurred on this stretch of road.) The addition of a flashing yellow light at the intersection of Sherbrooke Rd and 571 would remind motorists of the slower speed limit for the area. And pedestrians wishing to cross could press the button to get a red light for on-coming traffic, allowing them safe passage across this busy street.

Comment ID: 65

Item ID# A14**Name:** Andrew J. Besold**County:** Mercer County**Project Title:** Route 29, Delaware River Pedestrian/Bike Path, Stacy Park to Assunpink Creek**DB#:** 551B**Comment:**

This project intersects the East Coast Greenway as it crosses the Calhoun Street Bridge into Pennsylvania. While not intimately familiar with the details of this project there are two issues of potential concern that I hope have already been addressed by the project managers.

1 - Construction of this trail must avoid restricting bicycle and pedestrian access to the Calhoun Street Bridge and its approach from Calhoun Street in New Jersey for any period of time.

2 - The completed project should provide direct access to the East Coast Greenway at the Calhoun Street Bridge approach to help provide better access to the East Coast Greenway and to create an integrated trail network.

Thank You

Comment ID: 61

Item ID# A15

Name: Rita McGrath

County: Mercer County

Project Title: Route 1, Southbound, Nassau Park Boulevard to I-95, Safety Improvements

DB#: 01330A

Comment:

This is an excellent initiative - one takes one's life in one's hand to navigate that stretch of Route 1 at the moment.

Comment ID: 66

Item ID# A16**Name:** Richard S. Krawczun**County:** Mercer County**Project Title:** Route 1 Business, Brunswick Circle to Texas Avenue**DB#:** 04316**Comment:**

July 1, 2011

Plan/TIP/Conformity Comments
c/o DVRCP Public Affairs Office
190 N. Independence Mall West
8th Floor
Philadelphia, PA 19106

Dear Sir or Madam:

On behalf of Lawrence Township, I am sending this letter of continued support for the Business Route 1 Boulevard project in the Delaware Valley Regional Planning Commission's (DVRPC) 2012-2015 Statewide Transportation Improvement Program (TIP). The project limits extend from the Brunswick Circle to Lake Drive, with a scope of work consisting of reduction of travel lane widths, on-street parking, installation of a landscaped center median and replacement of the traffic light with a modern roundabout at the intersection of Whitehead Road. The project will improve both pedestrian and vehicular safety while re-establishing a strong streetscape that links between residential neighborhoods and commercial businesses in the area.

The Township has been very active in promoting the redevelopment of this area to restore economic vitality to the region and encourage both residents and businesses to invest and improve their properties. There have been several projects which highlight the substantial funding invested in the area. Choice One upgraded its building and parking area to renovate, repair and expand their services to low income and at-risk teenagers and young adults. The PNC Bank at Brunswick Circle is currently repaving, landscaping and improving the lighting at their facility. Womanspace is renovating the existing office building at 1530 Brunswick Pike to relocate their staff. There is significant improvement of the properties around the Brunswick Circle, including a new medical dialysis center, which serve as anchors to economic development. This redevelopment zone provides opportunities for the residents at Project Freedom to traverse a short distance via a pedestrian friendly streetscape for needed goods and services. The award winning Heritage Village project is central to the area, providing sixty-four low and moderate age-restricted units with commercial space, in a plaza type design to encourage pedestrian use and business resurgence. On the northerly end of the redevelopment zone, Colonial Bowling Lanes has begun a multimillion dollar project to revamp the exterior of the site and reconfigure the interior of the building to provide expanded indoor entertainment.

DVRCP
Page Two
7-1-11

In addition to the private funds, the Township has supported clean-up of two contaminated sites (Trenton Fibre Drum and Saturn Chemical), is continuing to investigate another site (Craft Cleaners) and recently repaired Colonial Lake Dam to further enhance the ability of residents to enjoy and participate in the community.

For the important reasons noted in prior correspondence and the future prosperity of the area, thank you for the opportunity to reiterate the importance of the continued inclusion of the project in the TIP. The Township remains committed to improvement and redevelopment of the Business Route 1 Boulevard as a means of furthering economic growth and vitality in this fiscally challenging environment

Sincerely,

Richard S. Krawczun
Municipal Manager

Item ID# A17**Name:** John Boyle**County:** Various Counties**Project Title:** General Comment**Comment:**

With the Transportation Improvement Program allocating 1.1 billion dollars for road projects and nearly 800 million dollars for mass transit it only seems fair that dedicated bicycle and pedestrian deserve more than 8 million dollars - a mere 0.4% of the transportation budget.

In New Jersey bicyclists and pedestrians make up a quarter of all traffic fatalities. We must do better as a state to plan for and invest infrastructure for our most vulnerable road users. We can begin by fully funding our backlog of bicycle and pedestrian projects with our transportation dollars.

We propose that funds within the Transportation Improvement Program be moved for planning and construction of the following projects or problem areas:

Trail Projects

- 1 - US 130 Crossing at Park Drive/Cooper River Park connecting Camden to Cooper River Park
- 2 - Bridge over the D&R Canal in Hamilton Township
- 3 - The Bridgeton Secondary/Glassboro Light Rail Trail
- 4 - The Pavonia Spur connecting existing rail trails in Camden and Merchantville using an abandoned rail bridge on US 130 in Pennsauken
- 5 - The Delaware River Heritage Trail
- 6 - East Atlantic Ave Bikeway which is unfortunately broken into many small projects.
- 7 - Connect the existing trails along the same rail corridor in Blackwood and Runnemede and extend into Bellmawr under the NJ Turnpike.
- 8 - Implement priority trail projects in the Central Camden County Bicycle Plan.

On Road Bikeways

The Counties should follow the lead of Burlington and develop plans for bike lanes with the County resurfacing program. State DOT should provide funds or other incentives to implement bike lanes.


Streetscape Projects

Streetscape projects are opportunities to install bike parking at destinations.

As noted in recent reports of pedestrian danger such as Dangerous By Design special attention should be given to all urban and suburban crossing of major arterials such as NJ 70, US 30 and US 130.

Comment ID: 70

Agency Responses to Public Comments
on the
Draft FY2012 Transportation Improvement
Program (TIP) for
New Jersey



(All Responses Received)

DVRPC Board Meeting
July 28, 2011

Agency Responses

On the DVRPC Draft FY2012-2015 Transportation Improvement Program (TIP) for New Jersey

Burlington County

Signage Concerns

Response to: A01

Agency Response by NJDOT:

The Route 73 suggested signage-related fixes would be submitted to NJDOT Traffic Engineering as a new Transportation Problem Statement for a Tier 1 Screening evaluation to determine if this proposed improvement is warranted.

Camden County

Bike/Pedestrian Concerns Camden County-Pedestrian and Bicycle Facilities and Street Lighting, Haddon Heights-DB# D0905

Response to: A02

Agency Response by NJDOT:

Bicycle racks will be included at the ball field areas of the Barr Recreational Fields and West High Street complex. Also included will be new sidewalks, curbs, handicapped ramps and crosswalks at intersections, decorative benches, street trees, decorative light poles and their fixtures.

Desire to see project construction accelerated-Route 70, Route 38 to Cropwell Road, Pavement-DB #11338

Response to: A03

Agency Response by NJDOT:

We are completing Concept Development. The project is currently funded for construction in FY 2015. Thanks for the information.
Thank you.

Gloucester County

Agency Responses

On the DVRPC Draft FY2012-2015 Transportation Improvement Program (TIP) for New Jersey

Desire to add an intersection reconstruction to the TIP

Response to: A04

Agency Response by NJDOT:

The Route 42 and Berlin-Cross Keys Road intersection has been identified as a high-need signalized intersection through the NJ Department of Transportation's Congested Places work and further confirmed by DVRPC through their Congestion Management Process (CMP).

This location is currently part of the FY 2011 Problem Statement Pool and will be given due consideration for entering the NJDOT's Project Delivery Process.

Agency Response by Gloucester County:

Mr Taylor:

Thank you for taking the time to comment on the FY 2012 Transportation Improvement Plan. We appreciate the suggestions you have made for improvements to congested roadways in Gloucester County. Gloucester County is constantly working to maintain our roadways so they remain safe and efficient. We would take this opportunity to respond to your suggestions.

US 322 through Glassboro is maintained by the New Jersey Department of Transportation, the County of Gloucester has no jurisdiction on this roadway through Glassboro. We hope the NJ DOT will provide feedback to you regarding your concepts for US 322. You may want to consider contacting Rowan University, a while back; they conducted a study to examine potential improvements that could be made to improve upon the safety of pedestrians and motorists through Rowan's campus. I am sure you have noticed those pedestrian upgrades at crosswalks, as well as way-finding signage and directed places to cross US 322. During that study, NJ DOT was involved and may have made comment at that time as to the future design of US 322 through Glassboro, at this time though, the county is not aware of any plans to widen the roadway.

The intersection upgrade suggested at Rte. 42 & CR 689 would also fall under NJ DOT jurisdiction especially when it involves adding turning movements on Rte. 42. It is important to note that there are very few new projects being added to the Statewide Transportation Improvement Plan due to budgetary limitations. Although, that should not discourage residents from submitting suggestions to NJ DOT. Sometimes problems can be addressed as you mentioned, through signal-timing modifications and a problem statement would encourage DOT to explore this further.

We thank you again for your comments. If you have any further questions please feel free to contact me directly at (856)307-6665.

Agency Responses

On the DVRPC Draft FY2012-2015 Transportation Improvement Program (TIP) for New Jersey

Roadway width concerns

Response to: A05

Agency Response by NJDOT:

The approximate 1.5 mile section of Route 322 that runs past Rowan College will be evaluated by the Department's Bureau of Systems Planning to ascertain congestion-related issues. Those results will be made available to the DVRPC who can then compare them to their CMP for that roadway section. Any improvements specific to creating a "gateway" for the college would require Rowan College participation, endorsement and funding.

Agency Response by Gloucester County:

Mr Taylor:

Thank you for taking the time to comment on the FY 2012 Transportation Improvement Plan. We appreciate the suggestions you have made for improvements to congested roadways in Gloucester County. Gloucester County is constantly working to maintain our roadways so they remain safe and efficient. We would take this opportunity to respond to your suggestions.

US 322 through Glassboro is maintained by the New Jersey Department of Transportation, the County of Gloucester has no jurisdiction on this roadway through Glassboro. We hope the NJ DOT will provide feedback to you regarding your concepts for US 322. You may want to consider contacting Rowan University, a while back; they conducted a study to examine potential improvements that could be made to improve upon the safety of pedestrians and motorists through Rowan's campus. I am sure you have noticed those pedestrian upgrades at crosswalks, as well as way-finding signage and directed places to cross US 322. During that study, NJ DOT was involved and may have made comment at that time as to the future design of US 322 through Glassboro, at this time though, the county is not aware of any plans to widen the roadway.

The intersection upgrade suggested at Rte. 42 & CR 689 would also fall under NJ DOT jurisdiction especially when it involves adding turning movements on Rte. 42. It is important to note that there are very few new projects being added to the Statewide Transportation Improvement Plan due to budgetary limitations. Although, that should not discourage residents from submitting suggestions to NJ DOT. Sometimes problems can be addressed as you mentioned, through signal-timing modifications and a problem statement would encourage DOT to explore this further.

We thank you again for your comments. If you have any further questions please feel free to contact me directly at (856)307-6665.

Mercer County

Agency Responses

On the DVRPC Draft FY2012-2015 Transportation Improvement Program (TIP) for New Jersey

Bike/Pedestrian Concerns Mercer County

Response to: A06

Agency Response by DVRPC:

There are many competing interests and needs for our transportation infrastructure improvements. Regarding comments that the 2012-2015 TIP should allocate a greater percentage of funding to bicycle/pedestrian facilities and that county spending represents .4 percent or less of transportation funds: The Draft FY2012 TIP directly directs 1.4% of its Highway Program funding towards bike and pedestrian projects (this percentage does not include Transit Program funding, which cannot be directed toward projects without a transit component). Further, the Transportation Enhancements (TE) Program included in NJDOT's "Statewide" program that was referenced provides for capital investment specifically in the DVRPC region. The amount obligated each year varies, so a projection for this spending is not included in our regional figures. In Pennsylvania, the TE program shows in the DVRPC regional TIP. NJDOT shows it in their statewide highway section. Also note that roadway or bridge projects that include bicycle or pedestrian improvements are categorized as "road" or "bridge" projects, and do not capture the other elements of a particular mode. A recent analysis of "Livability Investments" in our New Jersey region illustrated a sizeable investment of over \$50 million worth of bicycle, pedestrian, and other types of "livability" projects (but almost all bike/ped) that have been implemented or are close to being finished in the DVRPC region over the last several years.

Because bicycle/pedestrian infrastructure does not require the level of capital investment that other highway improvements demand, funding allocation is not an effective measure of bicycle/pedestrian infrastructure prioritization or utility. Recently implemented regional bicycle routes provide great examples of relatively low cost ways to improve bicycle mobility and to bring together a regional network.

DVRPC agrees that counties can improve their bicycle/pedestrian prioritization. However, this challenge is best addressed through direct communication with each county. Local county spending decisions are initially driven by our planning partners and then formalized in DVRPC Board meetings. DVRPC recommends that the Bicycle Coalition and other concerned stakeholders better partner with each county to address inequities and bicycle/pedestrian facility funding at the point of initial project nomination, before funding is allocated on the TIP. Opportunities to advance projects are improved if our member governments and planning partners can agree on clear and concise priorities.

Recently DVRPC has partnered with several of our New Jersey member counties on planning efforts to evaluate and prioritize bicycle and pedestrian improvements, including the Mercer County Interactive Bikeability Map, the Central Camden County Bicycle Network Plan, and multiple road safety audits. Additional planning projects programmed for FY2012 DVRPC Unified Work Program (UPWP) include Phase III of the Camden County Bicycle and Multi-Use Trails Plan and assistance to Burlington County in prioritizing county roadways for bike lane installation.

DVRPC appreciates the perspective of the Tri-State Transportation Campaign, Bicycle Coalition's, and other stakeholder's role as advocate and hopes they will partner with the individual counties in order to speak with a unified voice and guide project development prior to the TIP funding stage. We welcome continued dialogue and view these comments as a valuable tool to advance bicycle/pedestrian improvements throughout the region.

Agency Responses

On the DVRPC Draft FY2012-2015 Transportation Improvement Program (TIP) for New Jersey

Bike/Pedestrian Concerns Mercer County-Princeton-Hightstown Road Improvements, CR 571-DB #D0701

Response to: A07, A08, A09, A10, A11, A12, A13

Agency Response by Mercer County:

July 5, 2011

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

Dear Mr. Seymour,

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

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

A project for this section has been on the TIP twice before. After graduating to the TIP in 1993, the West Windsor Township Council reversed its endorsement of a project to add pedestrian amenities and widen the road to 5 lanes. The Council reiterated its opposition to widening when NJDOT listed a similar project in the 2002 Local Scoping program. Thereafter, West Windsor took the lead and in 2005 both its Planning Board and its Council endorsed a design for a three-lane section, including extensive bicycle and pedestrian amenities, following a thorough alternatives analysis and public outreach process. After very minor changes during Preliminary Design, the current TIP moves the project forward into final design. Significant changes to the design at this point will force the project to be dropped from the TIP and revert back to the alternatives analysis phase. This will delay implementation for years, if not preclude it from ever receiving federal funding.

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

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

Sincerely,

Matthew Lawson, AICP/Ph.D.
Principal Planner

Agency Responses

On the DVRPC Draft FY2012-2015 Transportation Improvement Program (TIP) for New Jersey

Bike/Pedestrian Concerns Mercer County-Route 29, Delaware River Pedestrian/Bike Path, Stacy Park to Assunpink Creek-DB #551B

Response to: A14

Agency Response by Mercer County:

Far from endangering it, this project will enhance access to the East Coast Greenway from various points in the City of Trenton, and potentially from the Delaware River Heritage Trail downstream. It is on hold while the Capital City Redevelopment Corporation pursues implementation of the Route 29 Boulevard project and the re-design of Stacy Park. This larger project will also enhance pedestrian access to the Calhoun Street bridge.

Support for Project-Route 1, Southbound, Nassau Park Boulevard to I-95, Safety Improvements-DB #01330A

Response to: A15

Agency Response by NJDOT:

Thank you for your support.

Support for Project-Route 1 Business, Brunswick Circle to Texas Avenue-DB #04316

Response to: A16

Agency Response by Mercer County:

Thank you for your support.

Various Counties

Agency Responses

On the DVRPC Draft FY2012-2015 Transportation Improvement Program (TIP) for New Jersey

Concern about funding allocations made to bike and pedestrian projects.

Response to: A17

Agency Response by DVRPC:

There are many competing interests and needs for our transportation infrastructure improvements. Regarding comments that the 2012-2015 TIP should allocate a greater percentage of funding to bicycle/pedestrian facilities and that county spending represents .4 percent or less of transportation funds: The Draft FY2012 TIP directly directs 1.4% of its Highway Program funding towards bike and pedestrian projects (this percentage does not include Transit Program funding, which cannot be directed toward projects without a transit component). Further, the Transportation Enhancements (TE) Program included in NJDOT's "Statewide" program that was referenced provides for capital investment specifically in the DVRPC region. The amount obligated each year varies, so a projection for this spending is not included in our regional figures. In Pennsylvania, the TE program shows in the DVRPC regional TIP. NJDOT shows it in their statewide highway section. Also note that roadway or bridge projects that include bicycle or pedestrian improvements are categorized as "road" or "bridge" projects, and do not capture the other elements of a particular mode. A recent analysis of "Livability Investments" in our New Jersey region illustrated a sizeable investment of over \$50 million worth of bicycle, pedestrian, and other types of "livability" projects (but almost all bike/ped) that have been implemented or are close to being finished in the DVRPC region over the last several years.

Because bicycle/pedestrian infrastructure does not require the level of capital investment that other highway improvements demand, funding allocation is not an effective measure of bicycle/pedestrian infrastructure prioritization or utility. Recently implemented regional bicycle routes provide great examples of relatively low cost ways to improve bicycle mobility and to bring together a regional network.

DVRPC agrees that counties can improve their bicycle/pedestrian prioritization. However, this challenge is best addressed through direct communication with each county. Local county spending decisions are initially driven by our planning partners and then formalized in DVRPC Board meetings. DVRPC recommends that the Bicycle Coalition and other concerned stakeholders better partner with each county to address inequities and bicycle/pedestrian facility funding at the point of initial project nomination, before funding is allocated on the TIP. Opportunities to advance projects are improved if our member governments and planning partners can agree on clear and concise priorities.

Recently DVRPC has partnered with several of our New Jersey member counties on planning efforts to evaluate and prioritize bicycle and pedestrian improvements, including the Mercer County Interactive Bikeability Map, the Central Camden County Bicycle Network Plan, and multiple road safety audits. Additional planning projects programmed for FY2012 DVRPC Unified Work Program (UPWP) include Phase III of the Camden County Bicycle and Multi-Use Trails Plan and assistance to Burlington County in prioritizing county roadways for bike lane installation.

DVRPC appreciates the perspective of the Tri-State Transportation Campaign, Bicycle Coalition's, and other stakeholder's role as advocate and hopes they will partner with the individual counties in order to speak with a unified voice and guide project development prior to the TIP funding stage. We welcome continued dialogue and view these comments as a valuable tool to advance bicycle/pedestrian improvements throughout the region.



DVRPC ANNOUNCES FOR PUBLIC REVIEW:

- [Draft DVRPC Fiscal Year \(FY\) 2012-2015 Transportation Improvement Program \(TIP\) for New Jersey](#)
- [Draft Transportation Conformity Finding for the Draft DVRPC FY 2012 TIP for New Jersey and the FY 2011 TIP for Pennsylvania](#)

The Delaware Valley Regional Planning Commission (DVRPC) is seeking your input and will open public comment periods for the following documents: Draft Fiscal Year (FY) 2012-2015 Transportation Improvement Program (TIP) for New Jersey; and the Draft Transportation Conformity finding of the Draft FY 2012 New Jersey TIP and the FY 2011 Pennsylvania TIP.

The public comment period for the Draft New Jersey TIP will open on June 3, 2011 and close at 5 p.m., July 5, 2011. The public comment period for the Draft Transportation Conformity finding will open on June 21, 2011 and close at 5 p.m., July 20, 2011.

The TIP is the regionally agreed-upon list of priority transportation projects, as required by federal law. Transportation conformity is the process that ensures that plans and programs receiving federal aid are consistent with the region's air quality goals.

**Please join us for a public meeting and information session on the Draft FY 2012 TIP for NJ and the Draft Transportation Conformity finding between the hours of 4 and 6 p.m. on: Wednesday, June 29, 2011
Cherry Hill Library
1100 Kings Hwy North
Cherry Hill, NJ**

The meeting will be conducted jointly with the New Jersey Department of Transportation (DOT) and also serve as an opportunity to comment on the Draft New Jersey Transportation Improvement Program (STIP), which is available at www.state.nj.us/transportation/capital/cpd/. The public comment period for the STIP will run for a minimum of 30 days, starting on June 3, 2011.

Copies of DVRPC's documents are available at www.dvrpc.org, in the DVRPC Resource Center

(located at the address below) as well as in a number of regional libraries. The documents will also be available at the public meeting, and can be translated into an alternative format or language, if requested.

There is a new DVRPC public comment web tool that can be used to electronically submit public comments on the Draft 2012 TIP or TIP projects. You can also review or map the program and individual projects in an interactive way at www.dvrpc.org/tip.

Written comments should be mailed to Plan/TIP/Conformity Comments, c/o DVRPC Public Affairs Office, 190 N. Independence Mall West, 8th Fl., Philadelphia, PA 19106 or e-mailed to tip-plan-comments@dvrpc.org. **Comments for the Draft NJ TIP must be received no later than 5 p.m. on July 5, 2011. Comments related to the Draft Transportation Conformity finding must be received no later than 5 p.m. on July 20, 2011.**

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

This email was sent to eturner@dvrpc.org. To ensure that you continue receiving our emails, please add us to your address book or safe list.
[manage your preferences](#) | [opt out using TrueRemove®](#)
Got this as a forward? [Sign up to receive our future emails.](#)

powered by **emma**

Delaware Valley Regional Planning Commission
Draft Fiscal Year 2012
Transportation Improvement Program (TIP)
TIP Highlights for Draft 2012 NJ TIP

The Draft Delaware Valley Regional Planning Commission (DVRPC) FY 2012 Transportation Improvement Program (TIP) for New Jersey is available for public viewing. The TIP, like the Commission itself, includes the counties of Burlington, Camden, Gloucester, and Mercer in New Jersey. DVRPC's mission is to proactively shape a comprehensive vision for the region's future growth. The agency does so by providing technical assistance and services; conducting high priority studies that respond to the requests and demands of member states and local governments; fostering cooperation among various constituencies to forge a consensus on diverse regional issues; determining and meeting the needs of the private sector; and continuing public outreach efforts that promote two-way communication and enhance public awareness of regional issues and DVRPC.

What is the TIP?

The TIP is a list of all projects for which federal funds will be sought, along with non-federally funded projects that are regionally significant. The TIP represents the transportation improvement priorities of the region and is required by federal law, the most recent of which is the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The list is multi-modal; that is, in addition to the more traditional highway and public transit projects, it includes bicycle, pedestrian, and freight related projects as well.

The TIP not only lists the specific projects, but also documents the anticipated schedule and cost for each project phase (preliminary engineering, final design, right-of-way acquisition, and construction). Although it is not a final schedule of project implementation, inclusion of a project phase in the TIP means that it is seriously expected to be implemented during the TIP time period.

The Draft TIP covers four years in New Jersey (Fiscal Years 2012 - 2015). In New Jersey, the TIP is updated annually. In Pennsylvania, it is updated every other year.

The list of projects in the TIP must be financially constrained to the amount of funds that are expected to be available. In order to add projects to the TIP, others must be deferred to maintain the financial constraint. As a result, the TIP is not a "wish list"; competition between projects for a spot on the TIP clearly exists.

The production of the TIP is the culmination of the transportation planning process and represents a consensus among state and regional officials as to what near term improvements to pursue. Consensus is crucial because the federal and state governments want assurances that all interested parties have participated in developing the priorities before committing significant sums of money. A project's inclusion in the TIP signifies regional agreement on the priority of the project and establishes eligibility for federal funding.

New Jersey Draft Program Summary

The Draft DVRPC FY2012 Transportation Improvement Program for New Jersey contains project maps, project descriptions, and the appendices for the New Jersey Subregion. The Draft TIP for New Jersey contains almost 150 projects, totaling nearly \$1.9 billion for the phases to be advanced over the next four years, averaging \$475 million per year. Programmed funds include \$1 billion for projects primarily addressing the highway system and \$796 million for transit projects for NJ TRANSIT and DRPA/PATCO. The Draft DVRPC TIP for NJ represents 18.5 percent of the total state and federal resources administered through the three MPO's of the state (\$10.8 billion), approximately 18.5 percent of the highway funds and 16 percent of the transit funds. There is an additional \$2.5 billion administered directly by NJDOT on a statewide basis.

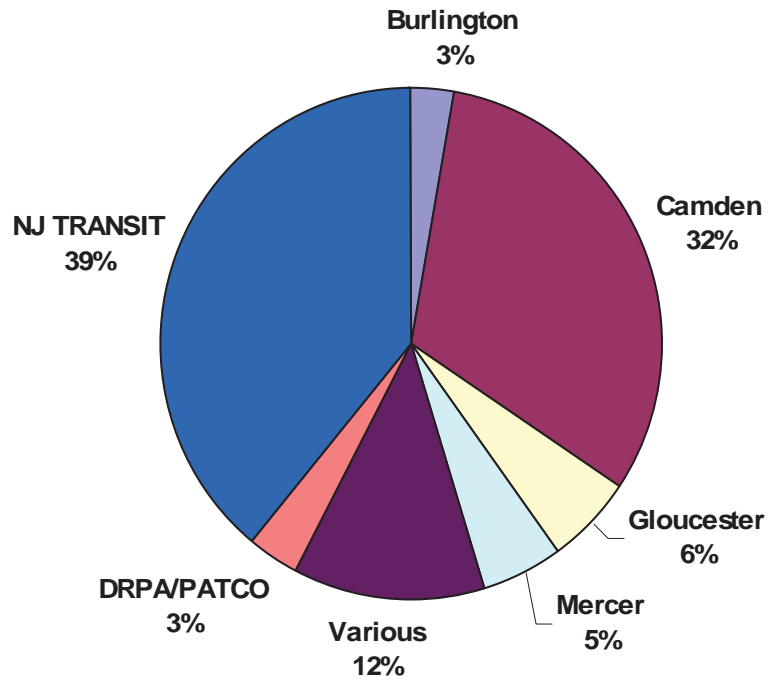
The Draft TIP contains a wide variety of projects that will improve the entire transportation system, such as the Crystal Lake Dam on Route 130 in Burlington County, the I-295/42/I-76 Direct Connection in Camden County, Egg Harbor Road improvements in Gloucester County, Safety Improvements on Route 1 near I-95 in Mercer County, overhaul of PATCO's rail cars by DRPA, and funds for capital asset replacement and annual dept service for the River Line by New Jersey Transit. The emphasis on repair or replacement of structurally deficient bridges can be seen throughout the New Jersey TIP, with projects in all counties.

**Table 1: Cost Summary by County and Transit Operator
in the New Jersey Subregion
(\$ 000)**

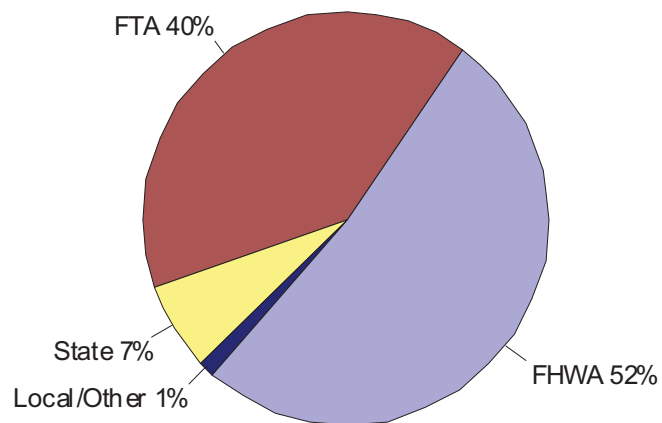
	FY2012	FY2013	FY2014	FY2015	Total
Highway Program					
Burlington	\$21,238	\$2,088	\$20,721	\$6,900	\$50,947
Camden	\$148,050	\$156,923	\$139,111	\$153,381	\$597,465
Gloucester	\$32,212	\$41,672	\$24,370	\$5,220	\$103,474
Mercer	\$17,029	\$13,152	\$49,528	\$18,700	\$98,409
Various	\$56,605	\$59,257	\$54,881	\$61,841	\$232,584
Subtotal	\$275,134	\$273,092	\$288,611	\$246,042	\$1,082,879
Total Cost - 4-Year Highway Program					\$1,082,879
Transit Program					
DRPA/PATCO	\$14,926	\$14,786	\$14,910	\$15,035	\$59,657
NJ Transit	\$189,074	\$186,864	\$178,671	\$181,856	\$736,465
Subtotal	\$204,000	\$201,650	\$193,581	\$196,891	\$796,122
Total Cost - 4-Year Transit Program					\$796,122
Grand Total Cost - 4-Year Highway and Transit Program					\$1,879,001

**Figure 2:
Cost Summary for the New Jersey Subregion**

By County and Operator



By Funding Source



Draft FY2012-2015 TIP PROJECTS FOR NEW JERSEY Highway and Transit Program by DBNUM and Project Title

BURLINGTON COUNTY

01356 Route 130, Craft's Creek Bridge
02309 Route 130, Crystal Lake Dam
02397 Route 130, Columbus Road/Jones Street
10307 Route 70, East of North Branch to CR 539, Resurfacing
11334 Route 38, MP 0.0-6.1 Resurfacing
D0302 Burlington County Roadway Safety Improvements
D0806 Bispham Street Bridge over Rancocas Creek
D9902 Hanover Street Bridge over Rancocas Creek, CR 616
D9903 Smithville Road Bridge over Rancocas Creek, CR 684
D9912 South Pemberton Road, CR 530

CAMDEN COUNTY

01323 Route 168, Newton Lake Dam
08366 Route 130, Camden County, Drainage
10335 Route 30, Various locations from E. of Broadway Ave. to L
10341 Route 168, Merchant Street to Ferry Avenue, Pavement
11326 Route 76/676, Bridge Deck Replacements
11338 Route 70, Route 38 to Cropwell Road, Pavement
155C Route 30/130, Collingswood/Pennsauken (Phase B), PATC
355A Route 295/42, Missing Moves, Bellmawr
355B Route 295/42/I-76, Direct Connection, Contract 1
355C Route 295/42/I-76, Direct Connection, Contract 2
355D Route 295/42/I-76, Direct Connection, Contract 3
355E Route 295/42/I-76, Direct Connection, Contract 4
93263 Route 30, Evesham Road Intersection Improvements
93266 Route 30, Blue Anchor Dam
99312 Route 130, Brooklawn Circles
D0410 Camden County Roadway Safety Improvements
D0601 Camden County Bus Purchase
D0804 Haddon Avenue/Franklin Avenue, Intersection Improvem
D0902 River Road Improvements, Cramer Hill
D0905 Pedestrian and Bicycle Facilities and Street Lighting, Haddo
D1005 Battleship New Jersey Access Road (Clinton Ave) Repavin
D1009 Berlin Road, Gibbsboro Road and White Horse Road, Stree
X227A2 Route 168, I-295 Interchange Improvements

NOTE:

The number at the beginning of the Project Title is referred to as the (DB) number. It is a reference number assigned to a specific project and remains with that project until its completion. This number can be used to search for information about each project on DVRPC's website:

<http://www.dvrpc.org/transportation/capital/TIP.htm>

Draft FY2012-2015 TIP PROJECTS FOR NEW JERSEY Highway and Transit Program by DBNUM and Project Title

GLOUCESTER COUNTY

04321 Route 295, Paulsboro Brownfields Access
05310 Route 45, Carpenter Street to Red Bank Avenue, Traffic St
07369 Route 322, Corridor Congestion Relief Project
09327 Route 168, Bridge over Big Timber Creek
09696 Route 45, Gloucester County Drainage
10342 Route 295, SB from N. of Raccoon Creek to Repaupo Rd.,
97049 Route 77, Swedesboro-Hardingville Road, Intersection Imp
97112B Route 322, Kings Highway (CR 551)
98344 Route 130, Raccoon Creek Bridge Replacement and Pavem
98348 Route 322, Raccoon Creek Bridge/Mullica Hill Pond Dam
D0401 Gloucester County Roadway Safety Improvements
D0503 Egg Harbor Road, Hurffville-Cross Keys Road to Hurffville-G
D0808 Tanyard Road, Resurfacing & Safety Improvements (CR 66
D9807 Gloucester County Bus Purchase

MERCER COUNTY

01330A Route 1, Southbound, Nassau Park Boulevard to I-95, Saf
01330A1 Route 1, Southbound, Quaker Bridge Mall Overpass
02396A Route 29 Boulevard, North of Calhoun Street to Sullivan W
02396B Route 29 Boulevard, Cass Street to North of Calhoun Stree
04316 Route 1 Business, Brunswick Circle to Texas Avenue
06358 Route 295, Northbound Approach to Route 1 Exits, ITS Imp
07319 Route 29, Cass St. to W. Upper Ferry Rd., Drainage
08355 Route 31, Bridge over CSX Railroad
11308 Route 206, from North of Arreton Rd. to North of Brown Ave
11309 Route 130, Westfield Ave. to US Rt. 1
11402 Route 29, Bank Stablization (Two Locations)
159A Route 31, Pennington Circle Safety Improvements
551B Route 29, Delaware River Pedestrian/Bike Path, Stacy Par
95040 Route 206, Whitehorse Circle (CR 533, 524)
99334 Duck Island Landfill, Site Remediation
99362 Trenton Amtrak Bridges
D0412 Mercer County Roadway Safety Improvements
D0701 Princeton-Hightstown Road Improvements, CR 571
D0702 Mercer County Signal Project, CR 533
HP01010 Princeton Township Roadway Improvements
L064 Route 206, South Broad Street Bridge over Assunpink Cree

VARIOUS

01300 RIMIS - Phase II Implementation
03304 Bridge Deck Replacement Program
04314 Local Safety/ High Risk Rural Roads Program
06326 Local Project Development Support
10347 Local Aid Consultant Services
11383 Transportation Management Associations
99327A Resurfacing, Federal
D0204 Transportation and Community Development Initiative (TCD
D026 DVRPC, Future Projects
D0406 TransitChek Mass Marketing Efforts--New Jersey
D0407 Ozone Action Program in New Jersey
D0802 DVRPC, Local ITS Improvements
D0803 DVRPC, Bridge Rehabilitation Program
X065 Local CMAQ Initiatives
X07A Bridge Inspection, State NBIS Bridges
X07E Bridge Inspection, Local Bridges
X181 Emergency Service Patrol
X242 Accident Reduction Program
X30A Metropolitan Planning
X35A1 Rail-Highway Grade Crossing Program, Federal
X41C1 Local County Aid, DVRPC
X82 Traffic Operations Center (South)
X98C1 Local Municipal Aid, DVRPC

Draft FY2012-2015 TIP PROJECTS FOR NEW JERSEY Highway and Transit Program by DBNUM and Project Title

DRPA

D0906 Install Elevators, PATCO
DR008 Electrical Cable Replacement
DR015 Embankment, Fence, and Retaining Wall Restoration/Reha
DR019 Smoke and Fire Control
DR034 Preventive Maintenance-PATCO
DR036 Transit Enhancements (PATCO)
DR038 Modernization of Center Tower
DR044 Lindenwold Yard Tie Renewal and Overall Improvements
DR046 DRPA - Rebuild PATCO Cars

NJ TRANSIT

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

Learn more and share your ideas ...

DVRPC encourages the public to pose questions and comments about the Draft TIP and specific projects to state, county, transit, and DVRPC staff through its ongoing public involvement process. The public comment period for the Draft DVRPC FY2012 TIP for New Jersey will open on June 3, 2011, and extend through July 5, 2011 at 5:00 p.m. (EST). There will be a public meeting held to allow the public to ask questions and present their comments:

WEDNESDAY, JUNE 29, 2011

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

Cherry Hill Free Public Library

1100 Kings Highway North

Cherry Hill, NJ 08034-1970

The meeting will be conducted jointly with the New Jersey DOT and also serve as an opportunity to comment on the Draft New Jersey Transportation Improvement Program (STIP), which is available at www.state.nj.us/transportation/capital/cpd/. The public comment period for the STIP will run for a minimum of 30 days, starting on June 3, 2011.

Please note that only comments submitted in writing will be included and responded to in the final FY2012 TIP document. Written comments can be submitted:

- Via DVRPC's Public Comment Web Application at <http://www.dvrpc.org/tip/>

OR

- Emailed to tip-plan-comments@dvrpc.org.

OR

- TIP Comments
c/o DVRPC Public Affairs Office
190 N. Independence Mall West
Philadelphia, PA 19106

OR

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

Copies of the Draft FY2012 TIP are available for review on the DVRPC web page at <http://www.dvrpc.org/transportation/capital/TIP.htm> and in print at the DVRPC Resource Center. This document will also be available for review at the public meetings.

For more information, please contact DVRPC's Capital Programming Office at 215-238-2938 or via email at eschoonmaker@dvrpc.org.



Delaware Valley Regional Planning Commission
190 North Independence Mall West, 8th Floor
Philadelphia, PA 19106-1520

Telephone: (215) 592-1800
FAX: (215) 592-9125

PUBLIC NOTICE

The Delaware Valley Regional Planning Commission (DVRPC) will open a public comment period for the following documents: Draft Fiscal Year (FY) 2012-2015 New Jersey Transportation Improvement Program (TIP); and the Draft Transportation Conformity finding of the Draft FY 2012 New Jersey TIP and the FY 2011 Pennsylvania TIP. The public comment period for the draft New Jersey TIP will open on June 3, 2011 and close at 5 p.m., July 5, 2011. The public comment period for the draft Transportation Conformity finding will open on June 21, 2011 and close at 5 p.m., July 20, 2011. A public meeting for both documents is

scheduled from 4-6 p.m. on Wednesday, June 29, 2011 at the Cherry Hill Library, 1100 Kings Hwy North, Cherry Hill, NJ. The meeting will be conducted jointly with the New Jersey Department of Transportation (DOT) and also serve as an opportunity to comment on the Draft New Jersey Transportation Improvement Program (STIP), which is available at www.state.nj.us/transportation/capital/cpd/. The public comment period for the STIP will run for a minimum of 30 days, starting on June 3, 2011. The TIP is the regionally agreed-upon list of priority transportation projects, as required by federal law. Transportation conformity is the process that ensures that plans and programs receiving federal aid are consistent with the region's air quality goals. Copies of DVRPC's documents are available at www.dvrpc.org, in the DVRPC Resource Center (located at the address below) as well as in a number of regional libraries. The documents will also be available at the public meeting, and can be translated into an alternative format or language, if requested. Written comments should be mailed to Plan/TIP/Conformity Comments, c/o DVRPC Public Affairs Office, 190 N. Independence Mall West, 8th Fl., Philadelphia, PA 19106 or e-mailed to tip-plan-comments@dvrpc.org. Comments may also be left online at www.dvrpc.org/TIP. DVRPC fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. DVRPC public meetings are always held in ADA accessible facilities and in transit-accessible locations when possible. Auxiliary services can be provided to individuals who submit a request at least seven days prior to a meeting. For more information, please call (215) 238-2871. Fee: \$40.32 6/2/11 B-404

STATE OF NEW JERSEY }
 }
COUNTY OF MERCER }

S.S.



I, Helen Graser, Accounting Department, certify a public notice was published in THE TRENTONIAN, a newspaper printed and published daily in the city of Trenton, County of Mercer, State of New Jersey on June 2, 2011.

Helen Graser

Accounting Department

Sworn and subscribed before me this 9th day of June, 2011

Nancy O. Seyboth

Notary Public

NANCY O. SEYBOTH
Notary Public, Mercer County, New Jersey
My Commission Expires 7-21-2011



THE PHILADELPHIA TRIBUNE

PROOF OF PUBLICATION

STATE OF PENNSYLVANIA
COUNTY OF PHILADELPHIA

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

June 3

AD 2011

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

COPY OF NOTICE OF PUBLICATION

Notice

The Delaware Valley Regional Planning Commission (DVRPC) will open a public comment period for the following documents: Draft Fiscal Year (FY) 2012-2015 New Jersey Transportation Improvement Program (TIP); and the Draft Transportation Conformity finding of the Draft FY 2012 New Jersey TIP and the FY 2011 Pennsylvania TIP. The public comment period for the draft New Jersey TIP will open on June 3, 2011 and close at 5 p.m., July 5, 2011. The public comment period for the draft Transportation Conformity finding will open on June 21, 2011 and close at 5 p.m., July 20, 2011. A public meeting for both documents is scheduled from 4-6 p.m. on Wednesday, June 29, 2011 at the Cherry Hill Library, 1100 Kings Hwy North, Cherry Hill, NJ. The meeting will be conducted jointly with the New Jersey Department of Transportation (DOT) and also serve as an opportunity to comment on the Draft New Jersey Transportation Improvement Program (STIP), which is available at www.state.nj.us/transportation/capital/cpd/. The public comment period for the STIP will run for a minimum of 30 days, starting on June 3, 2011. The TIP is the regionally agreed-upon list of priority transportation projects, as required by federal law. Transportation conformity is the process that ensures that plans and programs receiving federal aid are consistent with the region's air quality goals. Copies of DVRPC's documents are available at www.dvrpc.org, in the DVRPC Resource Center (located at the address below) as well as in a number of regional libraries. The documents will also be available at the public meeting, and can be translated into an alternative format or language, if requested. Written comments should be mailed to Plan/TIP/Conformity Comments, c/o DVRPC Public Affairs Office, 190 N. Independence Mall West, 8th Fl., Philadelphia, PA 19106 or e-mailed to tip-plan-comments@dvrpc.org. Comments may also be left online at www.dvrpc.org/TIP. DVRPC fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. DVRPC public meetings are always held in ADA accessible facilities and in transit-accessible locations when possible. Auxiliary services can be provided to individuals who submit a request at least seven days prior to a meeting. For more information, please call (215) 238-2871.

Antonia Jnobaptiste
Antonia Jnobaptiste

Sworn to and subscribed before me
this 3 day of June 2011

COMMONWEALTH OF PENNSYLVANIA
NOTARIAL SEAL
BERTHA NICHOLS GODFREY, Notary Public
City of Philadelphia, Phila. County
My Commission Expires October 18, 2011

STATEMENT OF ADVERTISING COSTS
Delaware Valley Regional Planning Commission
190 N. Independence Mall West, 8th Fl.
Philadelphia, PA 19106

TO: THE PHILADELPHIA TRIBUNE for
publishing the notice of advertising attached hereto on the
above date (s)

PUBLICATION CHARGES AND ADVERTISING COST

\$
The Philadelphia Tribune Co., Inc.

Publicly acknowledged receipt of the aforesaid advertising and advertising costs, and certified that the same has been fully paid.

OFFICE: 520-26 South. 16th Street
Philadelphia, PA 19146
Phone: 215 893-4050
Fax: 215 735-3612
Email: info@phillytrib.com

The Philadelphia Tribune Co., Inc.
By _____

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

STATE OF PENNSYLVANIA
COUNTY OF PHILADELPHIA

Anna Dickerson being duly sworn, deposes and says that **The Philadelphia Inquirer** is a daily newspaper published at Broad and Callowhill Streets, Philadelphia, Pennsylvania, which was established in the year 1829, since which date said daily newspaper has been regularly published and distributed in said County, and that a copy of the printed notice of publication is attached hereto exactly as the same was printed and published in the regular editions and issues of said daily newspaper on the following dates:

June 3, 2011

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



Sworn to and subscribed before me this 3rd day of
June, 2011.



Notary Public

My Commission Expires:

NOTARIAL SEAL
Mary Anne Logan, Notary Public
City of Philadelphia, Phila. County
My Commission Expires March 30, 2013

Copy of Notice of Publication

Notice

The Delaware Valley Regional Planning Commission (DVRPC) will open a public comment period for the following documents: Draft Fiscal Year (FY) 2012-2015 New Jersey Transportation Improvement Program (TIP); and the Draft Transportation Conformity finding of the Draft FY 2012 New Jersey TIP and the FY 2011 Pennsylvania TIP. The public comment period for the draft New Jersey TIP will open on June 3, 2011 and close at 5 p.m., July 5, 2011. The public comment period for the draft Transportation Conformity finding will open on June 21, 2011 and close at 5 p.m., July 20, 2011. A public meeting for both documents is scheduled from 4-6 p.m. on Wednesday, June 29, 2011 at the Cherry Hill Library, 1100 Kings Hwy North, Cherry Hill, NJ. The meeting will be conducted jointly with the New Jersey Department of Transportation (DOT) and also serve as an opportunity to comment on the Draft New Jersey Transportation Improvement Program (STIP), which is available at www.state.nj.us/transportation/capital/cpd/. The public comment period for the STIP will run for a minimum of 30 days, starting on June 3, 2011. The TIP is the regionally agreed-upon list of priority transportation projects, as required by federal law. Transportation conformity is the process that ensures that plans and programs receiving federal aid are consistent with the region's air quality goals. Copies of DVRPC's documents are available at www.dvrpc.org, in the DVRPC Resource Center (located at the address below) as well as in a number of regional libraries. The documents will also be available at the public meeting, and can be translated into an alternative format or language, if requested. Written comments should be mailed to Plan/TIP/Conformity Comments, c/o DVRPC Public Affairs Office, 190 N. Independence Mall West, 8th Fl., Philadelphia, PA 19106 or e-mailed to tip-plan-comments@dvrpc.org. Comments may also be left online at www.dvrpc.org/TIP. DVRPC fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. DVRPC public meetings are always held in ADA accessible facilities and in transit-accessible locations when possible. Auxiliary services can be provided to individuals who submit a request at least seven days prior to a meeting. For more information, please call (215) 238-2871.

Affidavit of Publication

Publisher's Fee \$45.54 Affidavit \$24.75

State of New Jersey **} SS.**

Camden County

Personally appeared

Sandy Karmel

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

6/02/11

A.D. 2011

[Signature]

Sandy Karmel

Sworn and subscribed before me, this
2 day of June, 2011

Notary Public of New Jersey

Leslie J Emma
Notary Public, New Jersey
Commission Expires 9-22-14

Notice

The Delaware Valley Regional Planning Commission (DVRPC) will open a public comment period for the following documents: Draft Fiscal Year (FY) 2012-2015 New Jersey Transportation Improvement Program (TIP); and the Draft Transportation Conformity finding of the Draft FY 2012 New Jersey TIP and the FY 2011 Pennsylvania TIP. The public comment period for the draft New Jersey TIP will open on June 3, 2011 and close at 5 p.m., July 5, 2011. The public comment period for the draft Transportation Conformity finding will open on June 21, 2011 and close at 5 p.m., July 20, 2011. A public meeting for both documents is scheduled from 4-6 p.m. on Wednesday, June 29, 2011 at the Cherry Hill Library, 1100 Kings Hwy North, Cherry Hill, NJ. The meeting will be conducted jointly with the New Jersey Department of Transportation (DOT) and also serve as an opportunity to comment on the Draft New Jersey Transportation Improvement Program (STIP), which is available at www.state.nj.us/transportation/capital/cpd/. The public comment period for the STIP will run for a minimum of 30 days, starting on June 3, 2011. The TIP is the regionally agreed-upon list of priority transportation projects, as required by federal law. Transportation conformity is the process that ensures that plans and programs receiving federal aid are consistent with the region's air quality goals. Copies of DVRPC's documents are available at www.dvrpc.org, in the DVRPC Resource Center (located at the address below) as well as in a number of regional libraries. The documents will also be available at the public meeting, and can be translated into an alternative format or language, if requested. Written comments should be mailed to Plan/TIP/Conformity Comments, c/o DVRPC Public Affairs Office, 190 N. Independence Mall West, 8th Fl., Philadelphia, PA 19106 or e-mailed to t1p-plan-comments@dvrpc.org. Comments may also be left online at www.dvrpc.org/TIP. DVRPC fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. DVRPC public meetings are always held in ADA accessible facilities and in transit-accessible locations when possible. Auxiliary services can be provided to individuals who submit a request at least seven days prior to a meeting. For more information, please call (215) 238-2871.

(1531804)

(\$45.54)

AVISOS LEGALES / PUBLICOS

AVISO PUBLICO

"The Delaware Valley Regional Planning Commission" (DVRPC)
abrirá un período de comentarios públicos de los siguientes documentos: "Draft Fiscal Year" (FY) 2012-2015 "New Jersey Transportation Improvement Program" (TIP); and the Draft Transportation Conformity finding of the Draft FY 2012 New Jersey TIP and the FY 2011 Pennsylvania TIP. El período de comentarios públicos para el proyecto TIP de Nueva Jersey, se abrirá el 3 de junio del 2011 y cierran a las 5p.m., 5 de Julio del 2011. El período de comentarios públicos para el proyecto de búsqueda de Transporte de la conformidad se abrirá el 21 de junio del 2011 y cierran a las 5p.m., 20 de Julio del 2011. Una reunión pública de ambos documentos está prevista 4-6pm el miércoles, 29 de junio 2011 en la Biblioteca de Cherry Hill, 1100 Kings Hwy North, Cherry Hill, NJ. La reunión se llevará a cabo conjuntamente con el departamento de Nueva Jersey Transporte "New Jersey Department of Transportation" (DOT) y también sirve como una oportunidad de formular observaciones sobre el Proyecto de Transporte de Nueva Jersey del Programa de Mejoramiento "New Jersey Transportation Improvement Program" (STIP), que está disponible en www.state.nj.us/transportation/capital/cpad/. El período de comentarios públicos para el STIP tendrá una duración de un mínimo de 30 días, a partir del 3 de junio de 2011. El TIP acordado regionalmente lista de proyectos prioritarios de transporte, como lo requiere la ley federal. La conformidad de Transporte es el proceso que asegura que los planes y programas que reciben ayuda federal son consistentes con las metas de la región, la calidad del aire. Copias de los documentos del DVRPC están disponibles en www.dvrpc.org, en el Centro de Recursos del DVRPC (que se encuentra en la dirección abajo), así como en una serie de bibliotecas regionales. Los documentos también estarán disponibles en la reunión pública, y se puede traducir en un formato alternativo o el idioma, si así lo solicita. Los comentarios escritos deben enviarse por correo al Plan/TIP/Conformity Comments, c/o DVRPC Public Affairs Office, 190 N. Independence Mall West, 8th fl. Philadelphia, PA 19106 o por correo electrónico a tip-plain-comments@dvrpc.org. Los comentarios también se pueden dejar en www.dvrpc.org/TIP. DVRPC cumple con el Título VI de la Ley de Derechos Civiles del 1964 y los estatutos y reglamentos en todos los programas y actividades. DVRPC reuniones públicas se celebran siempre en las instalaciones de la ADA accesibles y en lugares accesibles al tránsito cuando sea posible. Servicios auxiliares se puede proveer a las personas que lo soliciten al menos siete días antes de una reunión. Para obtener más información, por favor llame al (215) 238-2871.

**PONGA
DINERO
EN SU
BOLSILLO**
ANUNCIE
SUS
servicios

Electricistas, Plomeros,
Carpinteros, Jardineros,
Ferreteros, Edificadores

DIRECTORIO DE SERVICIOS **215 569 4666 x 146**

PONTEALDIA
.COM
The Voice of Latinos[™]
online

