



APPENDIX G

Summary of the TIP Public Involvement Process, Summary of Public Comments, Original Public Comments, Agency Responses, Public Comment Outreach Documentation, and List of Recommended Technical Changes





Summary of the
Public Involvement Process
for the FY2018 TIP for New Jersey

SUMMARY OF THE PUBLIC INVOLVEMENT PROCESS FOR THE FY2018 TIP FOR NEW JERSEY

DVRPC has a long history of public participation in its planning process. We firmly believe in the principles of public participation by reaching out to as many stakeholders and members of the public as possible in an equitable and timely manner. Public participation is a way to ascertain the interests of a wide variety of residents across the region. The need for public involvement is inherent to sound decision-making. DVRPC strives to provide a variety of opportunities for residents to participate and become informed of the programming decisions that will affect the future of this region.

DVRPC engages in a multi-faceted public outreach program in order to provide a variety of opportunities for members of the public to make comments and receive information on the TIP. DVRPC encourages the public to pose questions about the TIP to state, county, transit, and DVRPC staff through its ongoing enhanced public participation process, and in particular, during the official TIP public comment period. The 32-day public comment period for the DVRPC FY2018 TIP for New Jersey opened on August 14, 2017 and closed on September 14, 2017 at 5:00 PM (EST). Notices of the public comment period and the scheduled public meeting were distributed to individuals and organizations that comprise a variety of stakeholders in the region, including nonprofit organizations; traditional transportation and transit users; underserved, minority, and low-income populations; the private sector; and the general public. An email notice was sent to over 3,700 individuals, organizations, and DVRPC affiliated groups on August 14, 2017.

Legal notices were placed in *The Philadelphia Inquirer*, *The Philadelphia Tribune*, *The Times of Trenton*, *Al Dia*, and the *Courier-Post*, and press advisories were issued to a wide variety of electronic and print media outlets. Hardcopies of the Draft TIP documents were available at DVRPC's Resource Center, and they were mailed to 13 area libraries in New Jersey (and 19 in Pennsylvania) for public review. Hardcopies of the Draft TIP documents and copies of the public notices were sent to Tribal governments. The Draft TIP documents and user-friendly web map application were made available online and proved a successful format for soliciting comments. DVRPC also used many social media outlets. Announcements about the TIP's public comment period, the public meeting, and illustrative examples of projects in the Draft TIP were posted on DVRPC's official [Facebook](#), [Instagram](#), and [Twitter](#) accounts. The public meeting was held on:

WEDNESDAY, SEPTEMBER 6, 2017
6:00 P.M. – 8:00 P.M. (EST)
COLLINGSWOOD SENIOR COMMUNITY CENTER
30 WEST COLLINGS AVENUE
COLLINGSWOOD, NJ 08108

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

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

DVRPC's website (www.dvrpc.org) was a vital tool in public outreach and continues to serve a useful purpose during the TIP update (and maintenance) cycle. The public notice and the entire Draft TIP document were placed on the DVRPC website, as were the dates and locations of the public meeting and other general information. People were able to download and/or access Draft TIP materials during the public comment period, use the search and web map tool, and submit their comments through the Draft TIP's online commenting feature. In addition, an e-mail address was available (tip@dvrpc.org) to facilitate the submission of comments. DVRPC also accepted comments by U.S. mail and fax.

PUBLIC COMMENT GUIDANCE

In an effort to receive more substantive comments, DVRPC offered extended guidance. Listed below are questions that DVRPC asked the public to consider during the review of the Draft TIP document.

- Given the projects in this Draft TIP, are we heading in the right direction? Are we meeting the needs of the region? Are we following the intent of the FAST Act?
- Does the Draft TIP contain the appropriate mix of projects with regard to (a) the amount of investment in highway projects versus the amount in transit projects, or (b) the types of improvements, such as maintenance and reconstruction of the existing system versus new capacity-adding projects; nontraditional projects (such as pedestrian, bicycle, or operational improvements); or freight improvements, versus the traditional highway and transit projects?
- Is this region getting its fair share of resources compared to other regions in the state or nation?
- Is the current transportation project development process, including environmental reviews and public input, effective?
- Given financial constraints, is this region investing money in the right types of projects?
- Is the Draft TIP document easy to use? How can it be further improved?

Comments were not limited to the broader issues of concern above. DVRPC, as always, welcomed opinions on specific projects contained in the Draft TIP, the Draft TIP development process, or on any other topic of concern. However, we reminded those intending to recommend new projects for the Draft TIP that in order to earn a place on the TIP, projects must first progress through the screening and planning processes described earlier. As a result, requests for new projects are generally referred to the appropriate agency for further investigation through their respective pre-TIP study efforts. These study efforts may lead to the project being placed on the TIP in some future year. DVRPC also made available, for the first time, a guide to help members from the public craft effective comments on the Draft TIP. It is available online at www.dvrpc.org/TIP/Draft/pdf/tips.pdf.

SUMMARY OF PUBLIC COMMENTS

After the public comment period ended, DVRPC reviewed each public submission via the online commenting feature of the Draft TIP web map, email, fax, and snail mail, and if necessary, followed-up with the person who submitted a comment (“commentor”) for clarification. A total of 116 individuals from the general public with some on behalf of advocacy groups, a university, a County Freeholder, and municipalities submitted 153 written comments on the Draft TIP primarily via the web-based online commenting application, followed by email and U.S. mail. The public commented on a total of 158 issues. Since some individuals commented on more than one issue in a submitted comment, DVRPC assigned each issue an “Item #” that was used to identify responses from the DVRPC regional planning partner agencies and included in the Appendix.

There were six general types of issues out of 158 issues received from 116 individuals. They are listed below by percent of comments received per issue.

1. 47 percent of comments supported a project, where most expressed support for DB #T302, Camden-Glassboro Light Rail Line, followed by other projects;
2. 23 percent of comments requested for a new TIP project/line item/study;
3. 20 percent of comments were project concerns, questions, and/or suggestions;
4. 6 percent of comments were general concerns, questions, and/or suggestions;
5. 3 percent of comments requested to expand project scope for DB #15322, Delaware & Raritan Canal Bridges, from the NJDOT Statewide Program; and
6. 1 percent of comments did not support the project, DB #T302, Camden-Glassboro Light Rail Line.

A response from the appropriate agency was provided for every public comment that DVRPC received via email, in person, U.S. mail, fax, or the web application during the public comment period. Comments received after the comment period closed are also included towards the end of the subsequent “Original Public Comments” section.



Index of Public Comments on the Draft DVRPC FY2018 TIP for New Jersey

THIS SECTION INCLUDES ALL COMMENTS THAT
DVRPC RECEIVED DURING THE PUBLIC COMMENT PERIOD.

Index of Comments on the Draft DVRPC FY2018-2021 Transportation Improvement Program (TIP) for New Jersey

ITEM # COMMENTOR SUMMARY OF COMMENT

Comments Received from the General Public

Burlington

General TIP Comments: General requests, concerns, and/or questions

1	Lori Howard	Projects presented to DVRPC for TIP inclusion are not always reflective of what is needed in the community; concerned about the closure of Centerton Bridge.
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General TIP Comments: Requests for a new TIP project/line item/study

2	Florence Twp. Mayor Craig H. Wilkie	Add the intersection of US Route 130 and CR 656 (Florence-Columbus Road) to the NJDOT Study and Development Program for Concept Development.
3	Loretta Kelly	Add a study to assess the Route 73 and CR 543 (W. Broad St.) intersection (on the Burlington County side) that could lead to an improved on-ramp from CR 543 onto Route 73 in Palmyra, NJ.
4	Mansfield Twp. Mayor Sean Gable	Add the intersection of US Route 130 and CR 656 (Florence-Columbus Road) to the NJDOT Study and Development Program for Concept Development.

Camden

DB #: 10341: Route 168, Merchant Street to Ferry Avenue, Pavement

5	Dana Dobson	Include buffered bike lanes between Fairview St. and Cushing Ave. along Mt. Ephraim Ave.; and consider a road diet and bike lanes between Fairview St and Ferry Ave.
6	John Boyle	Include buffered bike lanes between Fairview St. and Cushing Ave. along Mt. Ephraim Ave.; and consider a road diet and bike lanes between Fairview St and Ferry Ave.

DB #: 11338: Route 70, Route 38 to Cropwell Road

7	Joseph Russell	Install missing crosswalks; make shoulders along Rt. 70 bike-friendly; design should acknowledge and also plan for bicycle/pedestrian use.
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DB #: 16340: Route 130, Bridge over Main Branch of Newton Creek

8	Dana Dobson	Consider providing pedestrian connections to the bridge.
9	John Boyle	Add sidewalks to both sides of the bridge to fulfill a missing link in the pedestrian network.

DB #: D1707: Cooper Street Pedestrian Access Project (TIGER) (Local Project)

10	Dana Dobson	Supports project
11	Joseph Russell	Supports project

DB #: D1708: Cooper's Poynt Roads Reconstruction Project (TIGER) (Local Project)

12	Dana Dobson	Supports project
13	John Boyle	Supports project
14	Joseph Russell	Supports project

DB #: D1709: Kaighn Avenue (CR 607), Bridge over Cooper River (Roadway Improvements) (Local Project)

15	Dana Dobson	Supports project
16	John Boyle	Supports project

DB #: T303: Walter Rand Transportation Center

17	Dana Dobson	Include bicycle and pedestrian considerations; and provide additional public outreach and input.
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General TIP Comments: General requests, concerns, and/or questions

18	John Boyle	Supports the creation of a comprehensive bicycle and pedestrian plan for Camden City.
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Gloucester

DB #: 12305: Route 47, Grove St. to Route 130, Pavement

19	Joseph Russell	Add bike lane, or at least a bike-compatible shoulder to the road.
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DB #: 15302: Route 41 and Deptford Center Road

20	Joseph Russell	Not supportive of project
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DB #: D1716: Route 322, CR 551 (Kings Highway)

21	John Boyle	Include buffered bike lanes (with enhanced markings through interchanges and intersections) or a multi-use path parallel to the road; require developers to install sidewalks, crosswalks and if needed, pedestrian refuge islands.
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Index of Comments on the Draft DVRPC FY2018-2021 Transportation Improvement Program (TIP) for New Jersey

ITEM # COMMENTOR SUMMARY OF COMMENT

Comments Received from the General Public

DB #: D1717: Route 45, Harrison Avenue/Mt Royal Road (CR 678), and Route 45, Berkley Road (CR 632)

22	Jeff Taylor	Supports project; also requests a study to widen Route 45 to 2 lanes per direction throughout this area, especially in the vicinity of the Mantua Blvd/Berkley Road intersection, to address bottleneck, and consider a jughandle for left turning traffic and a center left turn lane thru to the Jackson Road intersection.
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DB #: D1719: Center Square Rd (CR 620), Rt 295 Overpass

23	Jeff Taylor	Approve and expedite project quickly; review if the traffic light timing for traffic using this off ramp can be modified to increase the green light timing for traffic coming off the ramp by reducing the green light time on Center Square Road; review if newer interchange techniques, such as a Diverging Diamond Interchange, would benefit this location; review if widening I-295 between Center Square Road (Exit 10) and US 130 (Exit 11) and US 322 between I-295 and US 130; and if rebuilding the overpass over Raccoon Creek is appropriate to accommodate large traffic volume.
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General TIP Comments: General requests, concerns, and/or questions

24	Carol Rhodes	Questions DVRPC's published notice about Draft TIP public meeting
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General TIP Comments: Requests for a new TIP project/line item/study

25	Jeff Taylor	Add a study for widening Route 55 from 2 lanes per direction to 3 lanes per direction from at least Route 42 to CR 553 (Exit 53), and from south of Exit 53, investigate whether to widen Route 55 to US 322 (Exit 50).
26	Jeff Taylor	Add intersection modification project to the TIP for the intersection of NJ 42 and CR 689 (Berlin-Cross Keys Road).

Mercer

DB #: 01330A: Route 1, Southbound, Nassau Park Boulevard to Quaker Bridge Mall Overpass

27	Ian Henderson	Ensure there is a barrier along Rt. 1 to not create 5 lanes; agrees acceleration and deceleration along Rt. 1 is an issue.
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DB #: 11309: Route 130, Westfield Ave. to Main Street

28	Ian Henderson	Please keep lane width and traffic calming in mind. Consider a substantial shoulder or bike lane along Rt. 130.
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DB #: 12369: Route 31, Ewingville Road (CR 636)

29	Ian Henderson	Use better visibility striping for the intersection; place a pedestrian refuge within each side; consider a 4-way pedestrian crossing; make curbs ADA compliant with tighter corners; place pads at right angles facing each other; consider traffic calming measures; implact a general speed reduction.
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DB #: 12401: Route 31, Bull Run Road to Branch of Stoney Brook

30	Ian Henderson	Higher visibility crosswalk striping would be appropriate.
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DB #: 15322: Delaware & Raritan Canal Bridges

31	Deanna Stockton	Add Alexander Road D&R Canal Bridge (structure #3000-155) to Delaware & Raritan Canal Bridges (DB #15322) Concept Development Study.
32	Francis A. Guzik	Add Alexander Road D&R Canal Bridge (structure #3000-155) to Delaware & Raritan Canal Bridges (DB #15322) Concept Development Study.
33	KyuJung Whang	Add Alexander Road D&R Canal Bridge (structure #3000-155) to Delaware & Raritan Canal Bridges (DB #15322) Concept Development Study.
34	Princeton Mayor Liz Lempert	Add Alexander Road D&R Canal Bridge (structure #3000-155) to Delaware & Raritan Canal Bridges (DB #15322) Concept Development Study.
35	West Windsor Twp. Mayor Shing-Fu Hsueh	Add Alexander Road D&R Canal Bridge (structure #3000-155) to Delaware & Raritan Canal Bridges (DB #15322) Concept Development Study.

DB #: 15374: Route 33, Cleveland Avenue to Paxon Avenue

36	Ian Henderson	Ensure that corners of the Five Points intersection conform to ADA standards. Add higher visibility crosswalk striping.
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DB #: 17419: Route 1, Alexander Road to Mapleton Road

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ITEM #	COMMENTOR	SUMMARY OF COMMENT
Comments Received from the General Public		
37	David Mayer	Project should follow Complete Streets policies, including appropriate shoulders, to accommodate bicycle and pedestrian traffic. Widening without providing safe facilities for cyclists and pedestrians will make crossing the interchange more dangerous.
38	Ian Henderson	Consider the pilot shoulder use during peak periods for full time-but retain the peak period limits; allow a pedestrian interval at Harrison and Rt. 1.
39	Jerry Foster	Requests design to include bicycle and pedestrian safety features, per the Complete Streets policies of NJDOT, Mercer County and West Windsor Township; requests explanation for why project concept/design lacks bicycle and pedestrian safety features, per the Complete Streets policies of NJDOT, Mercer County and West Windsor Township.
40	John N Bottigheimer	Project needs to include Complete Streets/active transportation elements; and recommends a grade separated crossing be included in this project at the Dinky Bridge to connect the Princeton side of the project with an existing trail in West Windsor.
41	Michael Ruderman	Project lacks consideration for safe walking and cycling on Washington through the intersection and does not honor the Complete Streets objectives.
DB #: D0701: Princeton-Hightstown Road Improvements, CR 571 (Local Project)		
42	Henry Murphy	Supports the proposal of the West Windsor Pedestrian and Bike Alliance.
43	Ian Henderson	Provide traffic calming, and reduce the speed limit.
44	Ian Henderson	Reduce speed limit along CR 571 to 35 mph minimum. Implement a formal signal, e.g. HAWK signal. Consider sidewalk connectivity.
45	Jerry Foster	Project design is not consistent with West Windsor Township's redevelopment goals for a bicycle and pedestrian friendly main street; requests to stop this project until it is redesigned to be consistent with the Complete Streets policies of West Windsor Township, Mercer County and NJDOT.
46	Lynda Levy	Provide a pedestrian operated crossing with a stop light and a small median in the middle; lower the current speed limit to align with "Main St." plans.
47	Rick Rosenberg	Project should make this area more bicycle friendly.
48	Sonya Legg	Supports the proposal of the West Windsor Pedestrian and Bike Alliance for pedestrian operated traffic lights at Sherbrooke, no turn-right-on-red at Wallace/Cranbury and Clarksville, reduced speed on the 571, and medians to make crossing safer opposite Sherbrooke.
General TIP Comments: Requests for a new TIP project/line item/study		
49	Jeff Taylor	Add a study to determine if Rt. 29 could be widened to accommodate increased traffic volume, and if Rt. 29/Cass Street intersection could be reconstructed to minimize the effects and loss of turning movements.
Various		
DB #: D0906: Install Elevators, PATCO		
50	Dana Dobson	Supports project
51	Joseph Russell	Supports project
DB #: DR1802: Subway Structures Renovation		
52	Joseph Russell	Supports project
DB #: T302: Camden-Glassboro Light Rail Line		
53	Angela E Spellman	Supports project
54	Anthony Doran	Supports project
55	Barry Sloane	Supports project
56	Benjamin Lorimor	Supports project
57	Bill Bretschneider	Supports project
58	Bryan Bonfiglio	Funding in the TIP for this project is inadequate.
59	Bryan Bonfiglio	Supports project

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<i>ITEM #</i>	<i>COMMENTOR</i>	<i>SUMMARY OF COMMENT</i>
Comments Received from the General Public		
60	Carol Rhodes	Requests for a Draft TIP public meeting in Gloucester County; concern that Glassboro-Camden line will be "greenlighted without a thorough public vetting process;" and concern about NJ TRANSIT and the DRPA as sponsors of the new rail line.
61	Catherine Kaiser	Supports project
62	Cecilia Palmer	Supports project
63	Chris Foley	Supports project
64	Christopher Hammer	Supports project
65	Dana Dobson	Supports project
66	Daniel Monroe	Supports project
67	Danielle Wynne	Supports project
68	Debora Hilmore	Supports project
69	Doris Rogers	Supports project
70	Dottie Lange	Supports project
71	Doug Bateman	Supports project
72	Eric Wyzykowski	Supports project
73	Erica Moon	Supports project
74	Greg Celano	Supports project
75	Heidi Louis	Supports project
76	Helene Masiko	Supports project
77	Herb Dodds Jr	Supports project
78	Jacquie Gallagher	Supports project
79	James	Concern that rail line will "import" crime to Woodbury.
80	Jason Shaw	Supports project
81	Jean McClain	Supports project
82	John Leech	Supports project
83	Joseph Russell	Supports project
84	Kate Fraietta	Supports project
85	Keith Monahan	Supports project
86	Kelsey Gray	Supports project
87	Kerri Sullivan	Supports project
88	Kristina Morrison	Supports project
89	Lavon Phillips	Supports project
90	Lenor Mirochna	Supports project
91	Leslie Clark	Supports project
92	Lisa Trunell	Supports project
93	Loren Dann	Supports project
94	Lori Serra	Supports project
95	Martin Nolan	Supports project
96	Matthew I. Callahan	New rail line should be transfer free from Glassboro to Philadelphia (not stopping at Broadway in Camden City) and function as a PATCO style rapid transit in order to be more attractive to riders.
97	Michael Laskey	Supports project
98	Michelle	Supports project
99	Mike	Not supportive of project
100	Mike Lyons	Supports project
101	Nikki Campbell	Supports project

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ITEM # COMMENTOR SUMMARY OF COMMENT

Comments Received from the General Public

102	Nora Leary	Supports project
103	Nora Leary	Supports project
104	Patty Woodworth	Supports project
105	Paul Wood	Supports project
106	Regina Becker	Supports project
107	Regina Chavez	Supports project
108	Richard Feuer	Supports project
109	Rick Breitenfeldt	Supports project
110	Robert Dalessandro	Supports project
111	Robert Nylund	Supports project
112	Scott Carew	Supports project
113	Shirley Sharkey	Supports project
114	Stephanie Soden	Supports project
115	Tracey Parker	Supports project
116	Victoria Hall	Supports project
117	Wayne Knight	Supports project
118	Wendy George	Supports project

General TIP Comments: General requests, concerns, and/or questions

119	Dana Dobson	TIP public engagement recommendations
120	Jeff Taylor	Investigate if Hawks Bridge Road (NJ 140) overpass over I-295 should be widened/replaced, if interchange 2B/2C of I-295 should be revamped, and if widening of Rt. 140 is necessary between the Flying J Truck Stop and the NJ Turnpike Overpass, near the Pilot Truck stop in Salem County, New Jersey.
121	John Boyle	Requests NJDOT and counties to consult the 2017 NJ Complete Streets Design Guide for appropriate bicycle and pedestrian treatments.
122	Joseph Russell	DVRPC should spend funding on engineering work that mitigates the effects of sprawl and build a sustainable future.
123	Olivia Glenn	Interested in learning about how Environmental Justice priorities inform funding priorities and types of improvement projects in DVRPC region.

General TIP Comments: Requests for a new TIP project/line item/study

124	Alexander E. Houseal Jr.	Create a line item to construct Circuit Trails.
125	Ann Baldyga	Create a line item to construct Circuit Trails.
126	Barbara Reeder	Create a line item to construct Circuit Trails.
127	Brian Strobe	Create a line item to construct Circuit Trails.
128	Charmaine Michaels	Create a line item to construct Circuit Trails.
129	Chris Cominetto	Create a line item to construct Circuit Trails.
130	Dana Dobson	Create a line item to construct Circuit Trails.
131	Dawn Trombetta	Create a line item to construct Circuit Trails.
132	Ed Arnold	Create a line item to construct Circuit Trails.
133	Frank Lipiecki	Create a line item to construct Circuit Trails.
134	James Markgraf	Create a line item to construct Circuit Trails.
135	Jeff Meyers	Create a line item to construct Circuit Trails.
136	JQ Wade	Create a line item to construct Circuit Trails.
137	Len Eisenberg	Create a line item to construct Circuit Trails.
138	Lynn Delsing	Create a line item to construct Circuit Trails.
139	Marie Inferrera Holmdal	Create a line item to construct Circuit Trails.

Index of Comments on the Draft DVRPC FY2018-2021 Transportation Improvement Program (TIP) for New Jersey

<i>ITEM #</i>	<i>COMMENTOR</i>	<i>SUMMARY OF COMMENT</i>
Comments Received from the General Public		
140	Mark Ricci	Create a line item to construct Circuit Trails.
141	Micha Abrams	Create a line item to construct Circuit Trails.
142	Michael Bembridge	Create a line item to construct Circuit Trails.
143	Nancy Matthews	Create a line item to construct Circuit Trails.
144	Nathaniel Collins	Create a line item to construct Circuit Trails.
145	R. Bruce Donald, APBP	Create a line item for trail development.
146	Stephen Gingo	Create a line item to construct Circuit Trails.
147	Stephen Marshall	Create a line item to construct Circuit Trails.
148	Steven Fenster	Create a line item to construct Circuit Trails.
149	Suzanne Lowing	Create a line item to construct Circuit Trails.
150	Thomas Groeller	Create a line item to construct Circuit Trails.
151	Tom DiSpaldo	Create a line item to construct Circuit Trails.
152	William R. Krisak	Create a line item to construct Circuit Trails.

Comments Received from the DVRPC Planning Partners & Agencies

Burlington

General TIP Comments: Requests for a new TIP project/line item/study

153	Freeholder Director Bruce Garganio	Add the intersection of US Route 130 and CR 656 (Florence-Columbus Road) to the NJDOT Study and Development Program for Concept Development.
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**Original Public Comments
on the Draft DVRPC FY2018
TIP for New Jersey**

THIS SECTION INCLUDES ALL COMMENTS THAT
DVRPC RECEIVED DURING THE PUBLIC COMMENT PERIOD.



PUBLIC COMMENT FORM

DRAFT FY2018 FOR NEW JERSEY



Item #: 1

Name: Lori Howard

County: Burlington

Project Title: General Comment

Comment:

General comment is that the projects presented to DRVPC are not always reflective of what is needed in the community. The Centerton Bridge in Burlington County has fallen into disrepair over the years, since it has never been submitted for a TIP. If all bridges had to be reviewed before funding was provided to any bridge, it would be a more fair process. The closure of the Centerton Bridge is affecting many county roads, town roads, state roads and federal highways. More money spent on projects that may not be needed if the bridge were open.



PUBLIC COMMENT FORM

DRAFT FY2018 FOR NEW JERSEY



Item #: 2

Name: Florence Twp. Mayor Craig H. Wilkie

County: Burlington

Project Title: General Comment

Comment:

Dear Executive Director Seymour:

After reviewing the Draft FY 2018 Transportation Improvement Program (TIP) for New Jersey, I wanted to point out that there is a very pressing traffic problem that needs to be addressed at the intersection of US Route 130 and CR 656 (Florence-Columbus Road) in Florence Township, Burlington County.

The Township Council and I have been discussing traffic concerns in our community and working with Burlington County, the DVRPC and other agencies in an effort to address future improvements that will be necessary to meet not only current demands, but future needs that are already anticipated to add significant pressure to some of our main intersections and roads. The most burdened intersection is the one at US Route 130 and CR 656 (Florence-Columbus Road). Florence Township is requesting that this intersection be included in the "Study and Development Projects" section in the TIP for concept development.

Florence Township is aware of the prior DVRPC studies and the results confirm that this vital roadway intersection is inadequate at peak times and that the economic development growth in our region will continue to exceed the ability of the intersection to efficiently handle motorist and truck traffic. Further, future economic development in our region is going to overwhelm and negatively impact the functionality of this intersection.

In the Transportation Problem Statement (TPS), it notes that the "US Route 130 and CR 656 (Florence-Columbus Road) intersection in Florence Township, Burlington County serves as the focal point for highway access to both the New Jersey Turnpike via Exit 6-A and I-295 at intersection 52." We can all acknowledge that US Route 130 and CR 656 is exhibiting signs of severe congestion and that increasing vehicular and heavy truck volume will only continue to overburden these two roadways and the intersection.

At the current time, the existing signalized intersection is already failing at peak hours and the approaching locations are feeling immense pressure to adequately function at times. The concerns about the intersection expressed in the TPS are an indication that current and future concerns for safety warrants the need to implement action. There have been accidents involving heavy vehicles at this intersection, and there were also two fatalities involving heavy trucks. The TPS concluded that future "significant growth in warehouse activity in the surrounding area will future exacerbate the intersection's capacity, operational and safety problems and prove detrimental to economic development in the area."



PUBLIC COMMENT FORM

DRAFT FY2018 FOR NEW JERSEY



The Township Council and I are grateful to the DVRPC for all its planning efforts in our area, and especially for the planning work involving the Route 130 Corridor where the intersection of US Route 130 and CR 656 (Florence-Columbus Road) is located. As mentioned above, previous DVRPC studies have identified the intersection of US Route 130 and CR 656 as a "problem location." Because of the multiple destinations serviced by these two roads and this intersection, the volume of trucks using the roadways and travelling through the intersection is substantial. When adding the large amount of traffic to already sizeable vehicular volume, the intersection is simply unable to function up to an acceptable standard now and in the future.

The intersection of US Route 130 and CR 656 (Florence-Columbus Road) is intricately tied into the future economic viability of the northern section of Burlington County. Our region is experiencing continued and impressive growth. Implementing much needed improvements to this intersection is essential not only to sustain commercial growth, but also for maintaining an adequately functioning roadway network in the region.

On behalf of Florence Township, I am respectfully requesting that the US Route 130 and CR 656 (Florence-Columbus Road) intersection be included in the FY 2018 TIP for concept development so that we can cooperatively work on addressing a solution for the traffic problems at this location. We would also ask that this important intersection be included in future TIP's so that we can achieve an engineering design that results in the construction of a much improved traffic network.

The Township Council and I look forward to working with the DVRPC, Burlington County and the NJDOT so that we can implement long-term improvements to the intersection of US Route 130 and CR 656 (Florence-Columbus Road).

Very truly yours,
Craig H. Wilkie,
Mayor



PUBLIC COMMENT FORM

DRAFT FY2018 FOR NEW JERSEY



Item #: 3

Name: Loretta Kelly

County: Burlington

Project Title: General Comment

Comment:

I would like to ask for an assessment of the Route 73 and County Route 543 (W Broad St) intersection (on the Burlington County side) in future NJ TIPs. Specifically, a safety assessment, which could lead to an improved on-ramp from Route 543 onto Route 73 in Palmyra, NJ. Presently, Route 543 drivers must merge onto Route 73 from a full stop, which is very difficult given the high rate of speed on Route 73. Moreover, a significant blind spot is created for Route 543 drivers trying to merge by the buttress for the Riverline train tracks that cross over Route 73 at this intersection. Thank you very much for your consideration.

Item #: 4

Name: Mansfield Twp. Mayor Sean Gable

County: Burlington

Project Title: General Comment

Comment:

Dear Executive Director Seymour:

Following discussion, with reference to the above [Delaware Valley Regional Planning Commission Draft FY 2018 Transportation Improvement Program (TIP) for NJ], we as the Township Committee strongly support the Burlington County Board of Freeholders in their request to add the intersection of US Route 130 and CR 656 (Florence/Columbus Rd) in Florence Township, Burlington County, New Jersey to the Study and Development Project Section in the TIP for concept development.

The Committee and I support the Freeholder's letter in reference to the failure in the above intersection, dated August 24, 2017, in realizing that this intersection is a focal point for highway access to both the NJ Turnpike, via Exit 6A and I-295 (at Interchange 52). Because of the growth in Florence Township, we have seen substantial truck traffic, which has inundated this intersection and caused major traffic issues, as well as, accidents.

Thanking you in advance for your assistance and consideration in adding this intersection.

I remain,

Respectfully yours,
Sean Gable
Mayor



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DRAFT FY2018 FOR NEW JERSEY



Item #: 5

Name: Dana Dobson

County: Camden

Project Title: DBNUM: (10341) Route 168, Merchant Street to Ferry Avenue, Pavement

Comment:

Tri-State Transportation Campaign would like this project to consider the inclusion of buffered bike lanes between Fairview Street and Cushing Avenue due to its ample street width that can allow a safer facility. This project should also consider a road diet with bike lanes between Fairview Street and Ferry Avenue.

Item #: 6

Name: John Boyle

County: Camden

Project Title: DBNUM: (10341) Route 168, Merchant Street to Ferry Avenue, Pavement

Comment:

Mt. Ephraim Avenue is wide enough for the inclusion of buffered bike lanes between Fairview St and Cushing Ave and should be installed. Consideration for a road diet and bike lanes should be considered between Fairview St and Ferry Ave.

Item #: 7

Name: Joseph Russell

County: Camden

Project Title: DBNUM: (11338) Route 70, Route 38 to Cropwell Road

Comment:

I hope this project includes installing missing crosswalks (such as at Route 70 and South Connell Blvd, where there are crosswalks on only three sides of the intersection). I also hope the shoulders will be bike-friendly, because people do in fact ride bikes on Route 70. Despite its highway-like engineering, Route 70, especially in Erlton, is a place where people do walk around and ride bikes. Any work on this road should acknowledge and plan for that use.



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Item #: 8

Name: Dana Dobson

County: Camden

Project Title: DBNUM: (16340) Route 130, Bridge over Main Branch of Newton Creek

Comment:

Tri-State Transportation Campaign would like this project to consider the pedestrian connections to the bridge from either side of the bridge in the scope of work. Google street maps shows that south side of the creek along 130 has worn footpaths leading up to the sidewalk and the neighborhoods to the north such as the Newton Creek Mobile Home Park have no sidewalks.

Item #: 9

Name: John Boyle

County: Camden

Project Title: DBNUM: (16340) Route 130, Bridge over Main Branch of Newton Creek

Comment:

We support this project if sidewalks are included on both sides of the bridge.

The existing bridge currently has sidewalks however there are no connecting to this bridge north to the Newton Creek Mobile Home Park which has no sidewalks and is hemmed in by highways. If this cannot be added scope of work then this should be considered as a missing link in the pedestrian network.

Item #: 10

Name: Dana Dobson

County: Camden

Project Title: DBNUM: (D1707) Cooper Street Pedestrian Access Project (TIGER)

Comment:

Tri-State Transportation Campaign supports this project but would like to see public review of the plans. The initial NJDOT traffic study is 12 years old and the follow-up study that awarded the TIGER funding is also seven years old. This is a long period for a City of rapid change the past decade, along with a decade of change in bicycle, pedestrian and light rail street design.



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Item #: 11

Name: Joseph Russell

County: Camden

Project Title: DBNUM: (D1707) Cooper Street Pedestrian Access Project (TIGER)

Comment:

I love the goal of reengineering this street to be more pedestrian friendly. Please keep in mind people who ride bikes as you're working on this street; Cooper Street provides an invaluable link to the Ben Franklin Bridge at 5th Street, and from Broadway to 5th at the very least, it should be as bike-friendly as possible. A parking-protected bike lane would be ideal.

Item #: 12

Name: Dana Dobson

County: Camden

Project Title: DBNUM: (D1708) Cooper's Poynt Roads Reconstruction Project (TIGER)

Comment:

Tri-State Transportation Campaign supports this project and looks forward to multi-modal improvements in Coopers Poynt.

Item #: 13

Name: John Boyle

County: Camden

Project Title: DBNUM: (D1708) Cooper's Poynt Roads Reconstruction Project (TIGER)

Comment:

The Bicycle Coalition of Greater Philadelphia supports this project.

Item #: 14

Name: Joseph Russell

County: Camden

Project Title: DBNUM: (D1708) Cooper's Poynt Roads Reconstruction Project (TIGER)

Comment:

I fully support the repaving and reengineering of Camden city streets as long as they are engineered to provide maximum accommodation to people walking and riding bikes. Camden is a city and its streets need to work within that context.



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Item #: 15

Name: Dana Dobson

County: Camden

Project Title: DBNUM: (D1709) Kaighn Avenue (CR 607), Bridge over Cooper River (Roadway Improvements)

Comment:

Tri-State Transportation Campaign supports this project as an important connector in the Circuit Trail Network. Additionally, "Regional Trail Network" is referenced in the description- could this be changed to the Circuit Trails Network in all instances in the TIP?

Item #: 16

Name: John Boyle

County: Camden

Project Title: DBNUM: (D1709) Kaighn Avenue (CR 607), Bridge over Cooper River (Roadway Improvements)

Comment:

The Bicycle Coalition of Greater Philadelphia supports this project.

Item #: 17

Name: Dana Dobson

County: Camden

Project Title: DBNUM: (T303) Walter Rand Transportation Center

Comment:

Tri-State Transportation Campaign supports the redesign of Walter Rand Transportation Center. In the future, we hope that this process has additional public outreach and input, as the only public information session in May 2017 was poorly publicized and as a result, poorly attended by the general public. We also would like the inclusion of bicycle considerations in addition to those for pedestrians.

Item #: 18

Name: John Boyle

County: Camden

Project Title: General Comment

Comment:

We support the creation of a comprehensive bicycle and pedestrian plan for Camden City.



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Item #: 19

Name: Joseph Russell

County: Gloucester

Project Title: DBNUM: (12305) Route 47, Grove St. to Route 130, Pavement

Comment:

It would be nice if this road had a bike lane, or at least a bike-compatible shoulder.

Item #: 20

Name: Joseph Russell

County: Gloucester

Project Title: DBNUM: (15302) Route 41 and Deptford Center Road

Comment:

We should not spend money on things like this. Instead, we should be spending money on reducing car use, not making it easier. This is how we get congestion; you get what you build for. Every time you make it easier for people to drive, you get more traffic, which no one likes. This is a waste of money.

Item #: 21

Name: John Boyle

County: Gloucester

Project Title: DBNUM: (D1716) Route 322, CR 551 (Kings Highway)

Comment:

The Bicycle Coalition of Greater Philadelphia believes that this is an opportunity to improve bicycle and pedestrian travel along the corridor. We suggest the inclusion of either buffered bike lanes (with enhanced markings through interchanges and intersections) or a multi-use path parallel to the road. Developers should be required to install sidewalks, crosswalks and if needed pedestrian refuge islands.



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Item #: 22

Name: Jeff Taylor

County: Gloucester

Project Title: DBNUM: (D1717) Route 45, Harrison Avenue/Mt Royal Road (CR 678), and Route 45, Berkley Road (CR 632)

Comment:

This project, stated in the FY18 TIP program as project DBNUM: D1717 / UPC: 174060, will reconstruct two intersections on Route 45 in Mantua Twp: Harrison Avenue/Mt Royal Rd. (Rt 678), and Mantua Blvd/Berkley Rd (Rt. 632).

These projects are much needed and it would be desirable to have these intersections reconstructed in a reasonably short period of time.

In addition to the stated goals of adding turning lanes on all approaches to these 2 intersections, I would like to have investigated the widening of Route 45 to 2 lanes per direction throughout this area, but especially in the vicinity of the Mantua Blvd/Berkley Road intersection. This intersection, combined with the nearby light at Main St (Rt. 553A) approximately 700 feet to the north, causes a large amount of congestion on Rt. 45 South due to the 2 lanes of traffic on Rt. 45 South being condensed into 1 lane between these two intersections. By increasing the width of Rt. 45 (especially southbound) to 2 lanes per direction in this short area, it will alleviate this bottleneck. Traffic can be reduced to one lane after passing thru the Mantua Blvd intersection, or (preferable) maintain two lanes until south of the Mt. Royal Rd intersection.

Due to the space available, if Route 45 was to be widened, it could be reviewed to determine if a jughandle can be built for left turning traffic, possibly by utilizing space between the existing bank and drug store in the Toll House Shopping Plaza, reconfiguring the parking lot and business's driveways.

It should also be investigated, depending on the widening mentioned above, of widening Route 45 in this area to include a center left turn lane. Numerous houses, side streets and businesses in this stretch involve plenty of left turning traffic. Traffic only moves as well as it does due to motorists using the shoulder, which technically is not permitted in NJ. This center turn lane should be considered thru to the Jackson Road intersection, south of the Berkley Road intersection.



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Item #: 23

Name: Jeff Taylor

County: Gloucester

Project Title: DBNUM: (D1719) Center Square Rd (CR 620), Rt 295 Overpass

Comment:

This project, as stated in the FY18 TIP program as project DBNUM: D1719 / UPC: 174080, will widen or reconstruct the Center Square Road (Rt. 620) overpass over I-295 in Logan Twp. I will like to recommend this much needed widening be approved and expedited as much as possible.

As it is known, the off ramp from 295 to Center Square Road is congested back to mainline 295 on a daily basis during the afternoon rush hour. A revamped interchange should also include a multilane offramp, providing at least 2 left turn lanes and a separate right turn lane from 295 South to Center Square Road.

In the short term, it should be reviewed if the traffic light timing for traffic using this off ramp can be modified to increase the green light timing for traffic coming off the ramp by reducing the green light time on Center Square Road, as long as it doesn't increase congestion on Center Square Road. In addition, it should be reviewed to determine if newer interchange techniques, such as a Diverging Diamond Interchange, would be beneficial to this location.

Also, because a large amount of traffic is utilizing 295 only between Center Square Road (Exit 10) and US 130 (Exit 11), it should be reviewed to determine if a widening of I-295 is appropriate in this area. Within this area is an overpass over Raccoon Creek. This overpass was originally built to allow a 3rd lane in each direction, evident by the protruding piers in-between the Northbound and Southbound lanes. This will permit a faster and less expensive widening between Exit 10 and Exit 11 as opposed to if the overpass needed to be completely rebuilt.

In direct relation to the above, it should also be reviewed to determine if widening US 322 between I-295 and US 130 is appropriate as well. This rural section of US 322 has few driveways and other limitations, and will reduce traffic congestion on this single lane stretch of US 322 between the dual lane sections around I-295 and near the Commodore Barry Bridge.



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Item #: 24

Name: Carol Rhodes

County: Gloucester

Project Title: General Comment

Comment:

I contacted Assemblyman Paul Moriarity and Senator Steve Sweeny as well as our local newspaper to find out why Gloucester County was bypassed for a meeting. How much published notice was given for the Collingswood meeting?



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Item #: 25

Name: Jeff Taylor

County: Gloucester

Project Title: General Comment

Comment:

Over the past 9 years, significant investments have been made into bringing a commuter train through Gloucester County. However, due to the costs in relation to the anticipated ridership, the line has not gained the ultimate support of NJ Transit or the DRPA towards the ultimate goal of being built. This has also sidetracked the related rapid bus lines that were proposed along the Rt. 55 and Rt. 42 corridors.

As an alternative, I would like to propose the DVRPC and NJDOT to look into widening Rt. 55. While most people know that Rt. 55's median from CR 553 (Exit 53) to Route 42 was built with a rail line in mind, NJDOT also had the forethought of building the bridges and sign structures wide enough to easily accommodate a 3rd lane in each direction throughout much of the corridor.

Route 55 has become an increasingly heavily travelled corridor throughout Gloucester County and into Cumberland County for daily traffic, along with its well-known weekend shore traffic. Traffic congestion, which was normally limited to the northern-most mile or so approaching Route 42 during the morning rush hour, has intensified to both the morning and afternoon rush hour periods most weekdays. In addition, the 2 lane-per-direction highway is often quite heavy throughout the corridor during the day with general traffic.

Thus, I believe it would be in the best interests of the region and the motorists to look at widening Route 55 from 2 lanes per direction to 3 lanes per direction from at least Route 42 to CR 553 (Exit 53). The only structural improvement along this stretch that would be necessary would be widening the overpass over Mantua Creek, about a mile north of Exit 53. Otherwise, any other improvements would be safety measures such as guiderails, tree clearing close to the highway, the VMS sign approaching Exit 56, and other relatively minor details. The 3rd lane can otherwise be easily built within the right-of-way without any other overpass or gantry sign reconstruction.

South of Exit 53, it should further be investigated whether to widen Route 55 to US 322 (Exit 50). While the median's width is reduced in this area, it, and the associated overpass and sign gantries, have mostly been built to accompany a 3rd lane in each direction as well, with minor safety improvements. The only significant construction, aside from the roadway, would be the overpass widening of the Chestnut Branch creek midway between Exits 50 and 53.

With the planned restriping of Route 55 from 1 lane to 2 lanes as it approaches Route 42 as part of the upcoming 295/42 Missing Moves project which should reduce congestion in that



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area, a widening of Route 55 will make the highway safer and more conducive for traffic through the county.



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Item #: 26

Name: Jeff Taylor

County: Gloucester

Project Title: General Comment

Comment:

Please consider adding an intersection modification project to NJDOT FY18. 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 a left turn lane, two thru lanes, 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 should 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 narrow width curb can be installed to maintain separation of traffic. The current phasing at this intersection on Rt. 42 provides for dedicated left turn signals on Rt. 42, prohibiting left turning traffic when through-traffic on Rt. 42 has a green signal, and this phasing is assumed to stay the same under this proposed alignment. Additionally, the full right shoulder should be re-lined or widened as necessary as to legally allow right turning traffic 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. This will remove turning traffic from the through lanes.

[See current and proposed alignments by Jeff Taylor in the next page.]

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

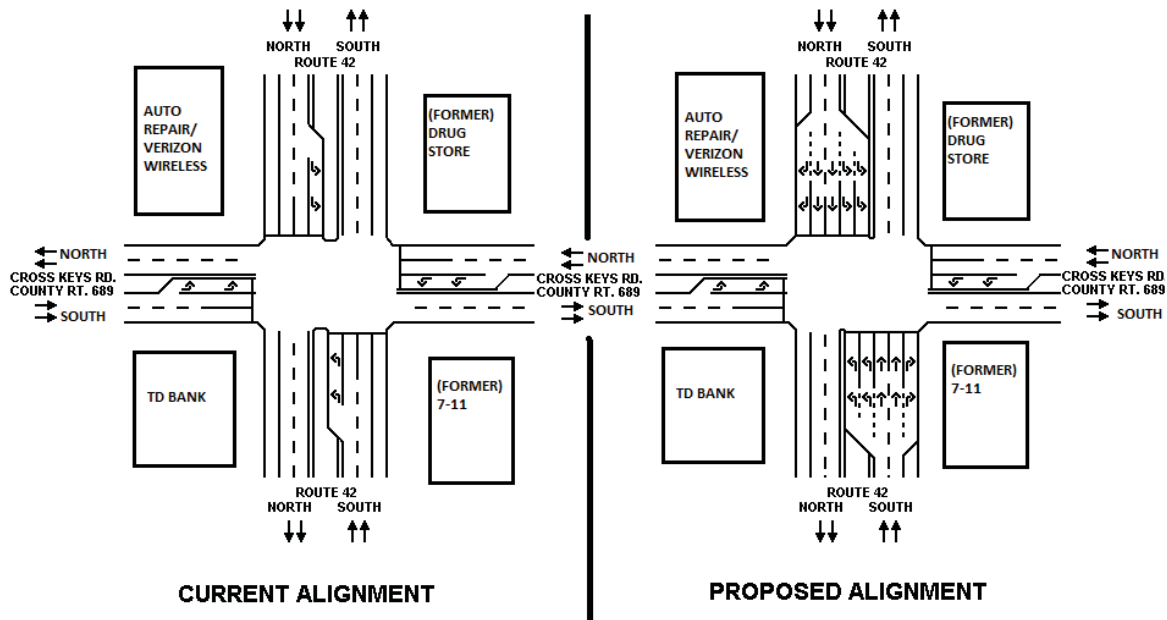
It is also noted that the intersection has a peak and off-peak timing. During the peak timing, traffic from all directions generally seems to be able to get through the traffic light on a single cycle (with the exception of some left turning traffic). However, during the off-peak timing, traffic - especially motorists on Northbound Cross-Keys Road - experiences a very short green cycle, and traffic can often back up significantly and takes several light cycles to get through the light. The timing of this light should be visited to determine if the cycling timing currently used for peak-volume hours should be used at all times, as this appears to provide for efficient traffic flow from all directions.

There has been a large increase of residential and commercial development on Cross Keys Road, which has been increasing the amount of traffic utilizing this intersection, especially turning onto Cross Keys Road, as well as through traffic on Cross Keys Road itself.

Route 42 / Cross Keys Road Widening

Please consider adding an intersection modification project to NJDOT FY18. 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 a left turn lane, two thru lanes, 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 should 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 narrow width curb can be installed to maintain separation of traffic. The current phasing at this intersection on Rt. 42 provides for dedicated left turn signals on Rt. 42, prohibiting left turning traffic when through-traffic on Rt. 42 has a green signal, and this phasing is assumed to stay the same under this proposed alignment. Additionally, the full right shoulder should be re-lined or widened as necessary as to legally allow right turning traffic 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. This will remove turning traffic from the through lanes.



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

It is also noted that the intersection has a peak and off-peak timing. During the peak timing, traffic from all directions generally seems to be able to get through the traffic light on a single cycle (with the exception of some left turning traffic). However, during the off-peak timing, traffic - especially motorists on Northbound Cross-Keys Road - experiences a very short green cycle, and traffic can often back up significantly and takes several light cycles to get through the light. The timing of this light should be visited to determine if the cycling timing currently used for peak-volume hours should be used at all times, as this appears to provide for efficient traffic flow from all directions.

There has been a large increase of residential and commercial development on Cross Keys Road, which has been increasing the amount of traffic utilizing this intersection, especially turning onto Cross Keys Road, as well as through traffic on Cross Keys Road itself. However, the intersection has not been upgraded to accommodate this increased traffic.

What could be short-term, quick fixes 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, and from Cross Keys Road to Route 42 South 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. In the long-term though, the intersection should be widened to accommodate the increased traffic utilizing Cross Keys Road.



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However, the intersection has not been upgraded to accommodate this increased traffic.

What could be short-term, quick fixes 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, and from Cross Keys Road to Route 42 South 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. In the long-term though, the intersection should be widened to accommodate the increased traffic utilizing Cross Keys Road.

Item #: 27

Name: Ian Henderson

County: Mercer

Project Title: DBNUM: (01330A) Route 1, Southbound, Nassau Park Boulevard to Quaker Bridge Mall Overpass

Comment:

I would agree that acceleration and deceleration for Rt 1 is an issue.

In terms of widening, you would need to make sure that some sort of barrier exists so as not to have 5 lanes. That would be disastrous for traffic calming, particularly in rush hour.

Item #: 28

Name: Ian Henderson

County: Mercer

Project Title: DBNUM: (11309) Route 130, Westfield Ave. to Main Street

Comment:

Please keep lane width and traffic calming in mind. Traffic slows on 10-11 ft. lanes vs 12 ft.. There are also people pedaling to work on Rt. 130. A substantial shoulder or bike lane should be consulted.

That crossing outside of Dunkin Donuts has also been the site of several crashes over the years.



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Item #: 29

Name: Ian Henderson

County: Mercer

Project Title: DBNUM: (12369) Route 31, Ewingville Road (CR 636)

Comment:

The intersection could use a better visibility striping. Since the distance between the curbs are over 60 ft., a pedestrian refuge could be placed within each side. A 4-way pedestrian crossing could be considered.

Curbs need ADA upgrades and tighter corners versus the rounded. Pads should be placed at right angles and facing each other.

Traffic calming measures should be considered and a general reduction in speed could be implemented.

Item #: 30

Name: Ian Henderson

County: Mercer

Project Title: DBNUM: (12401) Route 31, Bull Run Road to Branch of Stoney Brook

Comment:

Higher visibility crosswalk striping would be appropriate.

Item #: 31

Name: Deanna Stockton

County: Mercer

Project Title: DBNUM: (15322) Delaware & Raritan Canal Bridges

Comment:

See attached letter from Deanna Stockton, Princeton Municipal Engineer.



Municipality of Princeton

*Witherspoon Hall
400 Witherspoon Street
Princeton, NJ 08540-3496*

*Office of the Engineer
Telephone (609)921-7077
Facsimile (609) 688-2026*

**DVRPC Note: This is an attachment from
Deanna Stockton (Item #31).**

DEANNA STOCKTON, P.E., C.M.E.
Municipal Engineer
dstockton@princetonnj.gov

Transmitted via e-mail

September 14, 2017

TIP Comments
190 N. Independence Mall West, 8th Floor
Philadelphia, PA 19106-1520

**RE: Draft FY 2018-2021 TIP for New Jersey DB# 15322 Delaware & Raritan Canal Bridges –
Request to Add NJDOT D&R Canal bridge (Structure No. 3000-155) on Alexander Street to the
Concept Development Study**

Dear DVRPC Staff:

The Municipality of Princeton has been collaborating with Mercer County for the replacements of their Alexander Street bridge and Alexander Street culvert just north of the NJDOT D&R Canal bridge (Structure No. 3000-155) on Alexander Street. We have been advised that this NJDOT D&R Canal bridge has a structural deficiency rating of 33.8, NBI substructure rating of 4, and a load posting of 20 tons. We respectfully request that this structure be added to DB# 15322 Delaware & Raritan Canal Bridges on the FY 2018-2021 TIP for New Jersey.

As evidenced by the attached letters from the Mayor of Princeton, the Mayor of West Windsor Township and the Vice President of Facilities at Princeton University, we have collectively requested that NJDOT include the D&R Canal bridge (Structure No. 3000-155) in a current Concept Development Study for full replacement of the D&R Canal bridges at Quaker Road (Structure No. 3000154) and Washington Road (Structure No. 3000-156). As the D&R Canal structure is deficient and is contiguously located to structures planned for replacement by Mercer County, we hold that it is in the public's best interest for traffic mobility and cost effectiveness to study, plan, permit, design, and construct the structures within the same project window rather than staggering the schedules.

We appreciate your consideration of this inclusion in DB #15322 Delaware & Raritan Canal Bridges on the FY 2018-2021 TIP for New Jersey. If you have any questions, please contact Mayor Liz Lempert at 609-924-5704 or me at 609-921-7077.

Best regards,

Deanna Stockton, P.E., C.M.E.
Municipal Engineer

Attachments



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Item #: 32

Name: Francis A. Guzik

County: Mercer

Project Title: DBNUM: (15322) Delaware & Raritan Canal Bridges

Comment:

Good afternoon:

The purpose of this email is to submit public comment on the Draft FY2018 TIP for the Project ""D&R Canal Bridges"" (DB# 15322 / UPC: 153220).

The Township of West Windsor is requesting that the Alexander Road Bridge over D&R Canal be included in the referenced program study, and that it be expedited in light of the fact that it is already known and documented to be structurally deficient, and also because Mercer County is separately working on project plans for the replacement of the Alexander Road Bridge over Stony Brook, immediately adjacent to said D&R Canal Bridge. Because both bridges are structurally deficient and require replacement, it would be extremely advantageous if both the State and County bridge projects could be coordinated so that they are completed during the same public road closure window. Such coordination would benefit not only West Windsor Township, but also the Municipality of Princeton, Princeton University, and the surrounding region that relies on the ability to access US Route 1 and the Princeton Junction Train Station at West Windsor, utilizing the Alexander Road roadway corridor.

Please also accept the attached letter [from Mayor Shing-Fu Hsueh to NJDOT Project Manager] as further support of this public comment on the Draft FY2018 TIP for the Project ""D&R Canal Bridges"" (DB# 15322 / UPC: 153220).

Please confirm receipt of this comment submission.

Thanks,
Francis

Francis A. Guzik, PE, CME
Director of Community Development
Township Engineer
West Windsor, NJ 08550



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Item #: 33

Name: KyuJung Whang

County: Mercer

Project Title: DBNUM: (15322) Delaware & Raritan Canal Bridges

Comment:

See attached letter from Princeton University Vice President for Facilities on the Draft DVRPC FY18 Statewide Transportation Improvement Program.

Item #: 34

Name: Princeton Mayor Liz Lempert

County: Mercer

Project Title: DBNUM: (15322) Delaware & Raritan Canal Bridges

Comment:

See attached letter.

Item #: 35

Name: West Windsor Twp. Mayor Shing-Fu Hsueh

County: Mercer

Project Title: DBNUM: (T302) Camden-Glassboro Light Rail Line

Comment:

See attached letter from West Windsor Township Mayor Shing-Fu Hsueh.

Item #: 36

Name: Ian Henderson

County: Mercer

Project Title: DBNUM: (15374) Route 33, Cleveland Avenue to Paxon Avenue

Comment:

At Five Points intersection, make sure the corners conform to ADA standards. Add higher visibility crosswalk striping.



**PRINCETON
UNIVERSITY**

KyuJung Whang

Vice President for Facilities

September 14, 2017

Office of the Vice President for Facilities
MacMillan Building
Princeton, New Jersey 08544
T 609-258-5491
whang@princeton.edu

Delaware Valley Regional Planning Commission

Attn: TIP Comments

190 North Independence Mall West, 8th Floor

Philadelphia, PA 19106-1520

Sent Via Email

**Re: FY 2018-2027 Statewide Transportation Improvement Program
Delaware and Raritan Canal Bridge DBNUM: 15322/UPC: 153220**

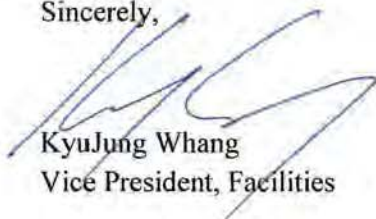
Dear Commission Members,

Princeton University respectfully submits comments for the FY 2018-2027 Statewide Transportation Improvement Program. In particular, we provide the Commission with context on the Alexander Street D&R Canal Bridge (3000155), which is not presently listed in the draft Statewide Transportation Improvement Program.

The Alexander Street D&R Canal Bridge, located in Mercer County, is a wood or timber stringer/multi-beam or girder type bridge, built in 1948, and is classified as Structurally Deficient due to a sufficiency rating of 33.8 and a substructure rating of 4. We respectfully request that this structure be added to the FY 2018-2027 Statewide Transportation Improvement Program.

In addition, the University has been pleased to work with Mercer County and the Municipality of Princeton as concept studies have begun to develop plans to replace the two county bridge/culvert structures that are immediately to the north of the Alexander Street D&R Canal Bridge (see attached map). Due to the regional transportation impact that replacement of the county bridge/culvert structures will have, it would be beneficial to have replacement of the Alexander Street D&R Canal Bridge occur in coordination with this county project.

Sincerely,



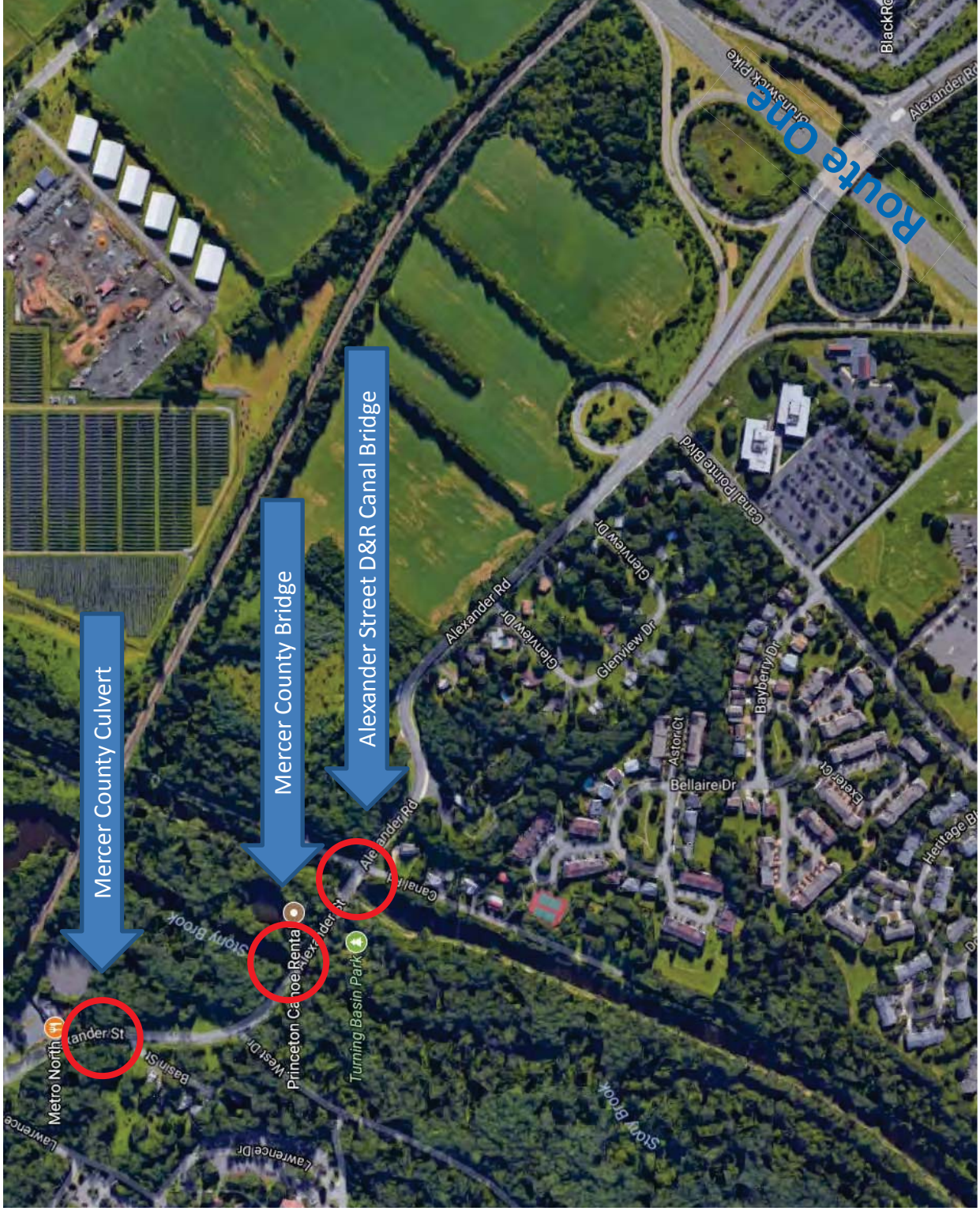
KyuJung Whang
Vice President, Facilities

Encl. (1)

Cc: Kristin Appelget, Princeton University
Sean Gallagher, Princeton University
Karen Jezierny, Princeton University
Natalie Shivers, Princeton University
Gregory Sandusky, County of Mercer
Basit Muzaffer, County of Mercer
Liz Lempert, Municipality of Princeton
Deanna Stockton, Municipality of Princeton
Shing-Fu Hsueh, West Windsor Township
Francis Guzik, West Windsor Township

DVRPC Note: This is an attachment from KyuJung Whang (Item #33).

DVRPC Note: This is page 2 of the attachment from KyuJung Whang (Item #33).





Office of the Mayor
Princeton Municipal Building
400 Witherspoon Street
Princeton, NJ 08540
609-924-5704
www.princetonnj.gov
llempert@princetonnj.gov

July 11, 2017

Via E-Mail and First Class Mail

Omar Hameed
Project Manager, Team B
Office of Project Management
1035 Parkway Avenue, PO Box 600
3rd Floor E+O Building
Trenton, NJ 08625-0600

RE: NJDOT Replacement of Alexander Street D & R Canal Bridge
Municipality of Princeton, Mercer County

Dear Mr. Hameed:

Thank you for notifying the Municipality of Princeton in your letter dated June 9, 2017 regarding the Concept Development Study for the full replacement of the D & R Canal bridges at Quaker Road (Structure No. 3000-154) and Washington Road (Structure No. 3000-156). In addition to these two D & R Canal Bridges, the Municipality of Princeton respectfully requests that NJDOT add the Alexander Street D & R Canal Bridge (Structure No. 3000155) to this Concept Development Study.

The Alexander Street D & R Canal Bridge (3000155) is a wood or timber stringer/multi-beam or girder type bridge, built in 1948, and is classified as Structurally Deficient due to a sufficiency rating of 33.8 and a substructure rating of 4. Mercer County is currently developing construction documents for the replacement of two county bridge/culvert structures, immediately north of the D & R Canal structure (3000155); pending permits, construction is proposed for 2019/2020. We are requesting the consideration of coordinating both projects.

We welcome the opportunity to discuss our request; please contact us at your earliest convenience.

Best regards,

Liz Lempert, Mayor

Cc: Deanna Stockton, P.E., C.M.E., Princeton Municipal Engineer
Basit Muzaffar, P.E., Mercer County Bridge Engineer
Kristin Appelget, Princeton University Director of Community and Regional Affairs
Francis Guzik, P.E., West Windsor Township Engineer, Acting Director Community Development
Chet Shah, P.E., S & R Engineers, P.C.
Dana Hecht, P.E., Director, NJDOT Project Management
Jim Parvesse, P.E., C.M.E., Lawrence Township Municipal Engineer



WEST WINDSOR TOWNSHIP

SHING-FU HSUEH, Ph.D., P.E., P.P.
MAYOR

September 6, 2017

Omar Hameed
Project Manager, Team B
Office of Project Management
1035 Parkway Avenue, P.O. Box 600
3rd Floor, E & O Building
Trenton, NJ 08625-0600

RE: NJDOT Replacement of Alexander Road D&R Canal Bridge
Municipality of Princeton, Mercer County,

Dear Mr. Hameed:

West Windsor Township was notified on July 11, 2017, by Princeton Mayor Liz Lempert, regarding the Concept Development Study for the full replacement of the D&R Canal bridges at Quaker Road (Structure No. 3000-154) and Washington Road (Structure No. 3000-156). In addition to these two D&R Canal bridges, the Municipality of West Windsor respectfully requests that NJDOT add the Alexander Road D&R Canal Bridge (structure No. 3000155) to this Concept Development Study.

The Alexander Road D&R Canal Bridge (3000155) was built in 1948, and is classified as **Structurally Deficient**, due to a sufficiency rating of 33.8 and a substructure rating of 4. Mercer County is currently developing construction documents for the replacement of two county bridge/culvert structures, immediately north of the D&R Canal structure (No. 3000155). We are requesting your consideration of coordinating both projects. Thank you.

Sincerely,

Shing-Fu Hsueh, Ph.D., P.E., P.P.
Mayor
West Windsor Township

cc: Marlena Schmid, Business Administrator – WWT
Francis Guzik, West Windsor Township Engineer & Dir. Of Comm. Development
Kristin Appelget, Princeton University, Dir. Of Comm. & Regional Affairs
Basit Muzaffar, P.E., Mercer County Bridge Engineer
Chet Shah, P.E., S&R Engineers, P.C.
Dana Hecht, P.E., Director, NJDOT Project Management
Deanna Stockton, P.E., C.M.E., Princeton Municipal Engineer
Liz Lempert, Municipality of Princeton
Greg Sandusky, County of Mercer



PUBLIC COMMENT FORM

DRAFT FY2018 FOR NEW JERSEY



Item #: 37

Name: David Mayer

County: Mercer

Project Title: DBNUM: (17419) Route 1, Alexander Road to Mapleton Road

Comment:

This interchange is a major hazard point for bicycle and pedestrian traffic moving between Princeton and Princeton Junction. Increasing the number of travel lanes without providing safe facilities for cyclists and pedestrians will make this crossing even more dangerous for the most vulnerable users.

Any new project in this area should follow existing Complete Streets policies and include appropriate shoulders to accommodate bicycle and pedestrian traffic. Beyond that this project presents an opportunity to add a vital connection point between Princeton and the Princeton Junction train station. Protected lanes should be included, missing this opportunity to do so would set the region back and would fail to capitalize on an important opportunity to increase connectivity and improve mobility.

Item #: 38

Name: Ian Henderson

County: Mercer

Project Title: DBNUM: (17419) Route 1, Alexander Road to Mapleton Road

Comment:

Widening lanes will increase the speed of cars and lead to pedestrian crossing issues.

The pilot which allowed shoulder use in peak periods could be considered for full time-but retain the peak period limits.

At Harrison and Rt. 1, allow for a pedestrian interval.



PUBLIC COMMENT FORM

DRAFT FY2018 FOR NEW JERSEY



Item #: 39

Name: Jerry Foster

County: Mercer

Project Title: DBNUM: (17419) Route 1, Alexander Road to Mapleton Road

Comment:

Per comments submitted in February 2013 based on an earlier concept, the current concept design approved by West Windsor Township Council and Princeton Borough Council is requested to include bicycle and pedestrian safety features, per the Complete Streets policies of NJDOT, Mercer County and West Windsor Township.

See: <https://wwbpa.org/wp-content/uploads/2013/03/WWBPA-Rt-1-Jughandle-Recommendations-v3.pdf>

It is my understanding that concept designs should include bicycle and pedestrian facilities per the Complete Streets policies, and I would appreciate an explanation of why this concept persists in lacking such design features, despite not only the WWBPA's 2013 request, but also despite NJDOT promises dating at least as far back as 1998:

“Commitment #1 - Pedestrian and Bicycle Improvements

The leading concern of area residents is the implementation of pedestrian and bicycle facilities.”

See: <http://www.state.nj.us/transportation/works/studies/pennsneck/pdf/AppC-571.pdf>

Jerry Foster
President
West Windsor Bicycle and Pedestrian Alliance



P.O. Box 625
West Windsor, NJ 08550

wwbikeped@gmail.com
www.wwbpa.org

TRUSTEES

February 28, 2013

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president
Alison Miller,
1st vice president
Daryl McMillan,
2nd vice president
Silvia Ascarelli,
secretary
Stacey Karp,
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Rachel Karp
Brandon Ling
Gregory Ling
Elissa Lomakova
Sanjana Saksena

Robert Kenny, Esq.,
counsel

To: NJDOT Commissioner James Simpson,
West Windsor Township Mayor Shing-Fu Hsueh

Cc: West Windsor Township Council Members,
West Windsor Township Business Administrator Marlena Schmid,
West Windsor Twp. Director of Community Development Patricia Ward,
West Windsor Township Engineer Francis Guzik, PE,
West Windsor Bicycle and Pedestrian Alliance Trustees

Re: Recommendations for Route 1 West Windsor Jughandle Concept Design

Please accept the recommended improvements to the recent Route 1 Jughandle Concept Design on behalf of the 400-plus members of the West Windsor Bicycle and Pedestrian Alliance, an all-volunteer non-profit group dedicated to making our community safer for bicyclists and pedestrians.

Many people regularly bicycle between West Windsor and Princeton, and the WWBPA is frequently asked at the Farmers Market for the safest route to Princeton, which involves crossing Route 1. We generally recommend Washington Road (CR571) because the traffic circle slows down traffic and lets cyclists make themselves visible to motorists – unlike, for example, the high-speed ramps off Route 1 at Alexander, Meadow or Quaker Bridge roads. West Windsor Township Council supports this, and adopted a resolution calling on Mercer County to designate a bicycle route along CR571 (West Windsor Twp Council Resolution 2010-R174).

Since West Windsor, Mercer County and NJDOT have all adopted Complete Streets policies, you can understand our disappointment that no bicycle or pedestrian safety accommodations were evident in the jughandle concept design.

Please consider the following safety improvements to benefit both bicyclists and pedestrians who wish to use or cross Route 1:

1. Add a multi-use path at least on the east side of Route 1 from Alexander Road to Plainsboro, to connect the Dinky Line multi-use path behind the Alexander Road offices to the Penns Neck neighborhood and on to the hospital (and wellness center) in Plainsboro. Improved pedestrian and bicyclist accommodation for Penns Neck will prevent this stretch of Route 1 from becoming as deadly as further north in Middlesex County. We thank you for the

recently installed sidewalk on southbound Route 1 between the Windsor Green and Nassau Park shopping centers, which is regularly used.

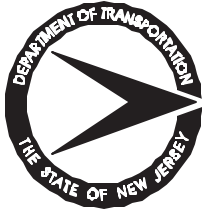
2. Create a safe bicycle route crossing Route 1 using Washington Rd/CR571, for example by reducing the design speed of the jughandle linking southbound Route 1 traffic to CR 571/Washington Road, or by creating a stop from the jughandle before turning right on CR571, to allow drivers an opportunity to look for bicyclists. The current high-speed jughandle merge design will create a dangerous condition for bicyclists traveling the bicycle route between Princeton and Princeton Junction train station.
3. Add marked crosswalks to all legs of the intersections.
4. Add bicycle lanes or sharrows to the improved intersections to guide bicyclists and alert motorists to the safest lane positioning while using the intersections.
5. Add a westbound bicycle crossing at Harrison even though there is no motorized vehicle crossing in that direction.
6. Add an off-road multi-use trail crossing Route 1 to connecting trails adjacent to the Dinky tracks, as described in the West Windsor Twp Circulation Element of the Master Plan.

We look forward to continue working with you to make West Windsor a more bicycle and pedestrian friendly community.

Respectfully Submitted,
Jerry Foster
President

DVRPC Note: This is the second attachment (shorten due to length) from Jerry Foster regarding DB #17419 (Item #39).

NEW JERSEY DEPARTMENT OF TRANSPORTATION



CONGESTION MANAGEMENT SYSTEM ROUTE 571, PENNS NECK AREA FINAL REPORT

W. Windsor Twp., Mercer County N.J.

*Prepared for New Jersey Department of Transportation
by Frederic R. Harris, Inc.*

Final Version Adopted: March 26, 1998





PUBLIC COMMENT FORM

DRAFT FY2018 FOR NEW JERSEY



Item #: 40

Name: John N Bottigheimer

County: Mercer

Project Title: DBNUM: (17419) Route 1, Alexander Road to Mapleton Road

Comment:

This project needs to include Complete Streets/active transportation elements as an integral element of the project and in conformity with NJ DOT's adopted policies on complete streets.

Crossing US 1 by foot or bike is extremely hazardous -- and I say this as an experienced and bold bicyclist, these are among the scariest routes I've had to navigate -- and on-road routes between West Windsor and Princeton are very high level of traffic stress for cyclists and pedestrians.

There is established demand for short-distance travel north-south across US Route 1, much of which could be accommodated by shared use paths. Plans either adopted or in progress by West Windsor, Princeton University, and the Municipality of Princeton all call for a continuous bike/shared use trail or trails connecting points from the Princeton Junction Rail Station to the Princeton CBD.

Critical active transportation origins and destinations along this corridor include Carnegie Center; Canal Pointe Boulevard; the Delaware Raritan Canal trail; graduate student housing in West Windsor and at the Lawrence Apartments; and numerous activities within the Princeton University Campus.

In short:

There is high demand for active transportation links across Rt 1

There is documented policy support for such links

Current links are hazardous at best

The project as described includes no active transportation elements, which is inconsistent with both need and policy

There needs to be a high-value or several high-value, grade-separated active transportation crossings of US 1 within the project limits.

I recommend a grade separated crossing be included in this project at the Dinky Bridge to connect the Princeton side of the project with an existing trail in West Windsor. This should be coordinated with NJ Transit and Princeton University .

I also recommend a high-value bike and pedestrian crossing of Route 1 at Fisher Lane, again coordinated with Princeton University and with West Windsor.



PUBLIC COMMENT FORM

DRAFT FY2018 FOR NEW JERSEY



Item #: 41

Name: Michael Ruderman

County: Mercer

Project Title: DBNUM: (17419) Route 1, Alexander Road to Mapleton Road

Comment:

This intersection is one of the very few ways to get from West Windsor to and beyond Princeton and there appears to be no consideration for safe walking and cycling on Washington through the intersection. This appears to be a total failure to honor the Complete Streets objectives.

Item #: 42

Name: Henry Murphy

County: Mercer

Project Title: DBNUM: (D0701) Princeton-Hightstown Road Improvements, CR 571

Comment:

I support the recommendations of the West Windsor Pedestrian and Bicycle Alliance. They can be found here: <https://wwbpa.org/.../WWBPA-Rt-571-Recommendations-Final.pdf>

Item #: 43

Name: Ian Henderson

County: Mercer

Project Title: DBNUM: (D0701) Princeton-Hightstown Road Improvements, CR 571

Comment:

As an East Windsor resident and commuter to West Windsor along Rt. 571, I have seen this in peak and non-peak hours. Speeding along this main street is dangerous, particularly for commuting walkers and high school students on lunch breaks.

Traffic calming should be sought. The speed limit should not exceed 30mph. The lanes are particularly wide and there is no pedestrian refuge. Lane size reduction will immediately reduce speeds.

Sustainable Transportation Coordinator
Safe Routes to School Coordinator
Greater Mercer TMA
15 Roszel Rd. South
Suite 101 Princeton, NJ 08540
609 452-1491 ext. 237
www.gmtma.org



PUBLIC COMMENT FORM

DRAFT FY2018 FOR NEW JERSEY



Item #: 44

Name: Ian Henderson

County: Mercer

Project Title: DBNUM: (D0701) Princeton-Hightstown Road Improvements, CR 571

Comment:

Students walk from the high school into town each day. There is a great amount of foot and bicycle traffic for those commuting to the train station.

The speed limit needs to be reduced to at minimum 35 mph. People blow past the intersection at Sherbrooke Dr, even with the bright signage. A formal signal, like a HAWK signal should be implemented.

Sidewalk connectivity needs to be paramount. There is a gap in sidewalk connectivity near the gas station.



PUBLIC COMMENT FORM

DRAFT FY2018 FOR NEW JERSEY



Item #: 45

Name: Jerry Foster

County: Mercer

Project Title: DBNUM: (D0701) Princeton-Hightstown Road Improvements, CR 571

Comment:

Per comments submitted in January 2010 based on the public review of December 2009, the design as reviewed is not consistent with West Windsor Township's redevelopment goals for a bicycle and pedestrian friendly main street, ironically or cynically despite the project description that includes sidewalks and other main street treatments.

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

The existing design speed of 45mph for a posted speed limit of 40mph is not bicycle or pedestrian friendly, nor is the increased roadway width from adding lanes (from 2 to 3). Both design features make a mockery of this opportunity to actually create a pedestrian friendly downtown area in West Windsor.

Please stop this project until it is redesigned to be consistent with the Complete Streets policies of West Windsor Township, Mercer County and NJDOT. At a minimum the bicycle and pedestrian friendly design must include a design speed of 25-30mph.

Regards,

Jerry Foster
President
West Windsor Bicycle and Pedestrian Alliance



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West Windsor, NJ 08550

wwbikeped@gmail.com
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Chief of Police,
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STUDENT ADVISORS

Jason Chin
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Emma Rosen

Robert Kenny, Esq.,
counsel

January 5, 2010

To: West Windsor Township Mayor Shing-Fu Hsueh; Mercer County Executive Brian Hughes; Mercer County Engineer Greg Sandusky; Mercer County Traffic Engineer George Fallat; John Kovar, Project Manager, Louis Berger Group; Patricia Ward, Coordinator, Community Development, West Windsor Township; Brian Aronson, Assistant Manager of Engineering, West Windsor Township; Francis Guzick, Township Engineer, West Windsor

Cc: West Windsor Township Council Members; West Windsor Township Planning Board Members; Mercer County Board of Freeholders; U.S. Representative Rush Holt; New Jersey State Senator Bill Baroni; New Jersey State Assemblywoman Linda Greenstein; New Jersey State Assemblyman Wayne O. DeAngelo; Robert Hary, West Windsor Township Business Administrator; Aaron Watson, Director, Mercer County Transportation and Infrastructure

Re: Main Street Princeton Junction / Rt. 571 Design Recommendations

Introduction

West Windsor Bicycle and Pedestrian Alliance (WWBPA) is pleased to see progress toward making our township more bicycle and pedestrian friendly, as evidenced by the public hearing December 15, 2009 on the planned improvements to the Main Street Princeton Junction area.

This letter documents our recommendations, building on previous communication, including letters to the Mayor, Township Council et al., in 2006, 2007 and 2009, a community walk in 2007 and an intersection walkability evaluation in 2008, as detailed on our Web site. County, state and federal officials are included in this communication because this county project is reportedly seeking state and federal funding.

Executive Summary

The Redevelopment Plan notes the project area is near "New Jersey Transit's highest volume commuter rail station along the Northeast Corridor and at the heart of West Windsor Township", and reflects the township's historic agreement to "create a "Main Street" ... that would transform the existing strip commercial form of development along Route 571 ... to achieve a desirable mix of pedestrian-friendly, village scale development."ⁱⁱ These improvements to the roadway and streetscape are critical to realizing our plan.

The WWBPA is pleased to see continuous sidewalks planned for both sides of the roadway, and trust they will be implemented so as to bring the project area into compliance with Americans with Disabilities Act (ADA) standards.

Differing visions, resulting from Rt. 571's dual role as arterial and "Main Street," have delayed much-needed improvements, resulting in a reported vehicle collision rate 50% above state averages. Bicycle and pedestrian collision rates were not reported.

Fortunately, NJDOT guidelines to resolve these kinds of differences are included in the NJDOT Smart Transportation Guidebook (STG)ⁱⁱ published March, 2008. In addition, since the hearing NJDOT adopted a "Complete Streets" policy which will ensure that all users are accommodated on our state highway system.ⁱⁱⁱ

Unfortunately, the state guidelines were not considered when developing the Rt. 571 design. Critically, the usage context of the roadway was not considered – using STG language, Rt. 571 is a Suburban Center, and the Township Master Plan envisions it a Town Center, as new buildings close to the street are developed over time.

This context is critical because it drives the choice of design features that work together to impact safety, e.g.:

1. Desired vehicle operating speed.
2. Two-way left turn lanes (TWLTL's) vs. curbed medians.
3. Midblock pedestrian crossings.
4. Bike lanes.
5. Intersection width.
6. Transitions and gateways to the main street area.

Based on the information below, the WWBPA recommends:

1. Lower desired operating speed to 25-30mph, supported by each roadway design element, not just a lower posted speed.
2. Curbed medians with appropriate pedestrian refuges.
3. Pedestrian-activated crossing signal that stops traffic at Sherbrooke.
4. Bike lanes per the Township Master Plan.
5. Increased safety at intersections through a variety of design changes, e.g.:
 - a. pedestrian-only crossing time as part of the signalization of intersections.
 - b. adopt NJDOT-recommended geometry of curb radius and right turn slip lane islands.
 - c. allow sufficient crossing time to comply with ADA standards.
 - d. provide pedestrian refuges in medians when crossing distance exceeds 60 feet, per NJDOT policy, or keep distance under 60 ft.
 - e. eliminate right-turn-on-red permission at the Wallace/Cranbury and Clarksville intersections with Rt. 571.
6. Strengthen visual cues leading to and within the main street area, e.g.:
 - a. reduce the posted speed limit in the transition areas leading to the main street to 35mph.
 - b. reduce to one through-travel lane before the start of the area.
 - c. provide gateway treatments defining the area boundaries.
 - d. provide street furniture, trees and landscaping.

Cost can be reduced by staying within current right-of-way boundaries, implementing raised-curb medians instead of TWLTL's and eliminating roadway and intersection widening.

The WWBPA is confident that implementing these recommendations will reduce cost, increase safety for all roadway users and greatly increase the livability and desirability of the township.

Vehicle Operating Speed

The current desired operating speed is simply not pedestrian friendly. State guidelines call for a desired operating speed of 25-30mph,^{iv} versus 40mph in the current design. If a pedestrian is hit by a vehicle traveling at 40mph, he/she has a 15% chance of survival, but if the vehicle is going 30mph, chance of survival increases to 55%.^v In addition, "Faster speeds increase the likelihood of a pedestrian being hit."^{vi} Last, motorist compliance with yielding to pedestrians in crosswalks is significantly improved by reducing vehicle speed to below 35mph.^{vii}

The WWBPA urges reconsideration of the desired operating speed in the strongest terms possible.

Lowering the desired operating speed must not be just changing the speed limit sign, however. Each design element, including roadside features as well as features not directly related to design speed, should support the desired operating speed.^{viii} This "livable streets" approach has been shown to greatly improve safety for motorists, pedestrians and bicyclists.^{ix}

Two-way Left Turn Lanes (TWLTL's) vs. Medians

The WWBPA is concerned about the proposed TWLTL's, because the design:

1. Reduces pedestrian safety by half.^x NJDOT notes "the raised median with curbing is preferred due to its ability to encourage safe pedestrian crossings".^{xi}
2. Costs more to build (10-15%) and maintain (40%), vs. medians.^{xii}
3. Is appropriate for roadways with low to moderate speeds and volume.^{xiii}
4. Has only a "negligible" effect on motorist safety compared to the existing roadway, since there is no on-street parking.^{xiv}
5. Appears utilitarian, compared with medians, which can be attractively landscaped.

The WWBPA strongly recommends the consideration of medians with appropriate pedestrian crossing refuges and left turn lane cutouts at driveways.

Midblock Crossings

Pedestrians are observed to cross at midblock^{xv} because the distance between signals at Cranbury/Wallace and Alexander, about 1965 feet, exceeds NJDOT guidelines of

1320 feet.^{xvi} Additional signals and/or midblock crossings should be provided. If TWLTL's are implemented, crossing design is even more critical, due to the extra lane. NJDOT notes:

"There is no difference in safety between marked and unmarked midblock crosswalks on two-lane roads, and that marked midblock crossings on multi-lane roadways are actually less safe than unmarked midblock crossings."^{xvii}

The WWBPA recommends a pedestrian-activated signal that stops traffic, called a HAWK Signal Beacon^{xviii} or Pedestrian Hybrid Beacon, at the crossing at Sherbrooke Drive, meeting Community Arterial guidelines,^{xix} as well as the new 2009 Manual of Uniform Traffic Control Devices (MUTCD) guidelines.^{xx}

Bike Lanes

Bike lanes are missing in the design, yet they are an important traffic calming and bicyclist safety feature. Their absence is particularly puzzling since they are included in the Township Master Plan as well as in earlier concept drawings.

The WWBPA strongly recommends the provision of bike lanes to encourage bicycling for casual and child bicyclists.^{xxi}

Intersection Safety

The WWBPA is concerned that current plans to expand the intersections in the project area meet capacity improvement goals but not safety goals, because:

1. Wider intersections lead to additional pedestrian collisions and greater motorist frustration, due to longer crossing times.
2. Proposed curb radius is too long (i.e., the turns are not sharp enough), which encourages drivers to make faster turns and provides less time to watch for pedestrians and bicyclists.^{xxii}
3. At some intersections, a right turn slip lane island is proposed which does not follow the design geometry recommended by NJDOT,^{xxiii} making it difficult for drivers to look both left for oncoming traffic and right for pedestrians in the crosswalk.

The WWBPA recommends a range of solutions, including:

1. Pedestrian-privileged crossing time as part of the intersection signalization, such as pedestrian-only crossing time, which must be sufficient to comply with ADA standards.
2. Adopt the NJDOT-recommended geometry of curb radius and pedestrian island geometry for right turn slip lanes.
3. Limit pedestrian crossing distance to 60 feet, or provide a median with a pedestrian refuge area whenever the distance exceeds 60 feet, per NJDOT policy.^{xxiv}
4. At Clarksville, special consideration is strongly recommended to maintain the safety of children walking to the high school, as well as the safety of the crossing guard, by not including new right turn slip lanes, which encourage drivers to bypass the crossing guard's instructions to stop.

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

Visual Cues Defining Main Street

To function effectively as a pedestrian-friendly Main Street, the design should provide visual cues to drivers, including transition zones, reduced speed, bike lanes, gateway treatments, street furniture and trees and other landscaping.^{xxv}

The WWBPA recommends:

1. Transition from 2 to 1 eastbound travel lanes before the Cranbury/Wallace intersection, by using the existing left lane as a left turn only lane.
2. Reduce travel speed eastbound to 35mph starting on the approach to the Station Drive intersection
3. Transition from 2 to 1 westbound travel lanes before the Clarksville intersection, by using the existing left lane as a left turn only lane.
4. Reduce travel speed westbound to 35mph starting at the South Mill intersection.
5. Bike lanes and/or a multi-use path (such as bordering the Rogers Arboretum and/or the high school) per the Township Master Plan.
6. Gateway treatments with landscaping, signage, medians and decorative pavement at the Cranbury/Wallace and Clarksville intersections.
7. Street furniture and lighting per the Township Master Plan.

The WWBPA is concerned that the design does not reflect current state policies and guidelines that balance capacity, safety and usability for motorists, bicyclists and pedestrians. We believe implementing these recommendations is critical to achieve this balance, and look forward to working with our public officials to make West Windsor a more bicycle and pedestrian friendly community.

Respectfully submitted on behalf of the Trustees of the WWBPA,

Jerry Foster
2nd Vice President
West Windsor Bicycle and Pedestrian Alliance

ⁱ Township of West Windsor Redevelopment Plan for Princeton Junction, adopted March 23, 2009

<http://westwindsornj.org/redevelopment/2009/20090323ADOPTEDVERSIONREDEVPLAN.pdf>

ⁱⁱ <http://www.state.nj.us/transportation/community/mobility/pdf/smarttransportationguidebook2008.pdf>

ⁱⁱⁱ <http://blog.bicyclecoalition.org/2009/12/new-jersey-issues-complete-streets.html>

^{iv} NJ DOT Smart Transportation Guidebook, p.37

^v Federal Highway Administration (2002). Pedestrian Facilities Users Guide: Providing Safety and Mobility. Available at: http://drusilla.hsrc.unc.edu/cms/downloads/PedFacility_UserGuide2002.pdf

^{vi} U.S. Department of Transportation Federal Highway Administration and Pedestrian and Bicycle Information Center within the University of North Carolina Highway Safety Research Center.

<http://www.walkinginfo.org/pedsafe/crashstats.cfm>

^{vii} "Figure 26 shows motorist yielding by treatment type and speed limit. ... Figure 26 shows a clear break between two groups of treatments at the 35-mph (55-km/h) speed limit. The most effective treatments are all red signal or beacon devices. On a 35-mph (55-km/h) roadway, the best compliance rate observed for a

treatment not showing a red indication to the motorist is about 63 percent. Compliance rates go as low as 8 percent for the 35-mph (55-km/h) speed limit group. For the 25-mph (40-km/h) speed limit roadways, all the devices have a high compliance (greater than 60 percent)."

Transit Cooperative Research Program and National Cooperative Highway Research Program, TCRP REPORT 112/NCHRP REPORT 562, Improving Pedestrian Safety at Unsignalized Crossings

http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_rpt_562.pdf

^{viii} "In the interest of highway safety, it is desirable to have a stronger relationship between the posted speed limit, design speed, and operating speed.¹³ Therefore, this guidebook recommends that the desired operating speed for most roadway types be the same as the design speed, and also the same as the posted speed. Under this policy, all of the controlling design elements directly related to design speed – horizontal curvature, gradient, superelevation, and stopping sight distance – would be set equal to, and therefore reinforce, the desired operating speed. Roadway features not directly related to design speed, such as lane and shoulder width, and the presence or absence of a parking lane, should also support the desired operating speed. Roadside design features, such as the building setback or use of street trees, should likewise support the desired speed." Smart Transportation Guidebook, p. 42

^{ix} "Dumbaugh (2005) examined this concept in his study of an arterial highway in Orlando, Florida. Comparing two approximately 1-mile segments of an arterial highway having the same right-of-way width but different cross-sectional configurations, he found that the section that had been designed to be "livable" was safer in every respect than the comparison section (see Table 5 for the design characteristics). During a five-year evaluation period, the livable section had fewer vehicular collisions of every kind and far fewer pedestrian and bicyclist injuries and fatalities. While six midblock fatalities occurred on the comparison section, including three that involved pedestrians, none occurred on the livable section."

The Effects of Transportation Corridors' Roadside Design Features on User Behavior and Safety, and Their Contributions to Health, Environmental Quality, and Community Economic Vitality: a Literature Review

<http://www.escholarship.org/uc/item/12047015>

^x "In suburban areas, the (pedestrian crash) rate was 6.31 per 100 million miles for raised median, versus 12.89 for TWLTL and 13.91 for undivided roadways." NJDOT Smart Transportation Guide, p. 54, citing Bowman, B.L. and R.L. Vecellio. "Effect of Urban and Suburban Median Types on Both Vehicular and Pedestrian Safety." Transportation Research Record 1445, Transportation Research Board, National Research Council, Washington, D.C., 1994, pp. 169-179.

And "The advantage in pedestrian safety for raised medians has been found in other studies." citing Zegeer, C.V., J.R. Stewart and H. Huang. Safety Effects of Marked vs Unmarked Crosswalks at Uncontrolled Locations: Executive Summary and Recommended Guidelines. FHWA, U.S. Department of Transportation, November 2000.

^{xi} NJ DOT Smart Transportation Guidebook, p.54

^{xii} Florida Department of Transportation cites a study showing "Medians average a 5-10% reduction in materials and labor costs compared to a TWLTL. While there is only a slight savings in cost to build a raised median versus a TWLTL, there is substantial savings in maintenance. A study ... found medians save an average of 40% of maintenance costs based on a 20 year roadway life."

http://www.dot.state.fl.us/Safety/ped_bike/handbooks_and_research/ped12_15.pdf , p.102

^{xiii} John Kovar of the Louis Berger Group, the project manager for the Rt 571 improvements, noted in his presentation at the public hearing that the current volume is about 17,000 vehicles per day, with a design speed of 45mph, posted speed of 40mph.

Iowa Department of Transportation notes "The upper limit for using a three lane (TWLTL) design is about 17,000 vehicles per day of traffic." <http://www.iowasudas.org/design/Chapter05/5I-5-08.pdf>

Florida Department of Transportation "does not employ two-way left turn lanes on multi-lane roadway sections with design speeds greater than 40 mph."

http://www.dot.state.fl.us/research-center/Completed_Proj/Summary_PL/FDOT_BC353_40.pdf

TWLTL's "are suggested for consideration on roadways with volumes from 10,000 to 24,000 vpd.^{53, 54, "} NJDOT Smart Transportation Guidebook, p. 55, citing 53 McCoy, P., J.L. Ballard, D.S. Eitel, and W.E. Witt. "Two-Way Left-Turn Guidelines for Urban Four-Lane Roadways." Transportation Research Record 1195. Transportation Research Board, National Research Council, Washington, D.C., 1988. and 54 Transportation Research Board, Access Management Manual.

^{xiv} National Cooperative Highway Research Program Report 395, Capacity and Operational Effects of Midblock Left-Turn Lanes, p.2

“The undivided cross section has a significantly higher accident frequency than the TWLTL and raised-curb median treatments when parallel parking is allowed on the undivided street. When there is no parking allowed on either street, the difference between the undivided and TWLTL treatments generally is small and negligible for average daily traffic demands of less than 25,000 vpd. In general, the raised-curb median treatment appears to be associated with fewer accidents than the undivided cross section and TWLTL, especially for average daily traffic demands that exceed 20,000 vpd.”

http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_rpt_395.pdf

^{xv} “Pedestrians were also observed crossing Hightstown Road north of the Acme Shopping Center and north of the Sunoco Station.” West Windsor Bicycle/Pedestrian Plan, 2004, p.24

^{xvi} “On lower order suburban roadways, spacing of 660 ft. (1/8 mile) permits safe pedestrian crossings at the upper boundary of desirable block lengths. Signal spacing of 1320 ft. (1/4 mile) begins to permit the speed progression sought by NJDOT or PennDOT on those corridors where traffic flow is a priority. On higher-order roadways where major pedestrian generators straddle the corridor, the best choice is sometimes smaller signal spacing and acceptance of a lower progression speed.” NJDOT Smart Transportation Guidebook, p. 34

^{xvii} NJ DOT Smart Transportation Guidebook, p. 64

^{xviii} HAWK beacons are signals that stop traffic when activated by a pedestrian or bicyclist. See the Tucson, AZ engineering description on the Safe Routes To School Web site:

http://www.saferoutesinfo.org/guide/case_studies/case_study.cfm?CS_ID=CS651&CHAPTER_ID=C353 ,

and a Portland, OR video describing it's operation: <http://www.youtube.com/watch?v=uHihP2t5mdQ>

^{xix} “Community Arterial. On multi-lane roadways, a raised median and advanced yield markings are desirable. Accompanying lights are recommended for two-lane roadways of 35 mph or above, as well as multi-lane roadways.” Smart Transportation Guidebook, p. 65

^{xx} http://mutcd.fhwa.dot.gov/kno_2009.htm

^{xxi} “Bike lanes are the ideal facility for accommodating basic bicyclists. By designating a space only for bicyclists, they give bicyclists a measure of comfort that motorists will not move into their path. They serve to advise motorists of the possible presence of bicyclists.” NJ DOT Smart Transportation Guidebook, p. 50

^{xxii} In “town center contexts, where pedestrian activity is often intense, the smallest possible curb radii should be used. As indicated in the AASHTO Green Book, a curb return radius of 10 to 15 feet is used at most urban intersections, partly to minimize pedestrian crossing distances.” Smart Transportation Guidebook, p. 57

^{xxiii} NJDOT Smart Transportation Guidebook, p. 58

^{xxiv} NJDOT Pedestrian Compatible Planning and Design Guidelines, p. 28

^{xxv} NJDOT Smart Transportation Guidebook, p. 44



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Item #: 46

Name: Lynda Levy

County: Mercer

Project Title: DBNUM: (D0701) Princeton-Hightstown Road Improvements, CR 571

Comment:

Hello

I am a WW resident living at 6 Lancashire Drive, in Sherbrooke Estates. I am concerned about development plans for Rte. 571, particularly with respect to pedestrian safety.

The current pedestrian crossing at Sherbrooke is frankly dangerous. Cars approach at high speed and few stop for pedestrians with the flashing light. It provides a false sense of security. I implore you to consider changing this to a pedestrian operated crossing with a stop light and a small median in the middle. I also suggest that the existing speed limit is too fast for an area with plans to be a "Main st".

I have kids aged 9 and 12. I should be able to comfortably allow my 12 year old to cross this street to pick up bagels or pizza. With the current setup, I will not be comfortable sending him across the street for a few years yet.

I know I am not alone in this concern. It is a frequent topic of conversation in the neighborhood and in town media.

I appreciate your consideration of my comments.

Kind Regards
Lynda Levy

Item #: 47

Name: Rick Rosenberg

County: Mercer

Project Title: DBNUM: (D0701) Princeton-Hightstown Road Improvements, CR 571

Comment:

Pls make this area more bicycle friendly.



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Item #: 48

Name: Sonya Legg

County: Mercer

Project Title: DBNUM: (D0701) Princeton-Hightstown Road Improvements, CR 571

Comment:

I am a resident of Clarksville Rd, West Windsor. I would like the improvements on Princeton-Hightstown Rd CR 571 to take fully into account the needs of pedestrians. I frequently walk from my house to the Princeton Junction train station, when I cross the 571 at Wallace/Cranbury. Cars turning right on red are a hazard to pedestrians crossing at that junction. I and my teenage children also frequently walk to the shopping area opposite Sherbrooke. The current flashing lights do little to make traffic stop; we have had several near misses from cars ignoring the stop signs and lights. I therefore fully support the proposal of the West Windsor Pedestrian and Bike Alliance for pedestrian operated traffic lights at Sherbrooke, no turn-right-on-red at Wallace/Cranbury and Clarksville, reduced speed on the 571, and medians to make crossing safer opposite Sherbrooke. This will make an enormous difference to the safety of myself and my teenage children.



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Item #: 49

Name: Jeff Taylor

County: Mercer

Project Title: General Comment

Comment:

In the early 2000's, Route 29 was reconstructed in the vicinity of US 1 to NJ 129. Since then, Route 29's traffic volume has increased substantially.

Notable during both rush hours, but especially during the afternoon rush hour, traffic congests in this area, primarily due to a lane reduction on Route 29 South between Market Street and Cass Street from 3 lanes to 2 lanes.

Additionally, traffic congests during both rush hours but notably during the morning rush hour, on Market Street due to the exit ramp from US 1 North, with traffic approaching NJ 29.

It should be reviewed to determine if Rt. 29 South should be widened to 3 lanes throughout this stretch, mostly by using existing right-of-way in the median between the North and Southbound lanes of Rt. 29. It should also be looked at to revamp the Market Street/Route 29 intersection to allow for 3 left turning lanes. Due to the need for the lanes to have enough mobility, the intersection can be revised to using a 45 degree or so angle of turning, rather than the normal (and usually preferred) 90 degree right turn angles. As a result of this, it would be necessary for traffic exiting the Riverview Business Complex at this location to only permit left turns. Because of existing congestion leaving the complex, allowing 2 lanes to turn left would be preferable here anyway. The crosswalk can be relocated to be between the turning traffic, as it will allow unimpeded crossing for both left turning traffic and pedestrian traffic.

On the following page is an example of what a widened Rt. 29 could appear as, which would include reconstructing the Rt. 29/Cass Street intersection as well to minimize the effects and loss of turning movements at the Rt. 29/Market Street intersection.

Item #: 50

Name: Dana Dobson

County: Various

Project Title: DBNUM: (D0906) Install Elevators, PATCO

Comment:

Tri-State Transportation Campaign supports this project and congratulates PATCO for creating a fully ADA-compliant transportation line with the inclusion of the final six elevators.



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Item #: 51

Name: Joseph Russell

County: Various

Project Title: DBNUM: (D0906) Install Elevators, PATCO

Comment:

It will be great to have elevators at PATCO stations! The stations without elevators are currently very difficult to use if you are mobility challenged, have a bike, have a stroller, or are bringing large things on to the train with you.

Item #: 52

Name: Joseph Russell

County: Various

Project Title: DBNUM: (DR1802) Subway Structures Renovation

Comment:

Great. Preventative maintenance is important.

Item #: 53

Name: Angela E Spellman

County: Various

Project Title: DBNUM: (T302) Camden-Glassboro Light Rail Line

Comment:

I support this project! We need more public transit options in south jersey.

Item #: 54

Name: Anthony Doran

County: Various

Project Title: DBNUM: (T302) Camden-Glassboro Light Rail Line

Comment:

We are just one train away from long term sustainable prosperity. This train will create jobs, improve living conditions, spur innovation, and revive a community that has suffered for decades. We need this.

Item #: 55

Name: Barry Sloane

County: Various

Project Title: DBNUM: (T302) Camden-Glassboro Light Rail Line

Comment:

This is long overdue and we need it. Thanks for your consideration



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Item #: 56

Name: Benjamin Lorimor

County: Various

Project Title: DBNUM: (T302) Camden-Glassboro Light Rail Line

Comment:

Having this rail line with stops in the deptford, woodbury, and surrounding areas would be very beneficial. It would cut down on commute time, get cars off the road and have positive environmental repercussions

Item #: 57

Name: Bill Bretschneider

County: Various

Project Title: DBNUM: (T302) Camden-Glassboro Light Rail Line

Comment:

I support the Camden-Glassboro light rail project & I would definitely use the train. Great idea planning for the bike parking!

Item #: 58

Name: Bryan Bonfiglio

County: Various

Project Title: DBNUM: (T302) Camden-Glassboro Light Rail Line

Comment:

I would also like to add that I feel 5 million from 2019-2021 is too little to allot to something so crucial to this area in need.

Item #: 59

Name: Bryan Bonfiglio

County: Various

Project Title: DBNUM: (T302) Camden-Glassboro Light Rail Line

Comment:

As a resident of Woodbury, Gloucester County I fully support the construction of the Glassboro-Camden Light Rail line. It will provide a much needed transportation alternative to the region. It will serve to provide better connectivity to city-centers for increased job opportunities, more transit-oriented development, and other economic development opportunities. Thank you.



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Item #: 60

Name: Carol Rhodes

County: Various

Project Title: DBNUM: (T302) Camden-Glassboro Light Rail Line

Comment:

I would have liked to attend the Sept 6, 2017 public meeting in Collingswood but didn't see the public announcement. How about scheduling a meeting in Gloucester County with the meeting details published in the south jersey times. Surely, you can't object to Gloucester County residents having a say in the project.

I'm very concerned that the light rail line project will be greenlighted without a thorough public vetting process.

Information on several of the public scoping meetings: details like date, time and location were not advertised to the public. The officials representing the project at the meetings I attended were woefully unprepared to answer the attendees questions.

Why are the sponsors of the Glassboro-Camden line so afraid of the public's response to the project? It couldn't be that the outcome of the scoping process was determined before any input from the public was received.

There should be grave concerns about the 2 entities supposed to partner on the proposed GCL. The Delaware River Port Authority has seen 2 federal judges rule their business practices are illegal and irrational. Any cause for concern there? Maybe the ongoing federal investigation into how the DRPA distributed 1/2 billion dollars of economic development funds might cause a doubt on the DRPA's participation in the project.

How about New Jersey Transit? Their dismal safety record and the resignation of their chief compliance officer should alone be enough to cause reasonable people to re-examine their commitment to the project. The GCL was supposed to "save" Woodbury but with the huge demographic change taking place in Woodbury from the jail closure and to the tremendous downsizing at Inspira hospital, the town will see a huge decline in traffic thereby skewing any previously tabulated results.

I look forward to your response.



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Item #: 61

Name: Catherine Kaiser

County: Various

Project Title: DBNUM: (T302) Camden-Glassboro Light Rail Line

Comment:

With the growth opportunities in Gloucester County and the connection of this route to Rowan college, this is a perfect time to bring focus to this light rail plan. Allow this route to come to fruition.

Item #: 62

Name: Cecilia Palmer

County: Various

Project Title: DBNUM: (T302) Camden-Glassboro Light Rail Line

Comment:

Much needed access for southern Gloucester county, which would also help salem county, making rail access closer to home.

Item #: 63

Name: Chris Foley

County: Various

Project Title: DBNUM: (T302) Camden-Glassboro Light Rail Line

Comment:

Yes please!

Item #: 64

Name: Christopher Hammer

County: Various

Project Title: DBNUM: (T302) Camden-Glassboro Light Rail Line

Comment:

Rowan University and the region NEEDS this SHOVEL READY NET POSITIVE JOB CREATOR to help workers students interns and parents remain connected to all modes of transportation in Camden and statewide.



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Item #: 65

Name: Dana Dobson

County: Various

Project Title: DBNUM: (T302) Camden-Glassboro Light Rail Line

Comment:

Tri-State Transportation Campaign supports the Glassboro-Camden Light Rail study. We hope that this study will still consider the multi-use parallel path that is a proposed Circuit alignment. I also believe it the line is called "Glassboro-Camden" line not "Camden-Glassboro" that is used in the title and description.

Item #: 66

Name: Daniel Monroe

County: Various

Project Title: DBNUM: (T302) Camden-Glassboro Light Rail Line

Comment:

My family has been looking forward to this project for years. We can't wait to see it up and running!

Item #: 67

Name: Danielle Wynne

County: Various

Project Title: DBNUM: (T302) Camden-Glassboro Light Rail Line

Comment:

This project would bring passenger service to an area in dire need of a public transit connection to Camden and Philadelphia. Currently when I go to Philadelphia, I have to drive to Woodcrest station or Haddonfield to get PATCO. I live in Mantua. If this is completed, I will only have to go less than 5 miles from my home to get the train to Philadelphia

Item #: 68

Name: Debora Hilmore

County: Various

Project Title: DBNUM: (T302) Camden-Glassboro Light Rail Line

Comment:

I support the light railway project



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Item #: 69

Name: Doris Rogers

County: Various

Project Title: DBNUM: (T302) Camden-Glassboro Light Rail Line

Comment:

I participated in EVERY open meeting about the light rail back in the late 1990's. I still believe it was one of the greatest mistakes not have the line go all the way down to Glasboro back then. I truly hope we don't make the same mistake now. This project is away overdue. I SUPPORT this must needed project.

Item #: 70

Name: Dottie Lange

County: Various

Project Title: DBNUM: (T302) Camden-Glassboro Light Rail Line

Comment:

I support this project!

Item #: 71

Name: Doug Bateman

County: Various

Project Title: DBNUM: (T302) Camden-Glassboro Light Rail Line

Comment:

I like it. Less dependence on auto.



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Item #: 72

Name: Eric Wyzykowski

County: Various

Project Title: DBNUM: (T302) Camden-Glassboro Light Rail Line

Comment:

As a CPA who lives in West Deptford, I spent 8 years working in center city Philly all the while hoping some sort of public transportation would replace the drive I had every morning up rt 130 to ferry ave patco stop in Camden. Traffic was brutal. I would then take the patco to our office at 19th and market. The train was so much more relaxing (read, etc) vs the frustration of sitting in traffic. As a millennial, I believe Woodbury is perfectly positioned with a walkable down town to grow into a popular spot for younger homebuyers. People don't realize that having public transpo will significantly increase property values. Younger folks are looking for walkable communities, less carbon footprint etc but they all can't afford city living prices. A lot of the economic output (jobs) in the area are located in the city. Hence live in the burbs, work in philly. We used to go out to dinner in philly or go to a happy hour, have a few drinks and then have to get back into our cars in Camden and drive home (had to drink less bc we didn't want dui's). I would say the people I worked with who took the Riverline always complained it was too slow so hopefully the Woodbury glassboro line would be a little faster (hyperloop? Lol).

Item #: 73

Name: Erica Moon

County: Various

Project Title: DBNUM: (T302) Camden-Glassboro Light Rail Line

Comment:

This is long overdue!!! Would love to see this particular line implemented as soon as possible. This would make so many people's lives easier in this area, including mine and my husband's.



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Item #: 74

Name: Greg Celano

County: Various

Project Title: DBNUM: (T302) Camden-Glassboro Light Rail Line

Comment:

My wife and I are currently commuting into Philadelphia. This light rail would be great to get us to PATCO quickly and safely, without having to worry about driving to Ferry Ave from our home in Woodbury.

I'd love to see this project be built. Plenty of new homes are being built around Woodbury as well as the Rowan University area. It would only bolster the appeal of the NJ suburbs for Philadelphia workers.

Item #: 75

Name: Heidi Louis

County: Various

Project Title: DBNUM: (T302) Camden-Glassboro Light Rail Line

Comment:

We could really use this line as there are many communities that could benefit from this type of public transportation in our area. North Jersey has had rail lines for many years now. It is time for South Jersey to have the same benefit.

Item #: 76

Name: Helene Masiko

County: Various

Project Title: DBNUM: (T302) Camden-Glassboro Light Rail Line

Comment:

I'm a 22-year home owner in Woodbury, NJ. I live across the street from the railroad tracks. We celebrated the passenger line approval many years ago. When will it really happen? I live for the day! Please make it happen.

Thank you!



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Item #: 77

Name: Herb Dodds Jr

County: Various

Project Title: DBNUM: (T302) Camden-Glassboro Light Rail Line

Comment:

A light rail through Gloucester County would be a huge asset to the communities along the line. Currently the only mass transit to Philly from Gloucester County is a very slow NJ Transit bus. From Woodbury to Philly by bus takes about an hour as it makes stops at nearly every block along Broadway. A Light Rail line would cut the commute down a lot and would really connect the college students at Rowan to the city of Philadelphia.

I know my household would be good for at least 5-10 round trips per week if not more.

Item #: 78

Name: Jacquie Gallagher

County: Various

Project Title: DBNUM: (T302) Camden-Glassboro Light Rail Line

Comment:

Development and construction of light rail would benefit this area by reducing traffic congestion and encouraging economic growth.

Item #: 79

Name: James

County: Various

Project Title: DBNUM: (T302) Camden-Glassboro Light Rail Line

Comment:

As a Woodbury local, one of the biggest problems facing the town is its sole reliance on cars. Having a variety of viable options for low-cost, low-footprint, transportation would be a boon, not only to Woodbury, but the surrounding area as well. Woodbury has a lot of talented, hardworking, people who need better ways to get where the work needs doing.

Conversely, Woodbury has many great resources of its own, but driving into town from Camden or Glassboro, can be a major deterrent. Opening up access, if done correctly and safely (for residents and the environment), would unlock Woodbury's many offerings for the rest of South Jersey.

My major concern would be the "importing" of crime to our area. Having lived in towns like Chestnut Hill, a moderately wealthy Philadelphia suburb with a convenient train station, I've had friends and neighbors who were robbed and broken into by individuals from out of town who simply had to catch the next train to evade the authorities.



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Item #: 80

Name: Jason Shaw

County: Various

Project Title: DBNUM: (T302) Camden-Glassboro Light Rail Line

Comment:

In favor of this long awaited and needed passenger rail service

Item #: 81

Name: Jean McClain

County: Various

Project Title: General Comment

Comment:

I support this project! This is vital to my community and long overdue!

Item #: 82

Name: John Leech

County: Various

Project Title: DBNUM: (T302) Camden-Glassboro Light Rail Line

Comment:

I support this project. It's long overdue!

Item #: 83

Name: Joseph Russell

County: Various

Project Title: DBNUM: (T302) Camden-Glassboro Light Rail Line

Comment:

Yes! Please continue working on the Glassboro-Camden Light Rail Line. This line needs to happen.

Item #: 84

Name: Kate Fraietta

County: Various

Project Title: DBNUM: (T302) Camden-Glassboro Light Rail Line

Comment:

Am in favor of the light rail through woodbury!!



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Item #: 85

Name: Keith Monahan

County: Various

Project Title: DBNUM: (T302) Camden-Glassboro Light Rail Line

Comment:

I support a light rail line from Camden to Glassboro. Currently, bus service is unreliable when traveling to many towns on the proposed route. As someone who does not own a car, I must consistently refuse to do programming in places like Woodbury and Pitman because I cannot rely on the bus.

Item #: 86

Name: Kelsey Gray

County: Various

Project Title: DBNUM: (T302) Camden-Glassboro Light Rail Line

Comment:

So excited about this project. This will help bring business to these struggling mainstreets

Item #: 87

Name: Kerri Sullivan

County: Various

Project Title: DBNUM: (T302) Camden-Glassboro Light Rail Line

Comment:

As a resident of Woodbury, I fully support the Camden-Glassboro line!! It would be a huge assets to our region; both in terms of access to transportation and economic development. It can't get here fast enough.

Item #: 88

Name: Kristina Morrison

County: Various

Project Title: DBNUM: (T302) Camden-Glassboro Light Rail Line

Comment:

I support this project!



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Item #: 89

Name: Lavon Phillips **County:** Various

Project Title: DBNUM: (T302) Camden-Glassboro Light Rail Line

Comment:

Looking great! We can't wait!

Item #: 90

Name: Lenor Mirochna **County:** Various

Project Title: DBNUM: (T302) Camden-Glassboro Light Rail Line

Comment:

Yes!!we are ready and would use this daily!

Item #: 91

Name: Leslie Clark **County:** Various

Project Title: DBNUM: (T302) Camden-Glassboro Light Rail Line

Comment:

I HIGHLY support this route.

Item #: 92

Name: Lisa Trunell **County:** Various

Project Title: DBNUM: (T302) Camden-Glassboro Light Rail Line

Comment:

I support this project & believe it would be a huge asset to the surrounding communities.

Item #: 93

Name: Loren Dann **County:** Various

Project Title: DBNUM: (T302) Camden-Glassboro Light Rail Line

Comment:

So excited for this! It will make travel easier and help families rely less on two cars. □□□□



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Item #: 94

Name: Lori Serra

County: Various

Project Title: DBNUM: (T302) Camden-Glassboro Light Rail Line

Comment:

Would love to see the light rail come through Woodbury.!!!

Item #: 95

Name: Martin Nolan

County: Various

Project Title: DBNUM: (T302) Camden-Glassboro Light Rail Line

Comment:

Been waiting a long time for this rail line. Please do all you can to make this happen. This will be a tremendous asset to these communities, the colleges, business and the environment.



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Item #: 96

Name: Matthew I. Callahan

County: Various

Project Title: DBNUM: (T302) Camden-Glassboro Light Rail Line

Comment:

I was unable to attend the town hall meeting in Collingswood yesterday because of class, but I would like to voice my opinion about the proposed rail line.

It is essential that the rail be a PATCO style rapid transit, and not a River Line style light rail. Although the initial costs will likely be greater, a rapid transit system is the only feasible option to reduce road congestion by moving South Jersey commuters into Camden and Philadelphia for work and leisure. A light rail is too small and too slow to attract a large commuter base, especially with a transfer at Broadway in Camden.

The ability to access high paying jobs, and Philadelphia's cultural activities with ease via the PATCO has helped to revitalize the Collingswood, Westmont, and Haddonfield areas. Conversely, because the Riverline system is not a valid commuter option, the communities along its route have not seen the same economic benefits. And although I admit my experience is anecdotal, without a commuter base, the riverline often serves as little more than a shuttle for heroin addicts.

As a young law student who bought a house across from the Westmont PATCO station, I can attest that many of my friends and classmates want to be near rapid transit stops for the access they provide to schools, jobs, and recreation, and are willing to pay top dollar to be close to stations. A rapid transit system would similarly improve the economies, and desirability of towns along the route to Glassboro, most especially Woodbury.

Finally, because the speed which passengers can access jobs and leisure in Philadelphia is the essential element that will determine the ridership, and therefore profitability and the economic benefit to the communities with rail stations; a PATCO style system would be exponentially more attractive to riders if it proceeded as a dual track system from Broadway to 15th/16th and Locust, rather than terminating with a transfer at Broadway. As an almost daily commuter on PATCO I can say with confidence that the trains as they exist now could not handle a large influx of passengers at the Broadway station during peak rush hour service.

A PATCO style rapid transit system, running transfer free, from Glassboro to Philadelphia would reduce South Jersey road congestion, and serve as an economic boon for towns along its route. Anything less will be an unappealing option for commuters, an artery for drug users, and a waste of taxpayer money.

Thank you for your consideration.



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Item #: 97

Name: Michael Laskey **County:** Various

Project Title: DBNUM: (T302) Camden-Glassboro Light Rail Line

Comment:

Please bring the Camden-Glassboro line to South Jersey!

Item #: 98

Name: Michelle **County:** Various

Project Title: DBNUM: (T302) Camden-Glassboro Light Rail Line

Comment:

I support this!

Item #: 99

Name: Mike **County:** Various

Project Title: DBNUM: (T302) Camden-Glassboro Light Rail Line

Comment:

No thanks! We have enough drug addicts here. Dont need Camden junkies getting access to our town.

Item #: 100

Name: Mike Lyons **County:** Various

Project Title: DBNUM: (T302) Camden-Glassboro Light Rail Line

Comment:

As someone who travels to Philadelphia from Glassboro everyday, there is a desperate need for commuter rail service in Gloucester county. I'd rather not have to transfer trains in Camden to get to Philadelphia but I will take anything at this point. Unfortunately, I think I'll be retired before this project comes to fruition.



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Item #: 101

Name: Nikki Campbell

County: Various

Project Title: DBNUM: (T302) Camden-Glassboro Light Rail Line

Comment:

Please create the light rail from glassboro to Camden. This would reduce traffic on 55/42/76 into Philadelphia.

Item #: 102

Name: Nora Leary

County: Various

Project Title: DBNUM: (T302) Camden-Glassboro Light Rail Line

Comment:

I am in favor of the light rail for Gloucester County. Access to Glassboro and connections in Camden for Philadelphia are needed in the growing areas of this region. Light rail would bring positive change to the region making it easier to use public transportation and reduce congestion in the surrounding 292, 55, 42 freeways plus county and local highways.

Item #: 103

Name: Nora Leary

County: Various

Project Title: DBNUM: (T302) Camden-Glassboro Light Rail Line

Comment:

I am a supporter of this project to provide light rail in Gloucester County. I would like this project to receive the funding it needs to get underway. It is something we need in this region.

Item #: 104

Name: Patty Woodworth

County: Various

Project Title: DBNUM: (T302) Camden-Glassboro Light Rail Line

Comment:

Please fund this project!



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Item #: 105

Name: Paul Wood

County: Various

Project Title: DBNUM: (T302) Camden-Glassboro Light Rail Line

Comment:

I live in Woodbury and am looking forward to the Camden-Glassboro line. I lived in Montclair, NJ, when the Boonton line came through. There were lots of empty store fronts, in Montclair. The train took time, but when it did, young families from NYC could pay the same amount on a mortgage that they paid for rent and moved out to Montclair. Coffee shops and restaurants and other shops filled the vacant stores. People could get to their jobs in the city without having to drive and pay tolls. Property values quadrupled. Bidding wars started big, old vacant houses. Things flourished. It was a rebirth.

Item #: 106

Name: Regina Becker

County: Various

Project Title: DBNUM: (T302) Camden-Glassboro Light Rail Line

Comment:

I support this project. I believe this project is well overdue and will help immensely on a multitude of levels. Let's get going.

Item #: 107

Name: Regina Chavez

County: Various

Project Title: DBNUM: (T302) Camden-Glassboro Light Rail Line

Comment:

Very excited for this project to come through my town of Woodbury!!

Item #: 108

Name: Richard Feuer

County: Various

Project Title: DBNUM: (T302) Camden-Glassboro Light Rail Line

Comment:

We need light rail in Woodbury very badly. It will increase property values as it will provide alternative transportation into Philly. That is a great way to attract millenials. I moved here twenty years ago hoping to one day take the train to Philly.



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Item #: 109

Name: Rick Breitenfeldt **County:** Various
Project Title: DBNUM: (T302) Camden-Glassboro Light Rail Line
Comment:
STRONGLY SUPPORT!

Item #: 110

Name: Robert Dalessandro **County:** Various
Project Title: DBNUM: (T302) Camden-Glassboro Light Rail Line
Comment:
Definitely a much needed trans-infrastructure project.

Item #: 111

Name: Robert Nylund **County:** Various
Project Title: DBNUM: (T302) Camden-Glassboro Light Rail Line
Comment:
Looking forward to the start/completion of the rail line thru Gloucester county.

Item #: 112

Name: Scott Carew **County:** Various
Project Title: DBNUM: (T302) Camden-Glassboro Light Rail Line
Comment:
The proposed Camden-Glassboro light rail line is absolutely necessary for the region to realize its full economic development potential. It could transform every municipality along the line in extremely positive ways.

Item #: 113

Name: Shirley Sharkey **County:** Various
Project Title: DBNUM: (T302) Camden-Glassboro Light Rail Line
Comment:
I fully support the Camden-Glassboro Light Rail Line!



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Item #: 114

Name: Stephanie Soden

County: Various

Project Title: DBNUM: (T302) Camden-Glassboro Light Rail Line

Comment:

I would love to see the passenger rail go further south than Camden. I would absolutely frequent various towns more often if it were available. Personally, I would like to see it come to Westville.

Item #: 115

Name: Tracey Parker

County: Various

Project Title: DBNUM: (T302) Camden-Glassboro Light Rail Line

Comment:

I support this project. Please reach out to me or other city officials with any input we may help you with.
Thank you!

Item #: 116

Name: Victoria Hall

County: Various

Project Title: DBNUM: (T302) Camden-Glassboro Light Rail Line

Comment:

I fully support the light rail project between woodbury and Glassboro. I believe it will be a huge boost to Woodbury's economic development, and will be a great way for students in Gloucester county to commute to Rowan University.

Item #: 117

Name: Wayne Knight

County: Various

Project Title: DBNUM: (T302) Camden-Glassboro Light Rail Line

Comment:

I support the project

Those communities south of RT 42 need this project.



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Item #: 118

Name: Wendy George

County: Various

Project Title: DBNUM: (T302) Camden-Glassboro Light Rail Line

Comment:

I support it!! We need it!!!



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Item #: 119

Name: Dana Dobson

County: Various

Project Title: General Comment

Comment:

Tri-State Transportation Campaign would like to thank DVRPC and its member governments for compiling the NJ TIP. We would like to particularly thank the TIP team for working with advocacy organizations to answer our questions along the way. We have three general comments:

Thank you to DVRPC for including the Circuit Trails explanation in the NJ TIP. We appreciate that there is extensive documentation of previous trail, bike and pedestrian funding in this document that includes the Regional Trail Funding projects in addition to TAP/TE/SRTS documentation.

The next TIP should work on extending its public engagement strategy. This engagement would greatly benefit from having participants from every county attending the meeting(s) and responding to questions about specific projects before and after at the meeting's formal presentation.

The one public meeting was primarily attended by Circuit Trail advocates and those that we invited through our own networks. The second public TIP meeting was also cut from this process. Additionally, the presentation does a great job of a TIP overview, however, at this point much of this information is available online and at least half of the audience had seen the presentation and materials (already at the Board, PPTF, and online). This takes away from time to devote to specific projects and questions.

While it is difficult to fit in a multitude of meetings in a short period, this engagement process seemed to reach very few from the general public and should have a critical focus next round.

The final comment is that the TIP process should have public engagement much earlier with the member government counties and cities. While we attempted to ask our counties to consider our projects much earlier, we were told to wait for public comment period. This comment period is too late in the process to discuss most meaningful changes. DVRPC should work with its member governments to ensure that the public can have real input in the projects and funding selected in the TIP.



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Item #: 120

Name: Jeff Taylor

County: Various

Project Title: General Comment

Comment:

In Carneys Point/Penns Grove, Salem County at Interchange 2B/2C of I-295, there are multiple gas stations and truck stops in this region on both side of I-295. The Hawks Bridge Road (NJ 140) overpass over I-295 only permits 1 lane of travel over 295.

As truck traffic is expected to increase for various reasons, it should be reviewed to determine if this overpass should be widened/replaced. It should also be reviewed to revamp the interchange, due to both the weaving condition on 295 South between the Rt. 140 ramps and the Exit 2A Hook Road/Rt. 551 Ramp, and the short acceleration lanes on I-295 North. These conditions are exacerbated due to trucks needing extra time to increase speed. The current condition forces trucks into the travel lanes of I-295 at a speed lower than what is normally safe for a free-flowing highway.

This overpass should be widened to a minimum of 4 lanes. It should further be reviewed to determine if widening of Rt. 140 is necessary between the Flying J Truck Stop and the NJ Turnpike Overpass, near the Pilot Truck stop.

Item #: 121

Name: John Boyle

County: Various

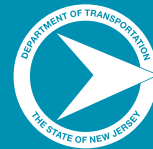
Project Title: General Comment

Comment:

NJDOT and all the County road and planning department should begin consulting the new NJ Complete Streets Design Guide for appropriate bicycle and pedestrian treatments. Link - <http://njbikeped.org/wp-content/uploads/2017/05/Complete-Streets-Design-Guide.pdf>



2017 State of New Jersey Complete Streets Design Guide





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Item #: 122

Name: Joseph Russell

County: Various

Project Title: General Comment

Comment:

Given what we know about the follies of land-use development patterns in the 20th century, that they've given us an over-engineered land of inefficient, traffic-producing, and community suffocating suburban sprawl, I would like to see DVRPC spending money on engineering work that mitigates those damages, not encourages them. For instance, projects where you plan to make it easier for people to make left turns onto busy roads because of "delays" makes it obvious that you care more about automobile throughput than the quality of the communities in your jurisdiction. If you build for traffic, you're going to give those communities more traffic. It was a mistake to build so many wide roads through the farmland of South Jersey in the 20th century, and we're going to keep paying for it until we repair the damage it's done by transitioning people out of cars and onto their feet, their bikes, or on to public transit. Our property taxes increase as a result of rampant sprawl. Our towns are slowly losing people because the only thing those built after World War II had going for them was newness, and now that's faded. There is no "there" there for most of the towns whose main development patterns are cul-de-sacs and strip malls.

As a regional planning authority, I know you understand this. You must use what little resources we're going to have in the 21st century to build up the places doing it right. This means the old towns along old train lines, be it currently working lines like PATCO or lines currently using freight. That is where the majority of your work should be, not in improving intersections so it's easier to make left turns. Any project that wastes money making it easier to drive is simply a continuation of the failed suburban land use policies of the 20th century. Level of Service should not dictate what people's everyday lived experience should be in their towns.

Cherry Hill, Gloucester, Voorhees, Marlton, and Mount Laurel townships are perfect examples of those people are beginning to leave behind because of the excessive build up of sprawl during the last century. Not only that, but they are incredibly expensive to maintain, hence NJ's sky-high property tax rates. You need to help us build a sustainable future, not continue building sprawl.



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Item #: 123

Name: Olivia Glenn

County: Various

Project Title: General Comment

Comment:

Greetings, and thank you for the opportunity to comment on and inquire about the NJ TIP.

I am interested in learning more about how the environmental justice formula was utilized to select projects for funding--both the types of projects of funded, as well as the amount of dollars dedicated for improvement projects.

When looking at the types of projects, a couple of items come to mind. What is the lens through which your formula may direct a project away from a community that meets multiple indicators of potential disadvantage? Is there any consideration for directing alternative transportation opportunities to communities with fewer vehicles and those with greater air burdens from vehicles and construction? What levels of assessment are completed to ensure that projects within the NJTIP are not exacerbating obstacles to safe biking and walking in communities with multiple indicators of potential disadvantage? Supporting multimodal trails, such as the Circuit Trails, and complete streets helps us achieve goals that improve the lives of the most vulnerable or potentially disadvantaged among us.

When looking at funding priorities, are adequate NJTIP dollars being directed to communities with multiple indicators of disadvantage? How is that determined? Directing infrastructure dollars to fix dilapidated roads and directing resources to transportation improvements, such as sound barrier elevation along Route 676 in Camden City and street improvements on local urban roads worn down by heavy truck traffic, are important priorities where dollars fund projects that will improve air quality and remove additional burdens in efficient road traversal for potentially overburdened residents.

I look forward to learning more about how environmental justice priorities inform funding priorities and types of improvement projects in our region.

Thank you for the opportunity to comment and inquire.

Sincerely,
Olivia Glenn

--
Olivia C. Glenn
South Jersey Metro Regional Manager
New Jersey Conservation Foundation
www.njconservation.org



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Camden, New Jersey 08102

Item #: 124

Name: Alexander E. Houseal Jr.

County: Various

Project Title: General Comment

Comment:

Sep 6, 2017

Delaware Valley Regional Planning Commission (DVRPC)

Dear (DVRPC),

As someone who values biking and walking on trails in my community and knows the many benefits that arise from building this infrastructure, I urge you to create a dedicated budget for constructing Circuit Trails.

When complete, the Circuit Trails will comprise a 700+ mile network of regional trails, including important trails in New Jersey.

There are ten trail segments in New Jersey that need nearly \$17 million for construction. I strongly urge you to create a dedicated budget for the construction of those Circuit trails. I also encourage the DVRPC to dedicate \$4 million as a down payment toward the construction of those trails.

In 2015, the Pennsylvania counties of the DVRPC created a dedicated budget for their Circuit trail projects and dedicated \$1 million per county in federal funding to construct trails. We can't afford to fall behind our Pennsylvania counterparts. Please create dedicated funding for Circuit trails.

Thank you for your time and I look forward to hearing your response.

Sincerely,

Mr. Alexander E. Houseal Jr.
Marlton, NJ 08053-5108



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DRAFT FY2018 FOR NEW JERSEY



Item #: 125

Name: Ann Baldyga

County: Various

Project Title: General Comment

Comment:

Sep 6, 2017

Delaware Valley Regional Planning Commission (DVRPC)

Dear (DVRPC),

As someone who values biking and walking on trails in my community and knows the many benefits that arise from building this infrastructure, I urge you to create a dedicated budget for constructing Circuit Trails.

When complete, the Circuit Trails will comprise a 700+ mile network of regional trails, including important trails in New Jersey.

There are ten trail segments in New Jersey that need nearly \$17 million for construction. I strongly urge you to create a dedicated budget for the construction of those Circuit trails. I also encourage the DVRPC to dedicate \$4 million as a down payment toward the construction of those trails.

In 2015, the Pennsylvania counties of the DVRPC created a dedicated budget for their Circuit trail projects and dedicated \$1 million per county in federal funding to construct trails. We can't afford to fall behind our Pennsylvania counterparts. Please create dedicated funding for Circuit trails.

Thank you for your time and I look forward to hearing your response.

Sincerely,

Mrs. Ann Baldyga
Voorhees, NJ 08043-1663



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Item #: 126

Name: Barbara Reeder

County: Various

Project Title: General Comment

Comment:

Sep 6, 2017

Delaware Valley Regional Planning Commission (DVRPC)

Dear (DVRPC),

As someone who values biking and walking on trails in my community and knows the many benefits that arise from building this infrastructure, I urge you to create a dedicated budget for constructing Circuit Trails.

When complete, the Circuit Trails will comprise a 700+ mile network of regional trails, including important trails in New Jersey.

There are ten trail segments in New Jersey that need nearly \$17 million for construction. I strongly urge you to create a dedicated budget for the construction of those Circuit trails. I also encourage the DVRPC to dedicate \$4 million as a down payment toward the construction of those trails.

In 2015, the Pennsylvania counties of the DVRPC created a dedicated budget for their Circuit trail projects and dedicated \$1 million per county in federal funding to construct trails. We can't afford to fall behind our Pennsylvania counterparts. Please create dedicated funding for Circuit trails.

Thank you for your time and I look forward to hearing your response.

Sincerely,

Ms. Barbara Reeder
Lawrenceville, NJ 08648-4817



PUBLIC COMMENT FORM

DRAFT FY2018 FOR NEW JERSEY



Item #: 127

Name: Brian Strope

County: Various

Project Title: General Comment

Comment:

Sep 6, 2017

Delaware Valley Regional Planning Commission (DVRPC)

Dear (DVRPC),

As someone who values biking and walking on trails in my community and knows the many benefits that arise from building this infrastructure, I urge you to create a dedicated budget for constructing Circuit Trails.

When complete, the Circuit Trails will comprise a 700+ mile network of regional trails, including important trails in New Jersey.

There are ten trail segments in New Jersey that need nearly \$17 million for construction. I strongly urge you to create a dedicated budget for the construction of those Circuit trails. I also encourage the DVRPC to dedicate \$4 million as a down payment toward the construction of those trails.

In 2015, the Pennsylvania counties of the DVRPC created a dedicated budget for their Circuit trail projects and dedicated \$1 million per county in federal funding to construct trails. We can't afford to fall behind our Pennsylvania counterparts. Please create dedicated funding for Circuit trails.

Thank you for your time and I look forward to hearing your response.

Sincerely,

Mr. Brian Strope
Chesterfield, NJ 08515-9407



PUBLIC COMMENT FORM

DRAFT FY2018 FOR NEW JERSEY



Item #: 128

Name: Charmaine Michaels

County: Various

Project Title: General Comment

Comment:

Sep 6, 2017

Delaware Valley Regional Planning Commission (DVRPC)

Dear (DVRPC),

As someone who values biking and walking on trails in my community and knows the many benefits that arise from building this infrastructure, I urge you to create a dedicated budget for constructing Circuit Trails.

When complete, the Circuit Trails will comprise a 700+ mile network of regional trails, including important trails in New Jersey.

There are ten trail segments in New Jersey that need nearly \$17 million for construction. I strongly urge you to create a dedicated budget for the construction of those Circuit trails. I also encourage the DVRPC to dedicate \$4 million as a down payment toward the construction of those trails.

In 2015, the Pennsylvania counties of the DVRPC created a dedicated budget for their Circuit trail projects and dedicated \$1 million per county in federal funding to construct trails. We can't afford to fall behind our Pennsylvania counterparts. Please create dedicated funding for Circuit trails.

Thank you for your time and I look forward to hearing your response.

Sincerely,

Ms. Charmaine Michaels
Mantua, NJ 08051-1176



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DRAFT FY2018 FOR NEW JERSEY



Item #: 129

Name: Chris Cominetto

County: Various

Project Title: General Comment

Comment:

Sep 6, 2017

Delaware Valley Regional Planning Commission (DVRPC)

Dear (DVRPC),

As someone who values biking and walking on trails in my community and knows the many benefits that arise from building this infrastructure, I urge you to create a dedicated budget for constructing Circuit Trails.

When complete, the Circuit Trails will comprise a 700+ mile network of regional trails, including important trails in New Jersey.

There are ten trail segments in New Jersey that need nearly \$17 million for construction. I strongly urge you to create a dedicated budget for the construction of those Circuit trails. I also encourage the DVRPC to dedicate \$4 million as a down payment toward the construction of those trails.

In 2015, the Pennsylvania counties of the DVRPC created a dedicated budget for their Circuit trail projects and dedicated \$1 million per county in federal funding to construct trails. We can't afford to fall behind our Pennsylvania counterparts. Please create dedicated funding for Circuit trails.

Thank you for your time and I look forward to hearing your response.

Sincerely,

Mr. Chris Cominetto
Cherry Hill, NJ 08003



PUBLIC COMMENT FORM

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Item #: 130

Name: Dana Dobson

County: Various

Project Title: General Comment

Comment:

As members of the New Jersey Circuit Coalition's steering committee, we are submitting the following comments [see below] on the FY2018 DVRPC NJTIP Work Program. The New Jersey Circuit steering committee members contributing to this document include John Boyle (Bicycle Coalition of Greater Philadelphia), Dana Dobson (Tri-State Transportation Campaign), Olivia Glenn (New Jersey Conservation Foundation) and Elizabeth Sewell (Rails-to-Trails Conservancy). Attached [shown below] are our joint comments.

Thank you.
Dana Dobson
South Jersey Coordinator
Tri-State Transportation Campaign

September 13, 2017

Re: NJ TIP Comment- New Jersey Circuit Trails Need Dedicated Funding

Dear DVRPC:

As members of the New Jersey Circuit Coalition's steering committee, we are submitting the following comments on the FY2018 DVRPC NJTIP Work Program. The New Jersey Circuit steering committee members contributing to this document include John Boyle (Bicycle Coalition of Greater Philadelphia), Dana Dobson (Tri-State Transportation Campaign), Olivia Glenn (New Jersey Conservation Foundation) and Elizabeth Sewell (Rails-to-Trails Conservancy). Below are our joint comments.

By our calculations, nearly \$17 million is needed to build 10 New Jersey Circuit trails that are in a pipeline of projects (including the six that received planning/design/engineering grants from the Regional Trails Fund Program). In order for these trails to be built—and to leverage the philanthropic dollars already invested in these trails - it is critical that New Jersey counties are able to secure federal, state and local funding. These projects include:

Rancocas Creek Greenway - Long Bridge Park to Smithville Park - \$3.5 million
Camden-Pennsauken-Merchantville Connector - \$500,000
Kinkora Trail- Old York Road to Mansfield Park - \$2 million
Kinkora Trail- Juliustown Park to Pemberton Rail Trail - \$3 million
Cooper River- Pub Connector - \$250,000



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Cooper River Riverbirch Trail - \$400,000
Harrison-Mullica Hill - \$5 million
Delaware River Heritage Trail- DRHT/D&R Gap - \$350,000
Lawrence Hopewell Trail- Dyson Tract - \$275,000
Union Transportation Trail - \$1.5 million

DVRPC stated that \$1 million would be allocated to the competitive Congestion Mitigation and Air Quality Improvement Program (CMAQ, DB# X065) for the construction of CMAQ eligible Circuit Trails. While we applaud this decision, we note that \$1 million does not significantly close the nearly \$17 million gap in funding that currently exists.

In order to ensure that these ten New Jersey Circuit Trails segments do get constructed, the Circuit Coalition thinks that DVRPC can do more to guarantee that the necessary funding will be made available. DVRPC should dedicate funding as a down payment to build some of the ten trails that need construction funding. DVRPC can do this by creating a "line item" in the NJTIP that can be used to draw down funds as trails advance through the planning, design, engineering, and construction process. A Circuit TIP line item is critical because it will ensure construction funding is available from a dedicated, accountable source.

In 2015, the five Pennsylvania counties of the DVRPC Board did this when it amended the Pennsylvania 2017-2020 TIP to include a line item for set-aside construction funding for Circuit Trails when the trails finish planning and design. (PA TIP FY2017 MPMS 105291, page 333)

Mercer, Burlington, Camden and Gloucester Counties should commit \$4 Million in federal funding at their discretion toward the Circuit line item as a down payment to build the existing ten trail segments that need funding. The amount of \$4 Million—\$1 million per county— is comparable to the amount dedicated by the five Pennsylvania counties in 2015. In 2015, DVRPC received 126 public comments in support of dedicated Circuit funding on the New Jersey 2016-2019 NJTIP. Despite this support, no action was taken and the NJTIP did not include dedicated funding for the Circuit Trails.

With support from the Circuit Coalition and people who use and love trails in New Jersey, an opportunity exists through the 2018-2021 NJTIP to have DVRPC commit a stable source of funding that is needed to close the nearly \$17 million funding gap for these trail projects.

Thank you for your support of the Circuit Trails; and the Circuit Coalition hopes that the funding will be committed to complete this important regional trail network.

John Boyle
Bicycle Coalition of Greater Philadelphia



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Dana Dobson
Tri-State Transportation Campaign

Olivia Glenn
New Jersey Conservation Foundation

Elizabeth Sewell
Rails-to-Trails Conservancy



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Item #: 131

Name: Dawn Trombetta

County: Various

Project Title: General Comment

Comment:

Sep 6, 2017

Delaware Valley Regional Planning Commission (DVRPC)

Dear (DVRPC),

As someone who values biking and walking on trails in my community and knows the many benefits that arise from building this infrastructure, I urge you to create a dedicated budget for constructing Circuit Trails.

When complete, the Circuit Trails will comprise a 700+ mile network of regional trails, including important trails in New Jersey.

There are ten trail segments in New Jersey that need nearly \$17 million for construction. I strongly urge you to create a dedicated budget for the construction of those Circuit trails. I also encourage the DVRPC to dedicate \$4 million as a down payment toward the construction of those trails.

In 2015, the Pennsylvania counties of the DVRPC created a dedicated budget for their Circuit trail projects and dedicated \$1 million per county in federal funding to construct trails. We can't afford to fall behind our Pennsylvania counterparts. Please create dedicated funding for Circuit trails.

Thank you for your time and I look forward to hearing your response.

Sincerely,

Ms. Dawn Trombetta
104 Glen Ave
Turnersville, NJ 08012-5147



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Item #: 132

Name: Ed Arnold

County: Various

Project Title: General Comment

Comment:

Sep 6, 2017

Delaware Valley Regional Planning Commission (DVRPC)

Dear (DVRPC),

As someone who values biking and walking on trails in my community and knows the many benefits that arise from building this infrastructure, I urge you to create a dedicated budget for constructing Circuit Trails.

When complete, the Circuit Trails will comprise a 700+ mile network of regional trails, including important trails in New Jersey.

There are ten trail segments in New Jersey that need nearly \$17 million for construction. I strongly urge you to create a dedicated budget for the construction of those Circuit trails. I also encourage the DVRPC to dedicate \$4 million as a down payment toward the construction of those trails.

In 2015, the Pennsylvania counties of the DVRPC created a dedicated budget for their Circuit trail projects and dedicated \$1 million per county in federal funding to construct trails. We can't afford to fall behind our Pennsylvania counterparts. Please create dedicated funding for Circuit trails.

Thank you for your time and I look forward to hearing your response.

Sincerely,

Mr. Ed Arnold
Sicklerville, NJ 08081-4007



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Item #: 133

Name: Frank Lipiecki

County: Various

Project Title: General Comment

Comment:

Sep 6, 2017

Delaware Valley Regional Planning Commission (DVRPC)

Dear (DVRPC),

As someone who values biking and walking on trails in my community and knows the many benefits that arise from building this infrastructure, I urge you to create a dedicated budget for constructing Circuit Trails.

When complete, the Circuit Trails will comprise a 700+ mile network of regional trails, including important trails in New Jersey.

There are ten trail segments in New Jersey that need nearly \$17 million for construction. I strongly urge you to create a dedicated budget for the construction of those Circuit trails. I also encourage the DVRPC to dedicate \$4 million as a down payment toward the construction of those trails.

In 2015, the Pennsylvania counties of the DVRPC created a dedicated budget for their Circuit trail projects and dedicated \$1 million per county in federal funding to construct trails. We can't afford to fall behind our Pennsylvania counterparts. Please create dedicated funding for Circuit trails.

Thank you for your time and I look forward to hearing your response.

Sincerely,

Mr. Frank Lipiecki
Haddonfield, NJ 08033-1843



PUBLIC COMMENT FORM

DRAFT FY2018 FOR NEW JERSEY



Item #: 134

Name: James Markgraf

County: Various

Project Title: General Comment

Comment:

Sep 6, 2017

Delaware Valley Regional Planning Commission (DVRPC)

Dear (DVRPC),

As someone who values biking and walking on trails in my community and knows the many benefits that arise from building this infrastructure, I urge you to create a dedicated budget for constructing Circuit Trails. When complete, the Circuit Trails will comprise a 700+ mile network of regional trails, including important trails in New Jersey.

There are ten trail segments in New Jersey that need nearly \$17 million for construction. I strongly urge you to create a dedicated budget for the construction of those Circuit trails. I also encourage the DVRPC to dedicate \$4 million as a down payment toward the construction of those trails.

In 2015, the Pennsylvania counties of the DVRPC created a dedicated budget for their Circuit trail projects and dedicated \$1 million per county in federal funding to construct trails. We can't afford to fall behind our Pennsylvania counterparts. Please create dedicated funding for Circuit trails.

Thank you for your time and I look forward to hearing your response.

Sincerely,

Mr. James Markgraf
Marlton, NJ 08053-3607



PUBLIC COMMENT FORM

DRAFT FY2018 FOR NEW JERSEY



Item #: 135

Name: Jeff Meyers

County: Various

Project Title: General Comment

Comment:

Sep 6, 2017

Delaware Valley Regional Planning Commission (DVRPC)

Dear (DVRPC),

As someone who values biking and walking on trails in my community and knows the many benefits that arise from building this infrastructure, I urge you to create a dedicated budget for constructing Circuit Trails.

I am a lifelong resident of Camden County and have been an avid road cyclist for the past decade. The options for riding safely in our community are limited, which is why this circuit is of great interest and importance to me.

When complete, the Circuit Trails will comprise a 700+ mile network of regional trails, including important trails in New Jersey.

There are ten trail segments in New Jersey that need nearly \$17 million for construction. I strongly urge you to create a dedicated budget for the construction of those Circuit trails. I also encourage the DVRPC to dedicate \$4 million as a down payment toward the construction of those trails.

In 2015, the Pennsylvania counties of the DVRPC created a dedicated budget for their Circuit trail projects and dedicated \$1 million per county in federal funding to construct trails. We can't afford to fall behind our Pennsylvania counterparts. Please create dedicated funding for Circuit trails.

Thank you for your time and I look forward to hearing your response.

Sincerely,

Mr. Jeff Meyers
Cherry Hill, NJ 08003-1226



PUBLIC COMMENT FORM

DRAFT FY2018 FOR NEW JERSEY



Item #: 136

Name: JQ Wade

County: Various

Project Title: General Comment

Comment:

Sep 6, 2017

Delaware Valley Regional Planning Commission (DVRPC)

Dear (DVRPC),

As someone who values biking and walking on trails it would be welcomed in my community and I know the many benefits that arise from building this type of infrastructure, I urge you to create a dedicated budget for constructing Circuit Trails.

I live in Browns Mills, NJ and we are in great need of a fully developed trail system and we have several closed down railways that would make beautiful trails and could be used to connect many communities along the way beyond my area north eastwards towards the Jersey shore!

On January 22, 2016, I was hit by a car while riding by bicycle from the rear and was nearly killed, I had over 22 fractures: both legs (rt. Ankle screws and plate); 4 separate areas of my spine and neck; ribs and collarbone screws and plate. And colostomy due to external and internal injuries, besides severe sprains throughout my body and nerve damage with some memory loss issues which placed me in hospital for over 9 weeks, having to learn to stand, walk and do all the things I used to do. With a lot of hard and persistent work I have rehabilitated myself to do most of the things I was able to do before the accident but still have a ways to go to get back to full function and strength.

I continue to work hard if not harder now as things do not come as easy as it used to. I live in constant daily pain some days worse than others which from what I understand may be a permanent situation. It has been a learning experience going through all that I have but the good thing is I am still alive and can continue with my life's mission.

I say all this in an effort to let you know how important a local trail system is for me and could have prevented what happened to me and others that have been hit by cars as they ride their bikes in the area on local roads. I and many others would welcome such an endeavor in our community.

When complete, the Circuit Trails will comprise a 700+ mile network of regional trails, including important trails in New Jersey.

There are ten trail segments in New Jersey that need nearly \$17 million for construction. I strongly urge you to create a dedicated budget for the construction of those Circuit trails. I



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also encourage the DVRPC to dedicate \$4 million as a down payment toward the construction of those trails.

In 2015, the Pennsylvania counties of the DVRPC created a dedicated budget for their Circuit trail projects and dedicated \$1 million per county in federal funding to construct trails. We can't afford to fall behind our Pennsylvania counterparts. Please create dedicated funding for Circuit trails.

Thank you for your time and I look forward to hearing your response.

Sincerely,

Mr. JQ Wade
Browns Mills, NJ 08015-5942



PUBLIC COMMENT FORM

DRAFT FY2018 FOR NEW JERSEY



Item #: 137

Name: Len Eisenberg

County: Various

Project Title: General Comment

Comment:

Sep 6, 2017

Delaware Valley Regional Planning Commission (DVRPC)

Dear (DVRPC),

As someone who values biking and walking on trails in my community and knows the many benefits that arise from building this infrastructure, I urge you to create a dedicated budget for constructing Circuit Trails.

When complete, the Circuit Trails will comprise a 700+ mile network of regional trails, including important trails in New Jersey.

There are ten trail segments in New Jersey that need nearly \$17 million for construction. I strongly urge you to create a dedicated budget for the construction of those Circuit trails. I also encourage the DVRPC to dedicate \$4 million as a down payment toward the construction of those trails.

In 2015, the Pennsylvania counties of the DVRPC created a dedicated budget for their Circuit trail projects and dedicated \$1 million per county in federal funding to construct trails. We can't afford to fall behind our Pennsylvania counterparts. Please create dedicated funding for Circuit trails.

Thank you for your time and I look forward to hearing your response.

Sincerely,

Mr. Len Eisenberg
Somerdale, NJ 08083-1920



PUBLIC COMMENT FORM

DRAFT FY2018 FOR NEW JERSEY



Item #: 138

Name: Lynn Delsing

County: Various

Project Title: General Comment

Comment:

Sep 6, 2017

Delaware Valley Regional Planning Commission (DVRPC)

Dear (DVRPC),

I love walking on trails in my community. I urge you to create a dedicated budget for constructing Circuit Trails. I find walking in wooded areas healthful and rejuvenating. A good trail infrastructure is also a good draw attracting people to choose New Jersey for their home or for visits.

I am aware that Pennsylvania has a dedicated budget for their Circuit Trails and I hope New Jersey won't fall too far behind our neighboring state.

Thank you for your time. I look forward to hearing your response.

Sincerely,

Mrs. Lynn Delsing
Cherry Hill, NJ 08034-3925



PUBLIC COMMENT FORM

DRAFT FY2018 FOR NEW JERSEY



Item #: 139

Name: Marie Inferrera Holmdal

County: Various

Project Title: General Comment

Comment:

Sep 6, 2017

Delaware Valley Regional Planning Commission (DVRPC)

Dear (DVRPC),

As someone who values biking and walking on trails in my community and knows the many benefits that arise from building this infrastructure, I urge you to create a dedicated budget for constructing Circuit Trails.

When complete, the Circuit Trails will comprise a 700+ mile network of regional trails, including important trails in New Jersey.

There are ten trail segments in New Jersey that need nearly \$17 million for construction. I strongly urge you to create a dedicated budget for the construction of those Circuit trails. I also encourage the DVRPC to dedicate \$4 million as a down payment toward the construction of those trails.

In 2015, the Pennsylvania counties of the DVRPC created a dedicated budget for their Circuit trail projects and dedicated \$1 million per county in federal funding to construct trails. We can't afford to fall behind our Pennsylvania counterparts. Please create dedicated funding for Circuit trails.

Thank you for your time and I look forward to hearing your response.

Sincerely,

Ms. Marie Inferrera Holmdal
Woodbury, NJ 08096-2838



PUBLIC COMMENT FORM

DRAFT FY2018 FOR NEW JERSEY



Item #: 140

Name: Mark Ricci

County: Various

Project Title: General Comment

Comment:

Sep 6, 2017

Delaware Valley Regional Planning Commission (DVRPC)

Dear (DVRPC),

As someone who values biking and walking on trails in my community and knows the many benefits that arise from building this infrastructure, I urge you to create a dedicated budget for constructing Circuit Trails.

When complete, the Circuit Trails will comprise a 700+ mile network of regional trails, including important trails in New Jersey.

There are ten trail segments in New Jersey that need nearly \$17 million for construction. I strongly urge you to create a dedicated budget for the construction of those Circuit trails. I also encourage the DVRPC to dedicate \$4 million as a down payment toward the construction of those trails.

In 2015, the Pennsylvania counties of the DVRPC created a dedicated budget for their Circuit trail projects and dedicated \$1 million per county in federal funding to construct trails. We can't afford to fall behind our Pennsylvania counterparts. Please create dedicated funding for Circuit trails.

Thank you for your time and I look forward to hearing your response.

Sincerely,

Mr. Mark Ricci
Collingswood, NJ 08108-1406



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DRAFT FY2018 FOR NEW JERSEY



Item #: 141

Name: Micha Abrams

County: Various

Project Title: General Comment

Comment:

Sep 6, 2017

Delaware Valley Regional Planning Commission (DVRPC)

Dear (DVRPC),

As someone who values biking and walking on trails in my community and knows the many benefits that arise from building this infrastructure, I urge you to create a dedicated budget for constructing Circuit Trails.

When complete, the Circuit Trails will comprise a 700+ mile network of regional trails, including important trails in New Jersey.

There are ten trail segments in New Jersey that need nearly \$17 million for construction. I strongly urge you to create a dedicated budget for the construction of those Circuit trails. I also encourage the DVRPC to dedicate \$4 million as a down payment toward the construction of those trails.

In 2015, the Pennsylvania counties of the DVRPC created a dedicated budget for their Circuit trail projects and dedicated \$1 million per county in federal funding to construct trails. We can't afford to fall behind our Pennsylvania counterparts. Please create dedicated funding for Circuit trails.

Thank you for your time and I look forward to hearing your response.

Sincerely,

Mrs. Micha Abrams
Woodbury, NJ 08096-3544



PUBLIC COMMENT FORM

DRAFT FY2018 FOR NEW JERSEY



Item #: 142

Name: Michael Bembridge

County: Various

Project Title: General Comment

Comment:

Sep 6, 2017

Delaware Valley Regional Planning Commission (DVRPC)

Dear (DVRPC),

As someone who values biking and walking on trails in my community and knows the many benefits that arise from building this infrastructure, I urge you to create a dedicated budget for constructing Circuit Trails.

When complete, the Circuit Trails will comprise a 700+ mile network of regional trails, including important trails in New Jersey.

There are ten trail segments in New Jersey that need nearly \$17 million for construction. I strongly urge you to create a dedicated budget for the construction of those Circuit trails. I also encourage the DVRPC to dedicate \$4 million as a down payment toward the construction of those trails.

In 2015, the Pennsylvania counties of the DVRPC created a dedicated budget for their Circuit trail projects and dedicated \$1 million per county in federal funding to construct trails. We can't afford to fall behind our Pennsylvania counterparts. Please create dedicated funding for Circuit trails.

Thank you for your time and I look forward to hearing your response.

Sincerely,

Mr. Michael Bembridge
Marlton, NJ 08053-1451



PUBLIC COMMENT FORM

DRAFT FY2018 FOR NEW JERSEY



Item #: 143

Name: Nancy Matthews

County: Various

Project Title: General Comment

Comment:

Sep 6, 2017

Delaware Valley Regional Planning Commission (DVRPC)

Dear (DVRPC),

As someone who values biking and walking on trails in my community and knows the many benefits that arise from building this infrastructure, I urge you to create a dedicated budget for constructing Circuit Trails.

I have used recreational biking trails all over the country, and New Jersey's infrastructure is woefully lacking. To use a safe bike trail, I have to drive 45 minutes from my home in Moorestown to go up to Princeton or Washington Crossing to use the D&R Canal trails. THERE ARE NO OFF-ROAD BIKE TRAILS IN BURLINGTON COUNTY!

It is frustrating that every state I visit has better biking opportunities than NJ. Invest in the health of our citizens by dedicating funding for the Circuit Trails.

Thank you for your time and I look forward to hearing your response.

Sincerely,

Mrs. Nancy Matthews
Moorestown, NJ 08057-2559



PUBLIC COMMENT FORM

DRAFT FY2018 FOR NEW JERSEY



Item #: 144

Name: Nathaniel Collins

County: Various

Project Title: General Comment

Comment:

Sep 9, 2017

Dear (DVRPC),

As someone who values biking and walking on trails in my community and knows the many benefits that arise from building this infrastructure, I urge you to create a dedicated budget for constructing Circuit Trails. Please stop maintaining a hostile environment to bicyclists and pedestrians and pandering to the petrol and auto lobbies.

When complete, the Circuit Trails will comprise a 700+ mile network of regional trails, including important trails in New Jersey.

There are ten trail segments in New Jersey that need nearly \$17 million for construction. I strongly urge you to create a dedicated budget for the construction of those Circuit trails. I also encourage the DVRPC to dedicate \$4 million as a down payment toward the construction of those trails.

In 2015, the Pennsylvania counties of the DVRPC created a dedicated budget for their Circuit trail projects and dedicated \$1 million per county in federal funding to construct trails. We can't afford to fall behind our Pennsylvania counterparts. Please create dedicated funding for Circuit trails.

Thank you for your time and I look forward to hearing your response.

Sincerely,

Mr. Nathaniel Collins
Medford, NJ 08055-9364



PUBLIC COMMENT FORM

DRAFT FY2018 FOR NEW JERSEY



Item #: 145

Name: R. Bruce Donald, APBP

County: Various

Project Title: General Comment

Comment:

Dear DVRPC Board:

The East Coast Greenway Alliance (ECGA) is submitting this letter as a comment on the DRAFT FY 2018 New Jersey Transportation Improvement Program (TIP), particularly to request that a dedicated, stable source of funding for trail development be included for the DVRPC region.

As you may be aware, the ECGA vision is to create the nation's longest connected biking and walking route – 3,000 miles of protected greenway from Maine to Florida. This includes segments proposed in the four New Jersey counties within the DVRPC planning jurisdiction.

The ECGA will benefit our nation's citizens by improving local economies, public health and wellness and expanding our transportation infrastructure. To turn this vision into reality requires a lot of hard work from our volunteers, dedication of local elected officials and professionals and stable funding to implement trail design and construction projects.

The goals of New Jersey's TIP are in-line with the ECGA vision – to provide safe, multi-modal transportation options that reduce traffic congestion and have an environmental benefit.

But those goals cannot be achieved without dedicated funding for trail development. Our partners throughout the DVRPC planning region rely on those funds to leverage other nontraditional grants to ensure efficient and timely trail project development.

We urge the DVRPC Board to consider the benefits of regional trails and dedicate meaningful funding in the FY 2018 NJ TIP for trail design and development. Thank you for the opportunity to comment.

Sincerely,
R. Bruce Donald, APBP
Tri-State Greenways Coordinator
East Coast Greenway Alliance
Farmington, CT 06032



PUBLIC COMMENT FORM

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Item #: 146

Name: Stephen Gingo

County: Various

Project Title: General Comment

Comment:

Sep 6, 2017

Delaware Valley Regional Planning Commission (DVRPC)

Dear (DVRPC),

As someone who values biking and walking on trails in my community and knows the many benefits that arise from building this infrastructure, I urge you to create a dedicated budget for constructing Circuit Trails.

When complete, the Circuit Trails will comprise a 700+ mile network of regional trails, including important trails in New Jersey.

There are ten trail segments in New Jersey that need nearly \$17 million for construction. I strongly urge you to create a dedicated budget for the construction of those Circuit trails. I also encourage the DVRPC to dedicate \$4 million as a down payment toward the construction of those trails.

In 2015, the Pennsylvania counties of the DVRPC created a dedicated budget for their Circuit trail projects and dedicated \$1 million per county in federal funding to construct trails. We can't afford to fall behind our Pennsylvania counterparts. Please create dedicated funding for Circuit trails.

Your response will directly affect the lives and health of many local residents who will use these trails! Be wise.

Sincerely,

Mr. Stephen Gingo
Hamilton, NJ 08629-1012



PUBLIC COMMENT FORM

DRAFT FY2018 FOR NEW JERSEY



Item #: 147

Name: Stephen Marshall

County: Various

Project Title: General Comment

Comment:

Sep 6, 2017

Delaware Valley Regional Planning Commission (DVRPC)

Dear (DVRPC),

As someone who values biking and walking on trails in my community and knows the many benefits that arise from building this infrastructure, I urge you to create a dedicated budget for constructing Circuit Trails.

When complete, the Circuit Trails will comprise a 700+ mile network of regional trails, including important trails in New Jersey.

There are ten trail segments in New Jersey that need nearly \$17 million for construction. I strongly urge you to create a dedicated budget for the construction of those Circuit trails. I also encourage the DVRPC to dedicate \$4 million as a down payment toward the construction of those trails.

In 2015, the Pennsylvania counties of the DVRPC created a dedicated budget for their Circuit trail projects and dedicated \$1 million per county in federal funding to construct trails. We can't afford to fall behind our Pennsylvania counterparts. Please create dedicated funding for Circuit trails.

Thank you for your time and I look forward to hearing your response.

Sincerely,

Mr. Stephen Marshall
Turnersville, NJ 08012-2420



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Item #: 148

Name: Steven Fenster

County: Various

Project Title: General Comment

Comment:

Sep 6, 2017

Delaware Valley Regional Planning Commission (DVRPC)

Dear (DVRPC),

As someone who values biking and walking on trails in my community and knows the many benefits that arise from building this infrastructure, I urge you to create a dedicated budget for constructing Circuit Trails.

When complete, the Circuit Trails will comprise a 700+ mile network of regional trails, including important trails in New Jersey.

There are ten trail segments in New Jersey that need nearly \$17 million for construction. I strongly urge you to create a dedicated budget for the construction of those Circuit trails. I also encourage the DVRPC to dedicate \$4 million as a down payment toward the construction of those trails.

In 2015, the Pennsylvania counties of the DVRPC created a dedicated budget for their Circuit trail projects and dedicated \$1 million per county in federal funding to construct trails. We can't afford to fall behind our Pennsylvania counterparts. Please create dedicated funding for Circuit trails.

Thank you for your time and I look forward to hearing your response.

Sincerely,

Mr. Steven Fenster
Pemberton, NJ 08068-1231



PUBLIC COMMENT FORM

DRAFT FY2018 FOR NEW JERSEY



Item #: 149

Name: Suzanne Lowing

County: Various

Project Title: General Comment

Comment:

Sep 6, 2017

Delaware Valley Regional Planning Commission (DVRPC)

Dear (DVRPC),

As someone who values biking and walking on trails in my community and knows the many benefits that arise from building this infrastructure, I urge you to create a dedicated budget for constructing Circuit Trails.

When complete, the Circuit Trails will comprise a 700+ mile network of regional trails, including important trails in New Jersey.

There are ten trail segments in New Jersey that need nearly \$17 million for construction. I strongly urge you to create a dedicated budget for the construction of those Circuit trails. I also encourage the DVRPC to dedicate \$4 million as a down payment toward the construction of those trails.

In 2015, the Pennsylvania counties of the DVRPC created a dedicated budget for their Circuit trail projects and dedicated \$1 million per county in federal funding to construct trails. We can't afford to fall behind our Pennsylvania counterparts. Please create dedicated funding for Circuit trails.

Thank you for your time and I look forward to hearing your response.

Sincerely,

Ms. Suzanne Lowing
Ewing, NJ 08628-2223



PUBLIC COMMENT FORM

DRAFT FY2018 FOR NEW JERSEY



Item #: 150

Name: Thomas Groeller

County: Various

Project Title: General Comment

Comment:

Sep 6, 2017

Delaware Valley Regional Planning Commission (DVRPC)

Dear (DVRPC),

As someone who values biking and walking on trails in my community and knows the many benefits that arise from building this infrastructure, I urge you to create a dedicated budget for constructing Circuit Trails.

When complete, the Circuit Trails will comprise a 700+ mile network of regional trails, including important trails in New Jersey.

There are ten trail segments in New Jersey that need nearly \$17 million for construction. I strongly urge you to create a dedicated budget for the construction of those Circuit trails. I also encourage the DVRPC to dedicate \$4 million as a down payment toward the construction of those trails.

In 2015, the Pennsylvania counties of the DVRPC created a dedicated budget for their Circuit trail projects and dedicated \$1 million per county in federal funding to construct trails. We can't afford to fall behind our Pennsylvania counterparts. Please create dedicated funding for Circuit trails.

Thank you for your time and I look forward to hearing your response.

Sincerely,

Mr. Thomas Groeller
Medford, NJ 08055-8110



PUBLIC COMMENT FORM

DRAFT FY2018 FOR NEW JERSEY



Item #: 151

Name: Tom DiSpaldo

County: Various

Project Title: General Comment

Comment:

Sep 6, 2017

Delaware Valley Regional Planning Commission (DVRPC)

Dear (DVRPC),

As someone who values biking and walking on trails in my community and knows the many benefits that arise from building this infrastructure, I urge you to create a dedicated budget for constructing Circuit Trails.

When complete, the Circuit Trails will comprise a 700+ mile network of regional trails, including important trails in New Jersey.

There are ten trail segments in New Jersey that need nearly \$17 million for construction. I strongly urge you to create a dedicated budget for the construction of those Circuit trails. I also encourage the DVRPC to dedicate \$4 million as a down payment toward the construction of those trails.

In 2015, the Pennsylvania counties of the DVRPC created a dedicated budget for their Circuit trail projects and dedicated \$1 million per county in federal funding to construct trails. We can't afford to fall behind our Pennsylvania counterparts. Please create dedicated funding for Circuit trails.

Thank you for your time and I look forward to hearing your response.

Sincerely,

Mr. Tom DiSpaldo
Sewell, NJ 08080-3532



PUBLIC COMMENT FORM

DRAFT FY2018 FOR NEW JERSEY



Item #: 152

Name: William R. Krisak

County: Various

Project Title: General Comment

Comment:

Sep 6, 2017

Delaware Valley Regional Planning Commission (DVRPC)

Dear (DVRPC),

As someone who values biking and walking on trails in my community and knows the many benefits that arise from building this infrastructure, I urge you to create a dedicated budget for constructing Circuit Trails.

When complete, the Circuit Trails will comprise a 700+ mile network of regional trails, including important trails in New Jersey.

There are ten trail segments in New Jersey that need nearly \$17 million for construction. I strongly urge you to create a dedicated budget for the construction of those Circuit trails. I also encourage the DVRPC to dedicate \$4 million as a down payment toward the construction of those trails.

In 2015, the Pennsylvania counties of the DVRPC created a dedicated budget for their Circuit trail projects and dedicated \$1 million per county in federal funding to construct trails. We can't afford to fall behind our Pennsylvania counterparts. Please create dedicated funding for Circuit trails.

Thank you for your time and I look forward to hearing your response.

Sincerely,

Mr. William R. Krisak
Trenton, NJ 08690-3804



PUBLIC COMMENT FORM

DRAFT FY2018 FOR NEW JERSEY



Item #: 153

Name: Freeholder Director Bruce Garganio

County: Burlington

Project Title: General Comment

Comment:

Dear Executive Director Barry Seymour:

Upon reviewing the Draft FY2018 TIP for New Jersey, the Burlington County Board of Chosen Freeholders (Freeholders) found the document omitted a very important project needed to address the growing traffic problems occurring at the intersection of US Route 130 and CR 656 (Florence-Columbus Road) in Florence Township, Burlington County, New Jersey. The Freeholders respectfully request this intersection be included in the "Study and Development Projects" section in the TIP for concept development. The basis for Freeholders' request is provided below.

The Freeholders draw your attention to the "Transportation Problem Statement" (TPS) for the intersection prepared by your agency. The TPS indicates the "US Route 130 and CR 656 (Florence-Columbus Road) intersection in Florence Township, Burlington County serves as a focal point for highway access to both the NJ Turnpike via Exit 6-A and to I-295 at interchange 52." The TPS explains that "[w]hile already exhibiting signs of severe traffic congestion, the US Route 130 and CR 656 intersection is projected to experience further increases in vehicular and heavy truck volume." The TPS describes the growth in vehicular and heavy truck volume is due to the "locational advantages of Florence Township and its municipal neighbors" and that "freight trip generators are expected to double in size." "At the present, the existing signalized intersection already fails during peak hours and the capacity of several approach legs is close to failure." The TPS expresses concerns about safety of the intersection. "Vehicular collisions, including those involving heavy vehicles, have been increasing at the intersection. Two fatalities involving heavy trucks have recently occurred." The TPS concludes "[f]uture significant growth in warehouse activity in the surrounding area will further exacerbate the intersection's capacity, operational, and safety problems and prove detrimental to economic development in the area."

The Freeholders appreciate DVRPC's active involvement in providing planning assistance to Burlington County over the years. DVRPC has prepared valuable planning studies for Burlington County, particularly for the River Route (previously known as the Route 130/Delaware River Corridor) in which the US Route 130 and CR 656 intersection is located. DVRPC assisted Burlington County in studying traffic and circulation problems in the River Route by preparing the "US 130 Corridor Study" in August 1997. This study identified the US Route 130 and CR 656 intersection as a "problem location." It indicated the intersection "carries a significant number of trucks because it provides direct connection between US 130 and I-295" and describes the congestion impacting the intersection as well as the problems associated with the inability of the intersection's geometry to accommodate



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trucks. DVRPC's "US 130 Turnpike Area Infrastructure Needs Analysis" prepared in June 2001 identified "US Route 130 at Florence-Columbus Road" as a "problem location" due to poor geometric design for truck traffic and expected increases in truck traffic due to increases in warehouse activity in the general vicinity. The DVRPC document "Freight in Burlington County" prepared September 2011 describes the types of freight traffic in Burlington County and the importance of freight generators as a jobs generator and contributors to the local and regional economy. The draft DVRPC document "Interchange 6A Freight Access Study, Burlington Township & Florence Township" dated July 2017 describes current freight generators, projected growth of freight generators, traffic problem locations and safety concerns in the Burlington and Florence Townships. The draft study identified US Route 130 and CR 656 as a problem location and offered an "improvement scenario" for the intersection.

The Freeholders believe the intersection of US Route 130 and CR 656 is one of the lynchpins for the economic viability of the northern portion of the county where freight generators have located and operate. This region of the county is not only an important part of the local economy, it is a major component of the State of New Jersey's logistics industrial sector. The Freeholders also believe the congestion and safety issues associated with the intersection have negatively impacted the quality of life of Florence Township residents. There is a long history of the intersection requiring improvement to accommodate the growth anticipated in this northern region of the county. The Freeholders believe it is imperative to move forward to develop a solution to address the traffic problems of the US Route 130 and CR 656 intersection.

To that end, the Freeholders respectfully request the US Route 130 and CR 656 intersection be included in the FY 2018 TIP for concept development to start the process for addressing the problems. The Freeholders have offered to sponsor the concept development project with funds from the TIP; however, the Freeholders learned the New Jersey Department of Transportation would be the sponsor of the project because it involves a state facility (US Route 130). To keep the process moving forward, the Freeholders recommend including the intersection in future TIPs for preliminary and final engineering and construction.

The Burlington County Board of Chosen Freeholders looks forward to working with DVRPC, NJDOT and Florence Township to address the traffic problems of the US Route 130 and CR 656 intersection.

Very truly yours,
Bruce Garganio,
Freeholder Director



**Original Public Comments
on the Draft DVRPC FY2018
TIP for New Jersey**

THIS SECTION INCLUDES ALL COMMENTS THAT
DVRPC RECEIVED AFTER THE PUBLIC COMMENT
PERIOD ON NOVEMBER 2, 2017.



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Item #: 154

Name: Tony Marchionne

County: Burlington

Project Title: General Comment

Comment:

[COMMENT RECEIVED ON 11/2/2017 AFTER PUBLIC COMMENT PERIOD CLOSED]:

Dear DVRPC TIP Feedback,

I value biking and walking on trails in my community and support the construction of new trails in Burlington county that will become part of the network of Circuit Trails, such as The Rancocas Creek Trail Long Bridge Park to Smithville Park, Kinkora Trail Old York Road to Mansfield Community Park, and Kinkora Trail Juliustown Park to Pemberton Rail segments.

There are ten trail segments in New Jersey that need nearly \$17 Million for construction. I support the creation of a dedicated budget for the construction of those Circuit trails. I encourage the DVRPC to dedicate \$4 Million as a down payment toward the construction of those trails.

Sincerely,
tony marchionne
Collingswood, NJ 08108



PUBLIC COMMENT FORM

DRAFT FY2018 FOR NEW JERSEY



Item #: 155

Name: John Trezza

County: Burlington

Project Title: General Comment

Comment:

[COMMENT RECEIVED ON 11/2/2017 AFTER PUBLIC COMMENT PERIOD CLOSED]:

Dear DVRPC TIP Feedback,

I value biking and walking on trails in my community and support the construction of new trails in Burlington county that will become part of the network of Circuit Trails, such as The Rancocas Creek Trail Long Bridge Park to Smithville Park, Kinkora Trail Old York Road to Mansfield Community Park, and Kinkora Trail Juliustown Park to Pemberton Rail segments.

There are ten trail segments in New Jersey that need nearly \$17 Million for construction. I support the creation of a dedicated budget for the construction of those Circuit trails. I encourage the DVRPC to dedicate \$4 Million as a down payment toward the construction of those trails.

Sincerely,
John Trezza
Marlton, NJ 08053



PUBLIC COMMENT FORM

DRAFT FY2018 FOR NEW JERSEY



Item #: 156

Name: Mike Zickler

County: Burlington

Project Title: General Comment

Comment:

[COMMENT RECEIVED ON 11/2/2017 AFTER PUBLIC COMMENT PERIOD CLOSED]:

Dear DVRPC TIP Feedback,

I value biking and walking on trails in my community and support the construction of new trails in Burlington county that will become part of the network of Circuit Trails, such as The Rancocas Creek Trail Long Bridge Park to Smithville Park, Kinkora Trail Old York Road to Mansfield Community Park, and Kinkora Trail Juliustown Park to Pemberton Rail segments.

There are ten trail segments in New Jersey that need nearly \$17 Million for construction. I support the creation of a dedicated budget for the construction of those Circuit trails. I encourage the DVRPC to dedicate \$4 Million as a down payment toward the construction of those trails.

Sincerely,
Mike Zickler
Moorestown, NJ 0805



PUBLIC COMMENT FORM

DRAFT FY2018 FOR NEW JERSEY



Item #: 157

Name: Bonnie MacMillan

County: Burlington

Project Title: General Comment

Comment:

[COMMENT RECEIVED ON 11/2/2017 AFTER PUBLIC COMMENT PERIOD CLOSED]:

Dear DVRPC TIP Feedback,

I value biking and walking on trails in my community and support the construction of new trails in Burlington county that will become part of the network of Circuit Trails, such as The Rancocas Creek Trail Long Bridge Park to Smithville Park, Kinkora Trail Old York Road to Mansfield Community Park, and Kinkora Trail Juliustown Park to Pemberton Rail segments.

There are ten trail segments in New Jersey that need nearly \$17 Million for construction. I support the creation of a dedicated budget for the construction of those Circuit trails. I encourage the DVRPC to dedicate \$4 Million as a down payment toward the construction of those trails.

Sincerely,
Bonnie MacMillan
Moorestown, NJ 08057



PUBLIC COMMENT FORM

DRAFT FY2018 FOR NEW JERSEY



Item #: 158

Name: Eloise Williams

County: Burlington

Project Title: General Comment

Comment:

[COMMENT RECEIVED ON 11/2/2017 AFTER PUBLIC COMMENT PERIOD CLOSED]:

Dear DVRPC TIP Feedback,

I value biking and walking on trails in my community and support the construction of new trails in Burlington county that will become part of the network of Circuit Trails, such as The Rancocas Creek Trail Long Bridge Park to Smithville Park, Kinkora Trail Old York Road to Mansfield Community Park, and Kinkora Trail Juliustown Park to Pemberton Rail segments.

There are ten trail segments in New Jersey that need nearly \$17 Million for construction. I support the creation of a dedicated budget for the construction of those Circuit trails. I encourage the DVRPC to dedicate \$4 Million as a down payment toward the construction of those trails.

Sincerely,
Eloise Williams
Mount Laurel, NJ 08054



PUBLIC COMMENT FORM

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Item #: 159

Name: Michael Wisniewski

County: Burlington

Project Title: General Comment

Comment:

[COMMENT RECEIVED ON 11/2/2017 AFTER PUBLIC COMMENT PERIOD CLOSED]:

Dear DVRPC TIP Feedback,

I value biking and walking on trails in my community and support the construction of new trails in Burlington county that will become part of the network of Circuit Trails, such as The Rancocas Creek Trail Long Bridge Park to Smithville Park, Kinkora Trail Old York Road to Mansfield Community Park, and Kinkora Trail Juliustown Park to Pemberton Rail segments.

There are ten trail segments in New Jersey that need nearly \$17 Million for construction. I support the creation of a dedicated budget for the construction of those Circuit trails. I encourage the DVRPC to dedicate \$4 Million as a down payment toward the construction of those trails.

Sincerely,
Michael Wisniewski
Marlton, NJ 0805



PUBLIC COMMENT FORM

DRAFT FY2018 FOR NEW JERSEY



Item #: 160

Name: Ilene Dougherty

County: Burlington

Project Title: General Comment

Comment:

[COMMENT RECEIVED ON 11/2/2017 AFTER PUBLIC COMMENT PERIOD CLOSED]:

Dear DVRPC TIP Feedback,

I value biking and walking on trails in my community and support the construction of new trails in Burlington county that will become part of the network of Circuit Trails, such as The Rancocas Creek Trail Long Bridge Park to Smithville Park, Kinkora Trail Old York Road to Mansfield Community Park, and Kinkora Trail Juliustown Park to Pemberton Rail segments.

There are ten trail segments in New Jersey that need nearly \$17 Million for construction. I support the creation of a dedicated budget for the construction of those Circuit trails. I encourage the DVRPC to dedicate \$4 Million as a down payment toward the construction of those trails.

Sincerely,
Ilene Dougherty
Maple Shade, NJ 08052



PUBLIC COMMENT FORM

DRAFT FY2018 FOR NEW JERSEY



Item #: 161

Name: Michael Cloud

County: Burlington

Project Title: General Comment

Comment:

[COMMENT RECEIVED ON 11/2/2017 AFTER PUBLIC COMMENT PERIOD CLOSED]:

Dear DVRPC TIP Feedback,

I value biking and walking on trails in my community and support the construction of new trails in Burlington county that will become part of the network of Circuit Trails, such as The Rancocas Creek Trail Long Bridge Park to Smithville Park, Kinkora Trail Old York Road to Mansfield Community Park, and Kinkora Trail Juliustown Park to Pemberton Rail segments.

There are ten trail segments in New Jersey that need nearly \$17 Million for construction. I support the creation of a dedicated budget for the construction of those Circuit trails. I encourage the DVRPC to dedicate \$4 Million as a down payment toward the construction of those trails.

Sincerely,
Michael Cloud
Palmyra, NJ 08065



PUBLIC COMMENT FORM

DRAFT FY2018 FOR NEW JERSEY



Item #: 162

Name: Gary Joy

County: Burlington

Project Title: General Comment

Comment:

[COMMENT RECEIVED ON 11/2/2017 AFTER PUBLIC COMMENT PERIOD CLOSED]:

Dear DVRPC TIP Feedback,

I value biking and walking on trails in my community and support the construction of new trails in Burlington county that will become part of the network of Circuit Trails, such as The Rancocas Creek Trail Long Bridge Park to Smithville Park, Kinkora Trail Old York Road to Mansfield Community Park, and Kinkora Trail Juliustown Park to Pemberton Rail segments.

There are ten trail segments in New Jersey that need nearly \$17 Million for construction. I support the creation of a dedicated budget for the construction of those Circuit trails. I encourage the DVRPC to dedicate \$4 Million as a down payment toward the construction of those trails.

Sincerely,
Gary Joy
Trenton, NJ 08620



PUBLIC COMMENT FORM

DRAFT FY2018 FOR NEW JERSEY



Item #: 163

Name: Lisa Joy

County: Burlington

Project Title: General Comment

Comment:

[COMMENT RECEIVED ON 11/2/2017 AFTER PUBLIC COMMENT PERIOD CLOSED]:

Dear DVRPC TIP Feedback,

I value biking and walking on trails in my community and support the construction of new trails in Burlington county that will become part of the network of Circuit Trails, such as The Rancocas Creek Trail Long Bridge Park to Smithville Park, Kinkora Trail Old York Road to Mansfield Community Park, and Kinkora Trail Juliustown Park to Pemberton Rail segments.

There are ten trail segments in New Jersey that need nearly \$17 Million for construction. I support the creation of a dedicated budget for the construction of those Circuit trails. I encourage the DVRPC to dedicate \$4 Million as a down payment toward the construction of those trails.

Sincerely,
Lisa Joy
Trenton, NJ 08620



PUBLIC COMMENT FORM

DRAFT FY2018 FOR NEW JERSEY



Item #: 164

Name: Jenna McEntee

County: Burlington

Project Title: General Comment

Comment:

[COMMENT RECEIVED ON 11/2/2017 AFTER PUBLIC COMMENT PERIOD CLOSED]:

Dear DVRPC TIP Feedback,

I value biking and walking on trails in my community and support the construction of new trails in Burlington county that will become part of the network of Circuit Trails, such as The Rancocas Creek Trail Long Bridge Park to Smithville Park, Kinkora Trail Old York Road to Mansfield Community Park, and Kinkora Trail Juliustown Park to Pemberton Rail segments.

There are ten trail segments in New Jersey that need nearly \$17 Million for construction. I support the creation of a dedicated budget for the construction of those Circuit trails. I encourage the DVRPC to dedicate \$4 Million as a down payment toward the construction of those trails.

Sincerely,
Jenna McEntee
Medford, NJ 08055



PUBLIC COMMENT FORM

DRAFT FY2018 FOR NEW JERSEY



Item #: 165

Name: Judy Macmillan

County: Burlington

Project Title: General Comment

Comment:

[COMMENT RECEIVED ON 11/2/2017 AFTER PUBLIC COMMENT PERIOD CLOSED]:

Dear DVRPC TIP Feedback,

I value biking and walking on trails in my community and support the construction of new trails in Burlington county that will become part of the network of Circuit Trails, such as The Rancocas Creek Trail Long Bridge Park to Smithville Park, Kinkora Trail Old York Road to Mansfield Community Park, and Kinkora Trail Juliustown Park to Pemberton Rail segments.

There are ten trail segments in New Jersey that need nearly \$17 Million for construction. I support the creation of a dedicated budget for the construction of those Circuit trails. I encourage the DVRPC to dedicate \$4 Million as a down payment toward the construction of those trails.

Sincerely,
Judy Macmillan
Moorestown, NJ 0805



PUBLIC COMMENT FORM

DRAFT FY2018 FOR NEW JERSEY



Item #: 166

Name: Joann Higgins

County: Burlington

Project Title: General Comment

Comment:

[COMMENT RECEIVED ON 11/2/2017 AFTER PUBLIC COMMENT PERIOD CLOSED]:

Dear DVRPC TIP Feedback,

I value biking and walking on trails in my community and support the construction of new trails in Burlington county that will become part of the network of Circuit Trails, such as The Rancocas Creek Trail Long Bridge Park to Smithville Park, Kinkora Trail Old York Road to Mansfield Community Park, and Kinkora Trail Juliustown Park to Pemberton Rail segments.

There are ten trail segments in New Jersey that need nearly \$17 Million for construction. I support the creation of a dedicated budget for the construction of those Circuit trails. I encourage the DVRPC to dedicate \$4 Million as a down payment toward the construction of those trails.

Sincerely,
Joann Higgins
Mount Laurel, NJ 08054



PUBLIC COMMENT FORM

DRAFT FY2018 FOR NEW JERSEY



Item #: 167

Name: Barry Nealis

County: Burlington

Project Title: General Comment

Comment:

[COMMENT RECEIVED ON 11/2/2017 AFTER PUBLIC COMMENT PERIOD CLOSED]:

Dear DVRPC TIP Feedback,

I value biking and walking on trails in my community and support the construction of new trails in Burlington county that will become part of the network of Circuit Trails, such as The Rancocas Creek Trail Long Bridge Park to Smithville Park, Kinkora Trail Old York Road to Mansfield Community Park, and Kinkora Trail Juliustown Park to Pemberton Rail segments.

There are ten trail segments in New Jersey that need nearly \$17 Million for construction. I support the creation of a dedicated budget for the construction of those Circuit trails. I encourage the DVRPC to dedicate \$4 Million as a down payment toward the construction of those trails.

Sincerely,
Barry Nealis
Medford, NJ 08055



PUBLIC COMMENT FORM

DRAFT FY2018 FOR NEW JERSEY



Item #: 168

Name: Rick Moore

County: Burlington

Project Title: General Comment

Comment:

[COMMENT RECEIVED ON 11/2/2017 AFTER PUBLIC COMMENT PERIOD CLOSED]:

Dear DVRPC TIP Feedback,

I value biking and walking on trails in my community and support the construction of new trails in Burlington county that will become part of the network of Circuit Trails, such as The Rancocas Creek Trail Long Bridge Park to Smithville Park, Kinkora Trail Old York Road to Mansfield Community Park, and Kinkora Trail Juliustown Park to Pemberton Rail segments.

There are ten trail segments in New Jersey that need nearly \$17 Million for construction. I support the creation of a dedicated budget for the construction of those Circuit trails. I encourage the DVRPC to dedicate \$4 Million as a down payment toward the construction of those trails.

Sincerely,
Rick Moore
Palmyra, NJ 08065



PUBLIC COMMENT FORM

DRAFT FY2018 FOR NEW JERSEY



Item #: 169

Name: Ed Goldberg

County: Burlington

Project Title: General Comment

Comment:

[COMMENT RECEIVED ON 11/2/2017 AFTER PUBLIC COMMENT PERIOD CLOSED]:

Dear DVRPC TIP Feedback,

I am one that uses the biking & walking trails in my community. My compliments to the officials that have implemented the Kinkora trail in my community.

I also complement and support the construction of new trails in Mercer county that will become part of the network of Circuit Trails, such as The Rancocas Creek Trail Long Bridge Park to Smithville Park, Kinkora Trail Old York Road to Mansfield Community Park, and Kinkora Trail Juliustown Park to Pemberton Rail segments. THIS IS GREAT.

There are ten trail segments in New Jersey that need nearly \$17 Million for construction. I support the creation of a dedicated budget for the construction of those Circuit trails. I encourage the DVRPC to dedicate \$4 Million as a down payment toward the construction of those trails.

THANK YOU!

Sincerely,
Ed Goldberg
Columbus, NJ 08022



PUBLIC COMMENT FORM

DRAFT FY2018 FOR NEW JERSEY



Item #: 170

Name: Derrick Watson

County: Burlington

Project Title: General Comment

Comment:

[COMMENT RECEIVED ON 11/2/2017 AFTER PUBLIC COMMENT PERIOD CLOSED]:

Dear DVRPC TIP Feedback,

I place a great deal of value on accessible outdoor activities in my community and support the construction of new trails in Burlington and Mercer counties that will become part of the network of Circuit Trails, such as The Rancocas Creek Trail Long Bridge Park to Smithville Park, Kinkora Trail Old York Road to Mansfield Community Park, and Kinkora Trail Juliustown Park to Pemberton Rail segments.

There are ten trail segments in New Jersey that need nearly \$17 Million for construction. I support the creation of a dedicated budget for the construction of those Circuit trails. I encourage the DVRPC to dedicate \$4 Million as a down payment toward the construction of those trails.

It's projects like these that make the South Jersey an incredibly attractive area to stay in for active duty military families like mine.

Sincerely,
Derrick Watson
Joint Base Mdl, NJ 08640



PUBLIC COMMENT FORM

DRAFT FY2018 FOR NEW JERSEY



Item #: 171

Name: John Boyle

County: Burlington

Project Title: General Comment

Comment:

[COMMENT RECEIVED ON 11/2/2017 AFTER PUBLIC COMMENT PERIOD CLOSED]:

Dear DVRPC TIP Feedback,

I and my two children are regular users of the Kinkora Trail in Burlington County. There are ten trail segments in New Jersey that need nearly \$17 Million for construction. I support the creation of a dedicated budget for the construction of those Circuit trails. I encourage the DVRPC to dedicate \$4 Million as a down payment toward the construction of those trails.

Sincerely,
John Boyle
Edgewater Park, NJ
Edgewater Park, CA 08010

Item #: 172

Name: Jeff Di Francesco

County: Burlington

Project Title: General Comment

Comment:

[COMMENT RECEIVED ON 11/2/2017 AFTER PUBLIC COMMENT PERIOD CLOSED]:

Dear DVRPC TIP Feedback,

I value biking and walking on trails in my community and support the construction of new trails in Burlington county that will become part of the network of Circuit Trails, such as The Rancocas Creek Trail Long Bridge Park to Smithville Park, Kinkora Trail Old York Road to Mansfield Community Park, and Kinkora Trail Juliustown Park to Pemberton Rail segments.

There are ten trail segments in New Jersey that need nearly \$17 Million for construction. I support the creation of a dedicated budget for the construction of those Circuit trails. I encourage the DVRPC to dedicate \$4 Million as a down payment toward the construction of those trails.

Sincerely,
Jeff Di Francesco
Riverton, NJ 08077

DVRPC received these comments on Nov. 2, 2017 after the public comment period closed.



PUBLIC COMMENT FORM

DRAFT FY2018 FOR NEW JERSEY



Item #: 173

Name: Jonathan Lane

County: Burlington

Project Title: General Comment

Comment:

[COMMENT RECEIVED ON 11/2/2017 AFTER PUBLIC COMMENT PERIOD CLOSED]:

Dear DVRPC TIP Feedback,

I value biking and walking on trails in my community and support the construction of new trails in Burlington county that will become part of the network of Circuit Trails, such as The Rancocas Creek Trail Long Bridge Park to Smithville Park, Kinkora Trail Old York Road to Mansfield Community Park, and Kinkora Trail Juliustown Park to Pemberton Rail segments.

There are ten trail segments in New Jersey that need nearly \$17 Million for construction. I support the creation of a dedicated budget for the construction of those Circuit trails. I encourage the DVRPC to dedicate \$4 Million as a down payment toward the construction of those trails.

Sincerely,
Jonathan Lane
Maple Shade, NJ 08052



PUBLIC COMMENT FORM

DRAFT FY2018 FOR NEW JERSEY



Item #: 174

Name: Steven Fenster

County: Burlington

Project Title: General Comment

Comment:

[COMMENT RECEIVED ON 11/2/2017 AFTER PUBLIC COMMENT PERIOD CLOSED]:

Dear DVRPC TIP Feedback,

I walk on local Trails every , and consider them a huge asset to our communities. I value biking and walking on trails in my community and support the construction of new trails in Burlington county that will become part of the network of Circuit Trails, such as The Rancocas Creek Trail Long Bridge Park to Smithville Park, Kinkora Trail Old York Road to Mansfield Community Park, and Kinkora Trail Juliustown Park to Pemberton Rail segments.

There are ten trail segments in New Jersey that need nearly \$17 Million for construction. I support the creation of a dedicated budget for the construction of those Circuit trails. I encourage the DVRPC to dedicate \$4 Million as a down payment toward the construction of those trails.

Sincerely,
Steven Fenster
Pemberton, NJ 08068



PUBLIC COMMENT FORM

DRAFT FY2018 FOR NEW JERSEY



Item #: 175

Name: Grace Capato

County: Burlington

Project Title: General Comment

Comment:

[COMMENT RECEIVED ON 11/2/2017 AFTER PUBLIC COMMENT PERIOD CLOSED]:

Dear DVRPC TIP Feedback,

I walk on local Trails every , and consider them a huge asset to our communities. I value biking and walking on trails in my community and support the construction of new trails in Burlington county that will become part of the network of Circuit Trails, such as The Rancocas Creek Trail Long Bridge Park to Smithville Park, Kinkora Trail Old York Road to Mansfield Community Park, and Kinkora Trail Juliustown Park to Pemberton Rail segments.

There are ten trail segments in New Jersey that need nearly \$17 Million for construction. I support the creation of a dedicated budget for the construction of those Circuit trails. I encourage the DVRPC to dedicate \$4 Million as a down payment toward the construction of those trails.

Sincerely,
Grace Capato
Mount Laurel, NJ 08054



PUBLIC COMMENT FORM

DRAFT FY2018 FOR NEW JERSEY



Item #: 176

Name: Theresa Sapigao

County: Burlington

Project Title: General Comment

Comment:

[COMMENT RECEIVED ON 11/2/2017 AFTER PUBLIC COMMENT PERIOD CLOSED]:

Dear DVRPC TIP Feedback,

I walk on local Trails every , and consider them a huge asset to our communities. I value biking and walking on trails in my community and support the construction of new trails in Burlington county that will become part of the network of Circuit Trails, such as The Rancocas Creek Trail Long Bridge Park to Smithville Park, Kinkora Trail Old York Road to Mansfield Community Park, and Kinkora Trail Juliustown Park to Pemberton Rail segments.

There are ten trail segments in New Jersey that need nearly \$17 Million for construction. I support the creation of a dedicated budget for the construction of those Circuit trails. I encourage the DVRPC to dedicate \$4 Million as a down payment toward the construction of those trails.

Sincerely,
Theresa Sapigao
Marlton, NJ 08053



PUBLIC COMMENT FORM

DRAFT FY2018 FOR NEW JERSEY



Item #: 177

Name: John DeGood

County: Burlington

Project Title: General Comment

Comment:

[COMMENT RECEIVED ON 11/2/2017 AFTER PUBLIC COMMENT PERIOD CLOSED]:

Dear DVRPC TIP Feedback,

I walk on local Trails every , and consider them a huge asset to our communities. I value biking and walking on trails in my community and support the construction of new trails in Burlington county that will become part of the network of Circuit Trails, such as The Rancocas Creek Trail Long Bridge Park to Smithville Park, Kinkora Trail Old York Road to Mansfield Community Park, and Kinkora Trail Juliustown Park to Pemberton Rail segments.

There are ten trail segments in New Jersey that need nearly \$17 Million for construction. I support the creation of a dedicated budget for the construction of those Circuit trails. I encourage the DVRPC to dedicate \$4 Million as a down payment toward the construction of those trails.

Sincerely,
John DeGood
Columbus, NJ 08022



PUBLIC COMMENT FORM

DRAFT FY2018 FOR NEW JERSEY



Item #: 178

Name: Robin Altorfer

County: Burlington

Project Title: General Comment

Comment:

[COMMENT RECEIVED ON 11/2/2017 AFTER PUBLIC COMMENT PERIOD CLOSED]:

Dear DVRPC TIP Feedback,

I walk on local Trails every , and consider them a huge asset to our communities. I value biking and walking on trails in my community and support the construction of new trails in Burlington county that will become part of the network of Circuit Trails, such as The Rancocas Creek Trail Long Bridge Park to Smithville Park, Kinkora Trail Old York Road to Mansfield Community Park, and Kinkora Trail Juliustown Park to Pemberton Rail segments.

There are ten trail segments in New Jersey that need nearly \$17 Million for construction. I support the creation of a dedicated budget for the construction of those Circuit trails. I encourage the DVRPC to dedicate \$4 Million as a down payment toward the construction of those trails.

Sincerely,
Robin Altorfer
Mount Laurel, NJ 08054



PUBLIC COMMENT FORM

DRAFT FY2018 FOR NEW JERSEY



Item #: 179

Name: Valerie Dorn

County: Burlington

Project Title: General Comment

Comment:

[COMMENT RECEIVED ON 11/2/2017 AFTER PUBLIC COMMENT PERIOD CLOSED]:

Dear DVRPC TIP Feedback,

I walk on local Trails every , and consider them a huge asset to our communities. I value biking and walking on trails in my community and support the construction of new trails in Burlington county that will become part of the network of Circuit Trails, such as The Rancocas Creek Trail Long Bridge Park to Smithville Park, Kinkora Trail Old York Road to Mansfield Community Park, and Kinkora Trail Juliustown Park to Pemberton Rail segments.

There are ten trail segments in New Jersey that need nearly \$17 Million for construction. I support the creation of a dedicated budget for the construction of those Circuit trails. I encourage the DVRPC to dedicate \$4 Million as a down payment toward the construction of those trails.

Sincerely,
Valerie Dorn
Mount Laurel, NJ 08054



PUBLIC COMMENT FORM

DRAFT FY2018 FOR NEW JERSEY



Item #: 180

Name: Steve Gilbert

County: Burlington

Project Title: General Comment

Comment:

[COMMENT RECEIVED ON 11/2/2017 AFTER PUBLIC COMMENT PERIOD CLOSED]:

Dear DVRPC TIP Feedback,

I walk on local Trails every , and consider them a huge asset to our communities. I value biking and walking on trails in my community and support the construction of new trails in Burlington county that will become part of the network of Circuit Trails, such as The Rancocas Creek Trail Long Bridge Park to Smithville Park, Kinkora Trail Old York Road to Mansfield Community Park, and Kinkora Trail Juliustown Park to Pemberton Rail segments.

There are ten trail segments in New Jersey that need nearly \$17 Million for construction. I support the creation of a dedicated budget for the construction of those Circuit trails. I encourage the DVRPC to dedicate \$4 Million as a down payment toward the construction of those trails.

Sincerely,
Steve Gilbert
Riverton, NJ 08077



PUBLIC COMMENT FORM

DRAFT FY2018 FOR NEW JERSEY



Item #: 181

Name: Frances Horn

County: Burlington

Project Title: General Comment

Comment:

[COMMENT RECEIVED ON 11/2/2017 AFTER PUBLIC COMMENT PERIOD CLOSED]:

Dear DVRPC TIP Feedback,

I walk on local Trails every , and consider them a huge asset to our communities. I value biking and walking on trails in my community and support the construction of new trails in Burlington county that will become part of the network of Circuit Trails, such as The Rancocas Creek Trail Long Bridge Park to Smithville Park, Kinkora Trail Old York Road to Mansfield Community Park, and Kinkora Trail Juliustown Park to Pemberton Rail segments.

There are ten trail segments in New Jersey that need nearly \$17 Million for construction. I support the creation of a dedicated budget for the construction of those Circuit trails. I encourage the DVRPC to dedicate \$4 Million as a down payment toward the construction of those trails.

Sincerely,
Frances Horn
Cinnaminson, NJ 08077



PUBLIC COMMENT FORM

DRAFT FY2018 FOR NEW JERSEY



Item #: 182

Name: James Kriebel

County: Camden

Project Title: General Comment

Comment:

[COMMENT RECEIVED ON 11/2/2017 AFTER PUBLIC COMMENT PERIOD CLOSED]:

I value biking and walking on trails in my community and support the construction of new trails in Camden county that will become part of the network of Circuit Trails, such as then Cooper River Pub Connector and Cooper River Riverbirch Trail.

There are ten trail segments in New Jersey that need nearly \$17 Million for construction. I support the creation of a dedicated budget for the construction of those Circuit trails. I encourage the DVRPC to dedicate \$4 Million as a down payment toward the construction of those trails.

Sincerely,
James Kriebel
Haddonfield, NJ 08033

Item #: 183

Name: Bryan Sammis

County: Camden

Project Title: General Comment

Comment:

[COMMENT RECEIVED ON 11/2/2017 AFTER PUBLIC COMMENT PERIOD CLOSED]:

I value biking and walking on trails in my community and support the construction of new trails in Camden county that will become part of the network of Circuit Trails, such as then Cooper River Pub Connector and Cooper River Riverbirch Trail.

There are ten trail segments in New Jersey that need nearly \$17 Million for construction. I support the creation of a dedicated budget for the construction of those Circuit trails. I encourage the DVRPC to dedicate \$4 Million as a down payment toward the construction of those trails.

Sincerely,
Bryan Sammis
08034



PUBLIC COMMENT FORM

DRAFT FY2018 FOR NEW JERSEY



Item #: 184

Name: James DeSandro

County: Camden

Project Title: General Comment

Comment:

[COMMENT RECEIVED ON 11/2/2017 AFTER PUBLIC COMMENT PERIOD CLOSED]:

I value biking and walking on trails in my community and support the construction of new trails in Camden county that will become part of the network of Circuit Trails, such as then Cooper River Pub Connector and Cooper River Riverbirch Trail.

There are ten trail segments in New Jersey that need nearly \$17 Million for construction. I support the creation of a dedicated budget for the construction of those Circuit trails. I encourage the DVRPC to dedicate \$4 Million as a down payment toward the construction of those trails.

Sincerely,
James DeSandro
Haddonfield, NJ 08033

Item #: 185

Name: Alex Walker

County: Camden

Project Title: General Comment

Comment:

[COMMENT RECEIVED ON 11/2/2017 AFTER PUBLIC COMMENT PERIOD CLOSED]:

I value biking and walking on trails in my community and support the construction of new trails in Camden county that will become part of the network of Circuit Trails, such as the Cooper River Pub Connector and Cooper River Riverbirch Trail.

There are ten trail segments in New Jersey that need nearly \$17 Million for construction. I support the creation of a dedicated budget for the construction of those Circuit trails. I encourage the DVRPC to dedicate \$4 Million as a down payment toward the construction of those trails.

Sincerely,
Alex Walker
Clementon, NJ 08021

DVRPC received these comments on Nov. 2, 2017 after the public comment period closed.



PUBLIC COMMENT FORM

DRAFT FY2018 FOR NEW JERSEY



Item #: 186

Name: Brandon Ryall-Ortiz

County: Camden

Project Title: General Comment

Comment:

[COMMENT RECEIVED ON 11/2/2017 AFTER PUBLIC COMMENT PERIOD CLOSED]:

I value biking and walking on trails in my community and support the construction of new trails in Camden county that will become part of the network of Circuit Trails, such as then Cooper River Pub Connector and Cooper River Riverbirch Trail.

There are ten trail segments in New Jersey that need nearly \$17 Million for construction. I support the creation of a dedicated budget for the construction of those Circuit trails. I encourage the DVRPC to dedicate \$4 Million as a down payment toward the construction of those trails.

Sincerely,
Brandon Ryall-Ortiz
Haddon Heights, NJ 08035

Item #: 187

Name: Christopher Wawak

County: Camden

Project Title: General Comment

Comment:

[COMMENT RECEIVED ON 11/2/2017 AFTER PUBLIC COMMENT PERIOD CLOSED]:

I value biking and walking on trails in my community and support the construction of new trails in Camden county that will become part of the network of Circuit Trails, such as then Cooper River Pub Connector and Cooper River Riverbirch Trail.

There are ten trail segments in New Jersey that need nearly \$17 Million for construction. I support the creation of a dedicated budget for the construction of those Circuit trails. I encourage the DVRPC to dedicate \$4 Million as a down payment toward the construction of those trails.

Sincerely,
Christopher Wawak
Haddon Township, NJ 08108

DVRPC received these comments on Nov. 2, 2017 after the public comment period closed.



PUBLIC COMMENT FORM

DRAFT FY2018 FOR NEW JERSEY



Item #: 188

Name: Joseph Russell

County: Camden

Project Title: General Comment

Comment:

[COMMENT RECEIVED ON 11/2/2017 AFTER PUBLIC COMMENT PERIOD CLOSED]:

I'm writing to urge you to include funding for Circuit trails in Camden County. Biking, both for commuting, general travel, and recreation, is an increasingly important amenity in the United States. Communities that fail to build adequate bike infrastructure will get left behind as people choose to move to places where they don't need to use their car for every single thing. As such, I ask that you do the following:

- Please create a dedicated budget for the construction of those Circuit trails. There are ten trail segments in New Jersey that need nearly \$17 Million for construction. I encourage the DVRPC to dedicate \$4 Million as a down payment toward the construction of those trails.

I am especially hopeful that money goes toward the following projects:

- "Merchantville-Pennsauken-Camden" connector to connect the bike trail in Rosedale to the Merchantville trail.
- The "Pub" connector to connect North Park Drive with Cooper River Park West.
- The "River Birch Trail" the connects the Cooper River Park West trail to the Camden Greenway.

Thank you.

Sincerely,
Joseph Russell
Collingswood, NJ 08108



PUBLIC COMMENT FORM

DRAFT FY2018 FOR NEW JERSEY



Item #: 189

Name: Robert Szabo

County: Camden

Project Title: General Comment

Comment:

[COMMENT RECEIVED ON 11/2/2017 AFTER PUBLIC COMMENT PERIOD CLOSED]:

I value biking and walking on trails in my community and support the construction of new trails in Camden county that will become part of the network of Circuit Trails, such as the Cooper River Pub Connector and Cooper River Riverbirch Trail.

There are ten trail segments in New Jersey that need nearly \$17 Million for construction. I support the creation of a dedicated budget for the construction of those Circuit trails. I encourage the DVRPC to dedicate \$4 Million as a down payment toward the construction of those trails.

Sincerely,
Robert Szabo
Collingswood, NJ 08108

Item #: 190

Name: Karen Taylor

County: Camden

Project Title: General Comment

Comment:

[COMMENT RECEIVED ON 11/2/2017 AFTER PUBLIC COMMENT PERIOD CLOSED]:

I value biking and walking on trails in my community and support the construction of new trails in Camden county that will become part of the network of Circuit Trails, such as the Cooper River Pub Connector and Cooper River Riverbirch Trail.

There are ten trail segments in New Jersey that need nearly \$17 Million for construction. I support the creation of a dedicated budget for the construction of those Circuit trails. I encourage the DVRPC to dedicate \$4 Million as a down payment toward the construction of those trails.

Sincerely,
Karen Taylor
Collingswood, NJ 08108

DVRPC received these comments on Nov. 2, 2017 after the public comment period closed.



PUBLIC COMMENT FORM

DRAFT FY2018 FOR NEW JERSEY



Item #: 191

Name: Dawn Trombetta

County: Camden

Project Title: General Comment

Comment:

[COMMENT RECEIVED ON 11/2/2017 AFTER PUBLIC COMMENT PERIOD CLOSED]:

I value biking and walking on trails in my community and support the construction of new trails in Camden county that will become part of the network of Circuit Trails, such as the Cooper River Pub Connector and Cooper River Riverbirch Trail.

There are ten trail segments in New Jersey that need nearly \$17 Million for construction. I support the creation of a dedicated budget for the construction of those Circuit trails. I encourage the DVRPC to dedicate \$4 Million as a down payment toward the construction of those trails.

Sincerely,
Dawn Trombetta
Blackwood, NJ 08012



PUBLIC COMMENT FORM

DRAFT FY2018 FOR NEW JERSEY



Item #: 192

Name: Jordan Miller

County: Camden

Project Title: General Comment

Comment:

[COMMENT RECEIVED ON 11/2/2017 AFTER PUBLIC COMMENT PERIOD CLOSED]:

I value biking and walking on trails in my community and support the construction of new trails in Camden county that will become part of the network of Circuit Trails, such as the Cooper River Pub Connector and Cooper River Riverbirch Trail.

There are ten trail segments in New Jersey that need nearly \$17 Million for construction. I support the creation of a dedicated budget for the construction of those Circuit trails. I encourage the DVRPC to dedicate \$4 Million as a down payment toward the construction of those trails.

These trails would be a huge boost to the economy of Camden County and the region. Also, cyclists don't actually want to be on the same road as cars. And most cars hate the fact that bikes are on the roads. So it is a win for both if bikes had separate trails and bike lanes. Cyclists and Pedestrians are also more likely to stop and spend money at small businesses. And many Camden residents could use an easy route to ride bikes out of Camden to have easier access to employment. Not to mention it's healthier, and better for the environment. Who doesn't want clean air?

Thank you for your time.

Sincerely,
Jordan Miller
Camden, NJ 08104



PUBLIC COMMENT FORM

DRAFT FY2018 FOR NEW JERSEY



Item #: 193

Name: Keith Monahan

County: Camden

Project Title: General Comment

Comment:

[COMMENT RECEIVED ON 11/2/2017 AFTER PUBLIC COMMENT PERIOD CLOSED]:

I value biking and walking on trails in my community and support the construction of new trails in Camden county that will become part of the network of Circuit Trails, such as the Cooper River Pub Connector and Cooper River Riverbirch Trail.

There are ten trail segments in New Jersey that need nearly \$17 Million for construction. I support the creation of a dedicated budget for the construction of those Circuit trails. I encourage the DVRPC to dedicate \$4 Million as a down payment toward the construction of those trails.

Sincerely,
Keith Monahan
Oaklyn, NJ 08107



PUBLIC COMMENT FORM

DRAFT FY2018 FOR NEW JERSEY



Item #: 194

Name: Francis Lipiecki

County: Camden

Project Title: General Comment

Comment:

[COMMENT RECEIVED ON 11/2/2017 AFTER PUBLIC COMMENT PERIOD CLOSED]:

I value biking and walking on trails in my community and support the construction of new trails in Camden county that will become part of the network of Circuit Trails, such as the Cooper River Pub Connector and Cooper River Riverbirch Trail.

There are ten trail segments in New Jersey that need nearly \$17 Million for construction. I support the creation of a dedicated budget for the construction of those Circuit trails. I encourage the DVRPC to dedicate \$4 Million as a down payment toward the construction of those trails.

Sincerely,
Francis Lipiecki
Haddonfield, NJ 08033



PUBLIC COMMENT FORM

DRAFT FY2018 FOR NEW JERSEY



Item #: 195

Name: Yolanda Lorenz

County: Camden

Project Title: General Comment

Comment:

[COMMENT RECEIVED ON 11/2/2017 AFTER PUBLIC COMMENT PERIOD CLOSED]:

I value biking and walking trails in our region, which contribute to the good health and welfare of all in the community.

I support the construction of new trails in Camden county that will become part of the network of Circuit Trails, such as the Cooper River Pub Connector and Cooper River Riverbirch Trail. There are ten trail segments in New Jersey that need nearly \$17 Million for construction. I support the creation of a dedicated budget for the construction of those Circuit trails.

I encourage the DVRPC to dedicate \$4 Million as a down payment toward the construction of those trails.

Thank you!

Sincerely,
Yolanda Lorenz
Cherry Hill, NJ 08034



PUBLIC COMMENT FORM

DRAFT FY2018 FOR NEW JERSEY



Item #: 196

Name: Saba Aftab

County: Camden

Project Title: General Comment

Comment:

[COMMENT RECEIVED ON 11/2/2017 AFTER PUBLIC COMMENT PERIOD CLOSED]:

I value biking and walking on trails in my community and support the construction of new trails in Camden county that will become part of the network of Circuit Trails, such as the Cooper River Pub Connector and Cooper River Riverbirch Trail.

There are ten trail segments in New Jersey that need nearly \$17 Million for construction. I support the creation of a dedicated budget for the construction of those Circuit trails. I encourage the DVRPC to dedicate \$4 Million as a down payment toward the construction of those trails.

Sincerely,
Saba Aftab
Haddonfield, NJ 08033



PUBLIC COMMENT FORM

DRAFT FY2018 FOR NEW JERSEY



Item #: 197

Name: Ann Gillespie

County: Camden

Project Title: General Comment

Comment:

[COMMENT RECEIVED ON 11/2/2017 AFTER PUBLIC COMMENT PERIOD CLOSED]:

I value biking and walking on trails in my community and support the construction of new trails in Camden county that will become part of the network of Circuit Trails, such as the Cooper River Pub Connector and Cooper River Riverbirch Trail.

There are ten trail segments in New Jersey that need nearly \$17 Million for construction. I support the creation of a dedicated budget for the construction of those Circuit trails. I encourage the DVRPC to dedicate \$4 Million as a down payment toward the construction of those trails.

This money is especially well spent here. We have so much in place and these vital connectors will make our trail system so much more useable and safe.

Sincerely,
Ann Gillespie
Audubon, NJ 08106



PUBLIC COMMENT FORM

DRAFT FY2018 FOR NEW JERSEY



Item #: 198

Name: Kyle Konopka

County: Camden

Project Title: General Comment

Comment:

[COMMENT RECEIVED ON 11/2/2017 AFTER PUBLIC COMMENT PERIOD CLOSED]:

I value biking and walking on trails in my community and support the construction of new trails in Camden county that will become part of the network of Circuit Trails, such as the Cooper River Pub Connector and Cooper River Riverbirch Trail.

There are ten trail segments in New Jersey that need nearly \$17 Million for construction. I support the creation of a dedicated budget for the construction of those Circuit trails. I encourage the DVRPC to dedicate \$4 Million as a down payment toward the construction of those trails.

Sincerely,
Kyle Konopka
Haddon Heights, NJ 08035

Item #: 199

Name: Robert Baur

County: Camden

Project Title: General Comment

Comment:

[COMMENT RECEIVED ON 11/2/2017 AFTER PUBLIC COMMENT PERIOD CLOSED]:

I value biking and walking on trails in my community and support the construction of new trails in Camden county that will become part of the network of Circuit Trails, such as the Cooper River Pub Connector and Cooper River Riverbirch Trail.

There are ten trail segments in New Jersey that need nearly \$17 Million for construction. I support the creation of a dedicated budget for the construction of those Circuit trails. I encourage the DVRPC to dedicate \$4 Million as a down payment toward the construction of those trails.

Sincerely,
Robert Baur
Runnemede, NJ 08078

DVRPC received these comments on Nov. 2, 2017 after the public comment period closed.



PUBLIC COMMENT FORM

DRAFT FY2018 FOR NEW JERSEY



Item #: 200

Name: Charles Montgomery

County: Camden

Project Title: General Comment

Comment:

[COMMENT RECEIVED ON 11/2/2017 AFTER PUBLIC COMMENT PERIOD CLOSED]:

I value biking and walking on trails in my community and support the construction of new trails in Camden county that will become part of the network of Circuit Trails, such as the Cooper River Pub Connector and Cooper River Riverbirch Trail.

There are ten trail segments in New Jersey that need nearly \$17 Million for construction. I support the creation of a dedicated budget for the construction of those Circuit trails. I encourage the DVRPC to dedicate \$4 Million as a down payment toward the construction of those trails.

Sincerely,
Charles Montgomery
Haddonfield, NJ 08033



PUBLIC COMMENT FORM

DRAFT FY2018 FOR NEW JERSEY



Item #: 201

Name: David Steinberg

County: Camden

Project Title: General Comment

Comment:

[COMMENT RECEIVED ON 11/2/2017 AFTER PUBLIC COMMENT PERIOD CLOSED]:

As a member of the Tri-CSA (Tri County Sustainability Alliance), I know how important trails are to a community, connecting downtown business districts, higher property values, beautifying the town, safe place to be with kids, an alternative for commuting, etc.

I value biking and walking on trails in my community and support the construction of new trails in Camden county that will become part of the network of Circuit Trails, such as the Cooper River Pub Connector and Cooper River Riverbirch Trail.

There are ten trail segments in New Jersey that need nearly \$17 Million for construction. I support the creation of a dedicated budget for the construction of those Circuit trails. I encourage the DVRPC to dedicate \$4 Million as a down payment toward the construction of those trails.

Sincerely,
David Steinberg
Haddon Heights, NJ 08035



PUBLIC COMMENT FORM

DRAFT FY2018 FOR NEW JERSEY



Item #: 202

Name: Clovis Bergere

County: Camden

Project Title: General Comment

Comment:

[COMMENT RECEIVED ON 11/2/2017 AFTER PUBLIC COMMENT PERIOD CLOSED]:

I value biking and walking on trails in my community and support the construction of new trails in Camden county that will become part of the network of Circuit Trails, such as the Cooper River Pub Connector and Cooper River Riverbirch Trail.

There are ten trail segments in New Jersey that need nearly \$17 Million for construction. I support the creation of a dedicated budget for the construction of those Circuit trails. I encourage the DVRPC to dedicate \$4 Million as a down payment toward the construction of those trails.

Sincerely,
Clovis Bergere
Collingswood, NJ 08108

Item #: 203

Name: Mona Freedman

County: Camden

Project Title: General Comment

Comment:

[COMMENT RECEIVED ON 11/2/2017 AFTER PUBLIC COMMENT PERIOD CLOSED]:

I value biking and walking on trails in my community and support the construction of new trails in Camden county that will become part of the network of Circuit Trails, such as the Cooper River Pub Connector and Cooper River Riverbirch Trail.

There are ten trail segments in New Jersey that need nearly \$17 Million for construction. I support the creation of a dedicated budget for the construction of those Circuit trails. I encourage the DVRPC to dedicate \$4 Million as a down payment toward the construction of those trails.

Sincerely,
Mona Freedman
Cherry Hill, NJ 08003



PUBLIC COMMENT FORM

DRAFT FY2018 FOR NEW JERSEY



Item #: 204

Name: John Bradley

County: Camden

Project Title: General Comment

Comment:

[COMMENT RECEIVED ON 11/2/2017 AFTER PUBLIC COMMENT PERIOD CLOSED]:

I value biking and walking on trails in my community and support the construction of new trails in Camden county that will become part of the network of Circuit Trails, such as the Cooper River Pub Connector and Cooper River Riverbirch Trail.

There are ten trail segments in New Jersey that need nearly \$17 Million for construction. I support the creation of a dedicated budget for the construction of those Circuit trails. I encourage the DVRPC to dedicate \$4 Million as a down payment toward the construction of those trails.

Sincerely,
John Bradley
Haddon Township, NJ 08108

Item #: 205

Name: Patrick McNally

County: Camden

Project Title: General Comment

Comment:

[COMMENT RECEIVED ON 11/2/2017 AFTER PUBLIC COMMENT PERIOD CLOSED]:

I value biking and walking on trails in my community and support the construction of new trails in Camden county that will become part of the network of Circuit Trails, such as the Cooper River Pub Connector and Cooper River Riverbirch Trail.

There are ten trail segments in New Jersey that need nearly \$17 Million for construction. I support the creation of a dedicated budget for the construction of those Circuit trails. I encourage the DVRPC to dedicate \$4 Million as a down payment toward the construction of those trails.

Sincerely,
Patrick McNally
Cherry Hill, NJ 08003

DVRPC received these comments on Nov. 2, 2017 after the public comment period closed.



PUBLIC COMMENT FORM

DRAFT FY2018 FOR NEW JERSEY



Item #: 206

Name: Ron Bernardin

County: Camden

Project Title: General Comment

Comment:

[COMMENT RECEIVED ON 11/2/2017 AFTER PUBLIC COMMENT PERIOD CLOSED]:

I value biking and walking on trails in my community and support the construction of new trails in Camden county that will become part of the network of Circuit Trails, such as the Cooper River Pub Connector and Cooper River Riverbirch Trail.

There are ten trail segments in New Jersey that need nearly \$17 Million for construction. I support the creation of a dedicated budget for the construction of those Circuit trails. I encourage the DVRPC to dedicate \$4 Million as a down payment toward the construction of those trails.

Sincerely,
Ron Bernardin
Haddonfield, NJ 08033

Item #: 207

Name: John Kawczynski

County: Camden

Project Title: General Comment

Comment:

[COMMENT RECEIVED ON 11/2/2017 AFTER PUBLIC COMMENT PERIOD CLOSED]:

I value biking and walking on trails in my community and support the construction of new trails in Camden county that will become part of the network of Circuit Trails, such as the Cooper River Pub Connector and Cooper River Riverbirch Trail.

There are ten trail segments in New Jersey that need nearly \$17 Million for construction. I support the creation of a dedicated budget for the construction of those Circuit trails. I encourage the DVRPC to dedicate \$4 Million as a down payment toward the construction of those trails.

Thank you so much for your time and attention!

Sincerely,
John Kawczynski
Haddonfield, NJ 08033

DVRPC received these comments on Nov. 2, 2017 after the public comment period closed.



PUBLIC COMMENT FORM

DRAFT FY2018 FOR NEW JERSEY



Item #: 208

Name: Lee Widman

County: Camden

Project Title: General Comment

Comment:

[COMMENT RECEIVED ON 11/2/2017 AFTER PUBLIC COMMENT PERIOD CLOSED]:

I value biking and walking on trails in my community and support the construction of new trails in Camden county that will become part of the network of Circuit Trails, such as the Cooper River Pub Connector and Cooper River Riverbirch Trail.

There are ten trail segments in New Jersey that need nearly \$17 Million for construction. I support the creation of a dedicated budget for the construction of those Circuit trails. I encourage the DVRPC to dedicate \$4 Million as a down payment toward the construction of those trails.

Thank you so much for your time and attention!

Sincerely,
Lee Widman
Cherry Hill, NJ 08003



PUBLIC COMMENT FORM

DRAFT FY2018 FOR NEW JERSEY



Item #: 209

Name: Norman Beil

County: Camden

Project Title: General Comment

Comment:

[COMMENT RECEIVED ON 11/2/2017 AFTER PUBLIC COMMENT PERIOD CLOSED]:

I value biking and walking on trails in my community and support the construction of new trails in Camden county that will become part of the network of Circuit Trails, such as the Cooper River Pub Connector and Cooper River Riverbirch Trail.

There are ten trail segments in New Jersey that need nearly \$17 Million for construction. I support the creation of a dedicated budget for the construction of those Circuit trails. I encourage the DVRPC to dedicate \$4 Million as a down payment toward the construction of those trails.

Thank you so much for your time and attention!

Sincerely,
Norman Beil
Merchantville, NJ 08109



PUBLIC COMMENT FORM

DRAFT FY2018 FOR NEW JERSEY



Item #: 210

Name: James Andrews

County: Mercer

Project Title: General Comment

Comment:

[COMMENT RECEIVED ON 11/2/2017 AFTER PUBLIC COMMENT PERIOD CLOSED]:

I value biking and walking on trails in my community and support the construction of new trails in Mercer county that will become part of the network of Circuit Trails, such as the Delaware River Heritage Trail, the Lawrence Hopewell Trail, the Union Transportation Trail and the Johnson Trolley Rail-Trail.

There are ten trail segments in New Jersey that need nearly \$17 Million for construction. I support the creation of a dedicated budget for the construction of those Circuit trails. I encourage the DVRPC to dedicate \$4 Million as a down payment toward the construction of those trails.

Sincerely,
James Andrews
Hopewell, NJ 08525

Item #: 211

Name: Miriam Diephouse-McMillan

County: Mercer

Project Title: General Comment

Comment:

[COMMENT RECEIVED ON 11/2/2017 AFTER PUBLIC COMMENT PERIOD CLOSED]:

I value biking and walking on trails in my community and support the construction of new trails in Mercer county that will become part of the network of Circuit Trails, such as the Delaware River Heritage Trail, the Lawrence Hopewell Trail, the Union Transportation Trail and the Johnson Trolley Rail-Trail.

There are ten trail segments in New Jersey that need nearly \$17 Million for construction. I support the creation of a dedicated budget for the construction of those Circuit trails. I encourage the DVRPC to dedicate \$4 Million as a down payment toward the construction of those trails.

Sincerely,
Miriam Diephouse-McMillan
Ewing, NJ 08628

DVRPC received these comments on Nov. 2, 2017 after the public comment period closed.



PUBLIC COMMENT FORM

DRAFT FY2018 FOR NEW JERSEY



Item #: 212

Name: Eleanor Horne

County: Mercer

Project Title: General Comment

Comment:

[COMMENT RECEIVED ON 11/2/2017 AFTER PUBLIC COMMENT PERIOD CLOSED]:

I value biking and walking on trails in my community and support the construction of new trails in Mercer county that will become part of the network of Circuit Trails, such as the Delaware River Heritage Trail, the Lawrence Hopewell Trail, the Union Transportation Trail and the Johnson Trolley Rail-Trail.

There are ten trail segments in New Jersey that need nearly \$17 Million for construction. I support the creation of a dedicated budget for the construction of those Circuit trails. I encourage the DVRPC to dedicate \$4 Million as a down payment toward the construction of those trails.

Sincerely,
Eleanor Horne
Lawrenceville, NJ



PUBLIC COMMENT FORM

DRAFT FY2018 FOR NEW JERSEY



Item #: 213

Name: Silvia Ascarelli

County: Mercer

Project Title: General Comment

Comment:

[COMMENT RECEIVED ON 11/2/2017 AFTER PUBLIC COMMENT PERIOD CLOSED]:

I value biking and walking on trails in my community and support the construction of new trails in Mercer county that will become part of the network of Circuit Trails, such as the Delaware River Heritage Trail, the Lawrence-Hopewell Trail, the Union Transportation Trail and the Johnson Trolley Rail-Trail.

I'm always excited to see more gaps being closed in the Lawrence-Hopewell Trail and I love how it connects to the D&R Canal towpath, itself part of the 3,000-mile East Coast Greenway. People love multi-use trails because they want safe, beautiful places to walk and bike. Not everyone wants to mix with traffic!

And need I mention that Amazon RFP and the type of community it wants? That's not just Amazon's wish list -- we should take that as a wish list of other companies (small and large) in the digital economy and beyond. And trails and green space is on that list.

So there is much unfinished work in Mercer County and beyond. There are 10 trail segments in New Jersey that need nearly \$17 million for construction. I support the creation of a dedicated budget for the construction of those Circuit trails.

I encourage the DVRPC to dedicate \$4 million as a down payment toward the construction of those trails.

Sincerely,
Silvia Ascarelli
Princeton Junction, NJ 08550



PUBLIC COMMENT FORM

DRAFT FY2018 FOR NEW JERSEY



Item #: 214

Name: Donald Pillsbury

County: Mercer

Project Title: General Comment

Comment:

[COMMENT RECEIVED ON 11/2/2017 AFTER PUBLIC COMMENT PERIOD CLOSED]:

I value biking and walking on trails in my community and support the construction of new trails in Mercer county that will become part of the network of Circuit Trails, such as the Delaware River Heritage Trail, the Lawrence Hopewell Trail, the Union Transportation Trail and the Johnson Trolley Rail-Trail.

There are ten trail segments in New Jersey that need nearly \$17 Million for construction. I support the creation of a dedicated budget for the construction of those Circuit trails. I encourage the DVRPC to dedicate \$4 Million as a down payment toward the construction of those trails.

Sincerely,
Donald Pillsbury
Lawrence Township, NJ 08648

Item #: 215

Name: Dan Rappoport

County: Mercer

Project Title: General Comment

Comment:

[COMMENT RECEIVED ON 11/2/2017 AFTER PUBLIC COMMENT PERIOD CLOSED]:

I value biking and walking on trails in my community and support the construction of new trails in Mercer county that will become part of the network of Circuit Trails, such as the Delaware River Heritage Trail, the Lawrence Hopewell Trail, the Union Transportation Trail and the Johnson Trolley Rail-Trail.

There are ten trail segments in New Jersey that need nearly \$17 Million for construction. I support the creation of a dedicated budget for the construction of those Circuit trails. I encourage the DVRPC to dedicate \$4 Million as a down payment toward the construction of those trails.

Sincerely,
Dan Rappoport
Princeton, NJ 08540

DVRPC received these comments on Nov. 2, 2017 after the public comment period closed.



PUBLIC COMMENT FORM

DRAFT FY2018 FOR NEW JERSEY



Item #: 216

Name: James Coyle

County: Mercer

Project Title: General Comment

Comment:

[COMMENT RECEIVED ON 11/2/2017 AFTER PUBLIC COMMENT PERIOD CLOSED]:

I value biking and walking on trails in my community and support the construction of new trails in Mercer county that will become part of the network of Circuit Trails, such as the Delaware River Heritage Trail, the Lawrence Hopewell Trail, the Union Transportation Trail and the Johnson Trolley Rail-Trail.

There are ten trail segments in New Jersey that need nearly \$17 Million for construction. I support the creation of a dedicated budget for the construction of those Circuit trails. I encourage the DVRPC to dedicate \$4 Million as a down payment toward the construction of those trails.

Sincerely,
James Coyle
Trenton, NJ 08618

Item #: 217

Name: Aj Ford

County: Mercer

Project Title: General Comment

Comment:

[COMMENT RECEIVED ON 11/2/2017 AFTER PUBLIC COMMENT PERIOD CLOSED]:

I value biking and walking on trails in my community and support the construction of new trails in Mercer county that will become part of the network of Circuit Trails, such as the Delaware River Heritage Trail, the Lawrence Hopewell Trail, the Union Transportation Trail and the Johnson Trolley Rail-Trail.

There are ten trail segments in New Jersey that need nearly \$17 Million for construction. I support the creation of a dedicated budget for the construction of those Circuit trails. I encourage the DVRPC to dedicate \$4 Million as a down payment toward the construction of those trails.

Sincerely,
Aj Ford
Trenton, NJ 08619

DVRPC received these comments on Nov. 2, 2017 after the public comment period closed.



PUBLIC COMMENT FORM

DRAFT FY2018 FOR NEW JERSEY



Item #: 218

Name: Tom Hammell

County: Mercer

Project Title: General Comment

Comment:

[COMMENT RECEIVED ON 11/2/2017 AFTER PUBLIC COMMENT PERIOD CLOSED]:

As an avid bike rider and author of "Road Biking New Jersey" I value biking and walking on trails in and around the state and support the construction of new trails in Mercer county that will become part of the network of Circuit Trails, such as the Delaware River Heritage Trail, the Lawrence Hopewell Trail, the Union Transportation Trail and the Johnson Trolley Rail-Trail.

There are ten trail segments in New Jersey that need nearly \$17 Million for construction. I support the creation of a dedicated budget for the construction of those Circuit trails. I encourage the DVRPC to dedicate \$4 Million as a down payment toward the construction of those trails.

Sincerely,
Tom Hammell
East Windsor, NJ 08520



PUBLIC COMMENT FORM

DRAFT FY2018 FOR NEW JERSEY



Item #: 219

Name: Michael Zuckerman

County: Mercer

Project Title: General Comment

Comment:

[COMMENT RECEIVED ON 11/2/2017 AFTER PUBLIC COMMENT PERIOD CLOSED]:

I value biking and walking on trails in my community and support the construction of new trails in Mercer county that will become part of the network of Circuit Trails, such as the Delaware River Heritage Trail, the Lawrence Hopewell Trail, the Union Transportation Trail and the Johnson Trolley Rail-Trail.

There are ten trail segments in New Jersey that need nearly \$17 Million for construction. I support the creation of a dedicated budget for the construction of those Circuit trails. I encourage the DVRPC to dedicate \$4 Million as a down payment toward the construction of those trails.

Sincerely,
Michael Zuckerman
Trenton, NJ 08618

Item #: 220

Name: Anne Bloomenthal

County: Mercer

Project Title: General Comment

Comment:

[COMMENT RECEIVED ON 11/2/2017 AFTER PUBLIC COMMENT PERIOD CLOSED]:

I value biking and walking on trails in my community and support the construction of new trails in Mercer county that will become part of the network of Circuit Trails, such as the Delaware River Heritage Trail, the Lawrence Hopewell Trail, the Union Transportation Trail and the Johnson Trolley Rail-Trail.

There are ten trail segments in New Jersey that need nearly \$17 Million for construction. I support the creation of a dedicated budget for the construction of those Circuit trails. I encourage the DVRPC to dedicate \$4 Million as a down payment toward the construction of those trails.

Sincerely,
Anne Bloomenthal
Lawrence Township, NJ 08648

DVRPC received these comments on Nov. 2, 2017 after the public comment period closed.



PUBLIC COMMENT FORM

DRAFT FY2018 FOR NEW JERSEY



Item #: 221

Name: Kelly Tamburello

County: Gloucester

Project Title: General Comment

Comment:

[COMMENT RECEIVED ON 11/2/2017 AFTER PUBLIC COMMENT PERIOD CLOSED]:

I value biking and walking on trails in my community and support the construction of new trails in Gloucester county that will become part of the network of Circuit Trails, such as the Harrison-Mullica Hill Trail.

There are ten trail segments in New Jersey that need nearly \$17 Million for construction. I support the creation of a dedicated budget for the construction of those Circuit trails. I encourage the DVRPC to dedicate \$4 Million as a down payment toward the construction of those trails.

Sincerely,
Kelly Tamburello
Glassboro, NJ 08028

Item #: 222

Name: Donna Ellis

County: Gloucester

Project Title: General Comment

Comment:

[COMMENT RECEIVED ON 11/2/2017 AFTER PUBLIC COMMENT PERIOD CLOSED]:

I value biking and walking on trails in my community and support the construction of new trails in Gloucester county that will become part of the network of Circuit Trails, such as the Harrison-Mullica Hill Trail.

There are ten trail segments in New Jersey that need nearly \$17 Million for construction. I support the creation of a dedicated budget for the construction of those Circuit trails. I encourage the DVRPC to dedicate \$4 Million as a down payment toward the construction of those trails.

Sincerely,
Donna Ellis
Wenonah, NJ 08090



PUBLIC COMMENT FORM

DRAFT FY2018 FOR NEW JERSEY



Item #: 223

Name: Kevin Somdahl-Sands

County: Gloucester

Project Title: General Comment

Comment:

[COMMENT RECEIVED ON 11/2/2017 AFTER PUBLIC COMMENT PERIOD CLOSED]:

Biking and walking trails are a key way to improve the quality of life in our communities. When people are home they need options to get outside and get exercise and fresh air. Our parks are nice options, but they are often isolated from the surrounding neighborhoods, and running/walking loops around soccer fields can get boring quickly. We also need trails that connect our communities - routes that can be easily accessed from many neighborhoods. These trails also are much safer for recreational biking than having paths on road shoulders.

Safe biking and running routes are few and far between in Gloucester county. And some recent bike route additions are not safe options for families with kids - or even experienced bikers. The Delsea Drive shoulder that has been made into a bike route is not a safe option with a steady stream of cars flying by at 50+ miles per hour - particularly with some cars passing on the right to get around cars turning left from the road. Unfortunately we saw a tragic accident in Franklin Twp this year as a result, and while the driver seems to be at fault in that case, this kind of accident seems likely so many fast moving cars travel so close to a bike route.

In Gloucester county we need a network of safer trails so that families and adults of all ages and abilities feel safe while walking & jogging and biking. I urge you to make a larger commitment to fund these trails. Including the Harrison-Mullica Hill Trail, and make a commitment to fund a Gloucester County bike plan so we can better connect our communities and give local residents more options for biking & walking & running safely. There are ten trail segments in New Jersey that need nearly \$17 Million for construction. I support the creation of a dedicated budget for the construction of those Circuit trails. I encourage the DVRPC to dedicate \$4 Million as a down payment toward the construction of those trails.

Sincerely,
Kevin Somdahl-Sands
Glassboro, NJ 08028



PUBLIC COMMENT FORM

DRAFT FY2018 FOR NEW JERSEY



Item #: 224

Name: Jeffrey Libert

County: Gloucester

Project Title: General Comment

Comment:

[COMMENT RECEIVED ON 11/2/2017 AFTER PUBLIC COMMENT PERIOD CLOSED]:

As a (former) committeeman and mayor of Harrison Township I supported various projects that expanded recreational opportunities in my town. Twenty years on I see the use and benefits of these and later projects continuing to grow.

What better investment is there than in projects that return dividends for years measured in healthier children AND adults.

I'm an active cyclist, now 60+ years old, who can easily see the health benefits for myself and my peers that come from cycling and hiking.

I value biking and walking on trails in my community and support the construction of new trails in Gloucester county that will become part of the network of Circuit Trails, such as the Harrison-Mullica Hill Trail.

There are ten trail segments in New Jersey that need nearly \$17 Million for construction. I support the creation of a dedicated budget for the construction of those Circuit trails. I encourage the DVRPC to dedicate \$4 Million as a down payment toward the construction of those trails.

Sincerely,
Jeffrey Libert
Mullica Hill, NJ 08062



PUBLIC COMMENT FORM

DRAFT FY2018 FOR NEW JERSEY



Item #: 225

Name: Mary Ellen Muth

County: Gloucester

Project Title: General Comment

Comment:

[COMMENT RECEIVED ON 11/2/2017 AFTER PUBLIC COMMENT PERIOD CLOSED]:

I value biking and walking on trails in my community and support the construction of new trails in Gloucester county that will become part of the network of Circuit Trails, such as the Harrison-Mullica Hill Trail.

There are ten trail segments in New Jersey that need nearly \$17 Million for construction. I support the creation of a dedicated budget for the construction of those Circuit trails. I encourage the DVRPC to dedicate \$4 Million as a down payment toward the construction of those trails.

Sincerely,
Mary Ellen Muth
Williamstown, NJ

Item #: 226

Name: Kym Stone

County: Gloucester

Project Title: General Comment

Comment:

[COMMENT RECEIVED ON 11/2/2017 AFTER PUBLIC COMMENT PERIOD CLOSED]:

I value biking and walking on trails in my community and support the construction of new trails in Gloucester county that will become part of the network of Circuit Trails, such as the Harrison-Mullica Hill Trail.

There are ten trail segments in New Jersey that need nearly \$17 Million for construction. I support the creation of a dedicated budget for the construction of those Circuit trails. I encourage the DVRPC to dedicate \$4 Million as a down payment toward the construction of those trails.

Sincerely,
Kym Stone
Woodbury, NJ 08096



PUBLIC COMMENT FORM

DRAFT FY2018 FOR NEW JERSEY



Item #: 227

Name: Heather Leiser

County: Gloucester

Project Title: General Comment

Comment:

[COMMENT RECEIVED ON 11/2/2017 AFTER PUBLIC COMMENT PERIOD CLOSED]:

I value biking and walking on trails in my community and support the construction of new trails in Gloucester county that will become part of the network of Circuit Trails, such as the Harrison-Mullica Hill Trail.

There are ten trail segments in New Jersey that need nearly \$17 Million for construction. I support the creation of a dedicated budget for the construction of those Circuit trails. I encourage the DVRPC to dedicate \$4 Million as a down payment toward the construction of those trails.

Sincerely,
Heather Leiser
Sicklerville, NJ 08081



PUBLIC COMMENT FORM

DRAFT FY2018 FOR NEW JERSEY



Item #: 228

Name: Rochelle Kugler

County: Gloucester

Project Title: General Comment

Comment:

[COMMENT RECEIVED ON 11/2/2017 AFTER PUBLIC COMMENT PERIOD CLOSED]:

I value biking and walking on trails in my community and support the construction of new trails in Gloucester county that will become part of the network of Circuit Trails, such as the Harrison-Mullica Hill Trail.

There are ten trail segments in New Jersey that need nearly \$17 Million for construction. I support the creation of a dedicated budget for the construction of those Circuit trails. I encourage the DVRPC to dedicate \$4 Million as a down payment toward the construction of those trails.

Sincerely,
Rochelle Kugler
Mullica Hill, NJ 08062

Item #: 229

Name: Sandi Selzer

County: Gloucester

Project Title: General Comment

Comment:

[COMMENT RECEIVED ON 11/2/2017 AFTER PUBLIC COMMENT PERIOD CLOSED]:

I value biking and walking on trails in my community and support the construction of new trails in Gloucester county that will become part of the network of Circuit Trails, such as the Harrison-Mullica Hill Trail.

There are ten trail segments in New Jersey that need nearly \$17 Million for construction. I support the creation of a dedicated budget for the construction of those Circuit trails. I encourage the DVRPC to dedicate \$4 Million as a down payment toward the construction of those trails.

Sincerely,
Sandi Selzer
Mullica Hill, NJ 08062



PUBLIC COMMENT FORM

DRAFT FY2018 FOR NEW JERSEY



Item #: 230

Name: Amanda Miles

County: Gloucester

Project Title: General Comment

Comment:

[COMMENT RECEIVED ON 11/2/2017 AFTER PUBLIC COMMENT PERIOD CLOSED]:

I value biking and walking on trails in my community and support the construction of new trails in Gloucester county that will become part of the network of Circuit Trails, such as the Harrison-Mullica Hill Trail.

There are ten trail segments in New Jersey that need nearly \$17 Million for construction. I support the creation of a dedicated budget for the construction of those Circuit trails. I encourage the DVRPC to dedicate \$4 Million as a down payment toward the construction of those trails.

Sincerely,
Amanda Miles
Mullica Hill, NJ 08062

Item #: 231

Name: Tracy McShea

County: Gloucester

Project Title: General Comment

Comment:

[COMMENT RECEIVED ON 11/2/2017 AFTER PUBLIC COMMENT PERIOD CLOSED]:

I value biking and walking on trails in my community and support the construction of new trails in Gloucester county that will become part of the network of Circuit Trails, such as the Harrison-Mullica Hill Trail.

There are ten trail segments in New Jersey that need nearly \$17 Million for construction. I support the creation of a dedicated budget for the construction of those Circuit trails. I encourage the DVRPC to dedicate \$4 Million as a down payment toward the construction of those trails.

Sincerely,
Tracy McShea
South Harrison Township, NJ 08062

DVRPC received these comments on Nov. 2, 2017 after the public comment period closed.



PUBLIC COMMENT FORM

DRAFT FY2018 FOR NEW JERSEY



Item #: 232

Name: Lydia DelRosso

County: Gloucester

Project Title: General Comment

Comment:

[COMMENT RECEIVED ON 11/2/2017 AFTER PUBLIC COMMENT PERIOD CLOSED]:

I value biking and walking on trails in my community and support the construction of new trails in Gloucester county that will become part of the network of Circuit Trails, such as the Harrison-Mullica Hill Trail.

There are ten trail segments in New Jersey that need nearly \$17 Million for construction. I support the creation of a dedicated budget for the construction of those Circuit trails. I encourage the DVRPC to dedicate \$4 Million as a down payment toward the construction of those trails.

Sincerely,
Lydia DelRosso
Mullica Hill, NJ 08062

Item #: 233

Name: Terri Oconnell

County: Gloucester

Project Title: General Comment

Comment:

[COMMENT RECEIVED ON 11/2/2017 AFTER PUBLIC COMMENT PERIOD CLOSED]:

I value biking and walking on trails in my community and support the construction of new trails in Gloucester county that will become part of the network of Circuit Trails, such as the Harrison-Mullica Hill Trail.

There are ten trail segments in New Jersey that need nearly \$17 Million for construction. I support the creation of a dedicated budget for the construction of those Circuit trails. I encourage the DVRPC to dedicate \$4 Million as a down payment toward the construction of those trails.

Sincerely,
Terri Oconnell
Williamstown, NJ 08094



PUBLIC COMMENT FORM

DRAFT FY2018 FOR NEW JERSEY



Item #: 234

Name: Colleen Fossett

County: Gloucester

Project Title: General Comment

Comment:

[COMMENT RECEIVED ON 11/2/2017 AFTER PUBLIC COMMENT PERIOD CLOSED]:

I value biking and walking on trails in my community and support the construction of new trails in Gloucester county that will become part of the network of Circuit Trails, such as the Harrison-Mullica Hill Trail.

There are ten trail segments in New Jersey that need nearly \$17 Million for construction. I support the creation of a dedicated budget for the construction of those Circuit trails. I encourage the DVRPC to dedicate \$4 Million as a down payment toward the construction of those trails.

Sincerely,
Colleen Fossett
Mullica Hill, NJ 08062

Item #: 235

Name: Mark Amato

County: Gloucester

Project Title: General Comment

Comment:

[COMMENT RECEIVED ON 11/2/2017 AFTER PUBLIC COMMENT PERIOD CLOSED]:

I value biking and walking on trails in my community and support the construction of new trails in Gloucester county that will become part of the network of Circuit Trails, such as the Harrison-Mullica Hill Trail.

There are ten trail segments in New Jersey that need nearly \$17 Million for construction. I support the creation of a dedicated budget for the construction of those Circuit trails. I encourage the DVRPC to dedicate \$4 Million as a down payment toward the construction of those trails.

Sincerely,
Mark Amato
Mullica Hill, NJ 08062



PUBLIC COMMENT FORM

DRAFT FY2018 FOR NEW JERSEY



Item #: 236

Name: John Fraser

County: Gloucester

Project Title: General Comment

Comment:

[COMMENT RECEIVED ON 11/2/2017 AFTER PUBLIC COMMENT PERIOD CLOSED]:

I value biking and walking on trails in my community and support the construction of new trails in Gloucester county that will become part of the network of Circuit Trails, such as the Harrison-Mullica Hill Trail.

There are ten trail segments in New Jersey that need nearly \$17 Million for construction. I support the creation of a dedicated budget for the construction of those Circuit trails. I encourage the DVRPC to dedicate \$4 Million as a down payment toward the construction of those trails.

Sincerely,
John Fraser
Malaga, NJ, 08328

Item #: 237

Name: Karen Allen

County: Gloucester

Project Title: General Comment

Comment:

[COMMENT RECEIVED ON 11/2/2017 AFTER PUBLIC COMMENT PERIOD CLOSED]:

I value biking and walking on trails in my community and support the construction of new trails in Gloucester county that will become part of the network of Circuit Trails, such as the Harrison-Mullica Hill Trail.

There are ten trail segments in New Jersey that need nearly \$17 Million for construction. I support the creation of a dedicated budget for the construction of those Circuit trails. I encourage the DVRPC to dedicate \$4 Million as a down payment toward the construction of those trails.

Sincerely,
Karen Allen
Mullica Hill, NJ 08062



PUBLIC COMMENT FORM

DRAFT FY2018 FOR NEW JERSEY



Item #: 238

Name: Janet D'alesandro

County: Gloucester

Project Title: General Comment

Comment:

[COMMENT RECEIVED ON 11/2/2017 AFTER PUBLIC COMMENT PERIOD CLOSED]:

I value biking and walking on trails in my community and support the construction of new trails in Gloucester county that will become part of the network of Circuit Trails, such as the Harrison-Mullica Hill Trail.

There are ten trail segments in New Jersey that need nearly \$17 Million for construction. I support the creation of a dedicated budget for the construction of those Circuit trails. I encourage the DVRPC to dedicate \$4 Million as a down payment toward the construction of those trails.

Sincerely,
Janet D'alesandro
Voorhees, NJ 08043

Item #: 239

Name: Kevin McFadden

County: Gloucester

Project Title: General Comment

Comment:

[COMMENT RECEIVED ON 11/2/2017 AFTER PUBLIC COMMENT PERIOD CLOSED]:

I value biking and walking on trails in my community and support the construction of new trails in Gloucester county that will become part of the network of Circuit Trails, such as the Harrison-Mullica Hill Trail.

There are ten trail segments in New Jersey that need nearly \$17 Million for construction. I support the creation of a dedicated budget for the construction of those Circuit trails. I encourage the DVRPC to dedicate \$4 Million as a down payment toward the construction of those trails.

Sincerely,
Kevin McFadden
Glassboro, NJ 08028



PUBLIC COMMENT FORM

DRAFT FY2018 FOR NEW JERSEY



Item #: 240

Name: Lorri Zeiders

County: Gloucester

Project Title: General Comment

Comment:

[COMMENT RECEIVED ON 11/2/2017 AFTER PUBLIC COMMENT PERIOD CLOSED]:

I value biking and walking on trails in my community and support the construction of new trails in Gloucester county that will become part of the network of Circuit Trails, such as the Harrison-Mullica Hill Trail.

There are ten trail segments in New Jersey that need nearly \$17 Million for construction. I support the creation of a dedicated budget for the construction of those Circuit trails. I encourage the DVRPC to dedicate \$4 Million as a down payment toward the construction of those trails.

Sincerely,
Lorri Zeiders
Mullica Hill, NJ 08062

Item #: 241

Name: Kirk Pedrick

County: Gloucester

Project Title: General Comment

Comment:

[COMMENT RECEIVED ON 11/2/2017 AFTER PUBLIC COMMENT PERIOD CLOSED]:

I value biking and walking on trails in my community and support the construction of new trails in Gloucester county that will become part of the network of Circuit Trails, such as the Harrison-Mullica Hill Trail.

There are ten trail segments in New Jersey that need nearly \$17 Million for construction. I support the creation of a dedicated budget for the construction of those Circuit trails. I encourage the DVRPC to dedicate \$4 Million as a down payment toward the construction of those trails.

Sincerely,
Kirk Pedrick
Sicklerville, NJ 08081



PUBLIC COMMENT FORM

DRAFT FY2018 FOR NEW JERSEY



Item #: 242

Name: Mike Murphy

County: Gloucester

Project Title: General Comment

Comment:

[COMMENT RECEIVED ON 11/2/2017 AFTER PUBLIC COMMENT PERIOD CLOSED]:

I value biking and walking on trails in my community and support the construction of new trails in Gloucester county that will become part of the network of Circuit Trails, such as the Harrison-Mullica Hill Trail.

There are ten trail segments in New Jersey that need nearly \$17 Million for construction. I support the creation of a dedicated budget for the construction of those Circuit trails. I encourage the DVRPC to dedicate \$4 Million as a down payment toward the construction of those trails.

Sincerely,
Mike Murphy
Swedesboro NJ, 08085

Item #: 243

Name: Patty Woodworth

County: Gloucester

Project Title: General Comment

Comment:

[COMMENT RECEIVED ON 11/2/2017 AFTER PUBLIC COMMENT PERIOD CLOSED]:

I value biking and walking on trails in my community and support the construction of new trails in Gloucester county that will become part of the network of Circuit Trails, such as the Harrison-Mullica Hill Trail.

There are ten trail segments in New Jersey that need nearly \$17 Million for construction. I support the creation of a dedicated budget for the construction of those Circuit trails. I encourage the DVRPC to dedicate \$4 Million as a down payment toward the construction of those trails.

Sincerely,
Patty Woodworth
Mantua, NJ 08051

DVRPC received these comments on Nov. 2, 2017 after the public comment period closed.



PUBLIC COMMENT FORM

DRAFT FY2018 FOR NEW JERSEY



Item #: 244

Name: Denise Brush

County: Gloucester

Project Title: General Comment

Comment:

[COMMENT RECEIVED ON 11/2/2017 AFTER PUBLIC COMMENT PERIOD CLOSED]:

I value biking and walking on trails in my community and support the construction of new trails in Gloucester county that will become part of the network of Circuit Trails, such as the Harrison-Mullica Hill Trail.

There are ten trail segments in New Jersey that need nearly \$17 Million for construction. I support the creation of a dedicated budget for the construction of those Circuit trails. I encourage the DVRPC to dedicate \$4 Million as a down payment toward the construction of those trails.

Sincerely,
Denise Brush
Glassboro, NJ 08028

Item #: 245

Name: Laura Becker

County: Camden

Project Title: General Comment

Comment:

[COMMENT RECEIVED ON 11/2/2017 AFTER PUBLIC COMMENT PERIOD CLOSED]: I live in Cherry Hill and bc of dearth of biking in my hometown I travel to Burlington and Gloucester- please help install , improve assist with bike trails in Cherry Hill esp on Kresson Rd by Rosa school

There are ten trail segments in New Jersey that need nearly \$17 Million for construction. I support the creation of a dedicated budget for the construction of those Circuit trails. I encourage the DVRPC to dedicate \$4 Million as a down payment toward the construction of those trails.

Sincerely,
Laura Becker
Cherry Hill, NJ, 08003



PUBLIC COMMENT FORM

DRAFT FY2018 FOR NEW JERSEY



Item #: 246

Name: Charmaine Michaels

County: Gloucester

Project Title: General Comment

Comment:

[COMMENT RECEIVED ON 11/2/2017 AFTER PUBLIC COMMENT PERIOD CLOSED]:

I value biking and walking on trails in my community and support the construction of new trails in Gloucester county that will become part of the network of Circuit Trails, such as the Harrison-Mullica Hill Trail.

There are ten trail segments in New Jersey that need nearly \$17 Million for construction. I support the creation of a dedicated budget for the construction of those Circuit trails. I encourage the DVRPC to dedicate \$4 Million as a down payment toward the construction of those trails.

Sincerely,
Charmaine Michaels
Mantua, NJ 08051

Item #: 247

Name: Christopher Foley

County: Gloucester

Project Title: General Comment

Comment:

[COMMENT RECEIVED ON 11/2/2017 AFTER PUBLIC COMMENT PERIOD CLOSED]:

I value biking and walking on trails in my community and support the construction of new trails in Gloucester county that will become part of the network of Circuit Trails, such as the Harrison-Mullica Hill Trail.

There are ten trail segments in New Jersey that need nearly \$17 Million for construction. I support the creation of a dedicated budget for the construction of those Circuit trails. I encourage the DVRPC to dedicate \$4 Million as a down payment toward the construction of those trails.

Sincerely,
Christopher Foley
Woodbury, NJ 08096

DVRPC received these comments on Nov. 2, 2017 after the public comment period closed.



PUBLIC COMMENT FORM

DRAFT FY2018 FOR NEW JERSEY



Item #: 248

Name: Ryan Renshaw

County: Gloucester

Project Title: General Comment

Comment:

[COMMENT RECEIVED ON 11/2/2017 AFTER PUBLIC COMMENT PERIOD CLOSED]:

I value biking and walking on trails in my community and support the construction of new trails in Gloucester county that will become part of the network of Circuit Trails, such as the Harrison-Mullica Hill Trail.

There are ten trail segments in New Jersey that need nearly \$17 Million for construction. I support the creation of a dedicated budget for the construction of those Circuit trails. I encourage the DVRPC to dedicate \$4 Million as a down payment toward the construction of those trails.

Sincerely,
Ryan Renshaw
Williamstown, NJ 08094

Item #: 249

Name: Jennifer Leone

County: Gloucester

Project Title: General Comment

Comment:

[COMMENT RECEIVED ON 11/2/2017 AFTER PUBLIC COMMENT PERIOD CLOSED]:

I value biking and walking on trails in my community and support the construction of new trails in Gloucester county that will become part of the network of Circuit Trails, such as the Harrison-Mullica Hill Trail.

There are ten trail segments in New Jersey that need nearly \$17 Million for construction. I support the creation of a dedicated budget for the construction of those Circuit trails. I encourage the DVRPC to dedicate \$4 Million as a down payment toward the construction of those trails.

Sincerely,
Jennifer Leone
Sewell, NJ 08080



PUBLIC COMMENT FORM

DRAFT FY2018 FOR NEW JERSEY



Item #: 250

Name: Karen Kappre

County: Gloucester

Project Title: General Comment

Comment:

[COMMENT RECEIVED ON 11/2/2017 AFTER PUBLIC COMMENT PERIOD CLOSED]:

I value biking and walking on trails in my community and support the construction of new trails in Gloucester county that will become part of the network of Circuit Trails, such as the Harrison-Mullica Hill Trail.

There are ten trail segments in New Jersey that need nearly \$17 Million for construction. I support the creation of a dedicated budget for the construction of those Circuit trails. I encourage the DVRPC to dedicate \$4 Million as a down payment toward the construction of those trails.

Sincerely,
Karen Kappre
Monroeville, NJ 08343

Item #: 251

Name: Barbara Trippel

County: Gloucester

Project Title: General Comment

Comment:

[COMMENT RECEIVED ON 11/2/2017 AFTER PUBLIC COMMENT PERIOD CLOSED]:

I value biking and walking on trails in my community and support the construction of new trails in Gloucester county that will become part of the network of Circuit Trails, such as the Harrison-Mullica Hill Trail.

There are ten trail segments in New Jersey that need nearly \$17 Million for construction. I support the creation of a dedicated budget for the construction of those Circuit trails. I encourage the DVRPC to dedicate \$4 Million as a down payment toward the construction of those trails.

Sincerely,
Barbara Trippel
Sewell, NJ 08080



PUBLIC COMMENT FORM

DRAFT FY2018 FOR NEW JERSEY



Item #: 252

Name: Brian Marella

County: Gloucester

Project Title: General Comment

Comment:

[COMMENT RECEIVED ON 11/2/2017 AFTER PUBLIC COMMENT PERIOD CLOSED]:

I value biking and walking on trails in my community and support the construction of new trails in Gloucester county that will become part of the network of Circuit Trails, such as the Harrison-Mullica Hill Trail.

There are ten trail segments in New Jersey that need nearly \$17 Million for construction. I support the creation of a dedicated budget for the construction of those Circuit trails. I encourage the DVRPC to dedicate \$4 Million as a down payment toward the construction of those trails.

Sincerely,
Brian Marella
Mullica Hill, NJ 08062

Item #: 253

Name: David Rode

County: Gloucester

Project Title: General Comment

Comment:

[COMMENT RECEIVED ON 11/2/2017 AFTER PUBLIC COMMENT PERIOD CLOSED]:

I value biking and walking on trails in my community and support the construction of new trails in Gloucester county that will become part of the network of Circuit Trails, such as the Harrison-Mullica Hill Trail.

There are ten trail segments in New Jersey that need nearly \$17 Million for construction. I support the creation of a dedicated budget for the construction of those Circuit trails. I encourage the DVRPC to dedicate \$4 Million as a down payment toward the construction of those trails.

Sincerely,
David Rode
Swedesboro, NJ 08085

DVRPC received these comments on Nov. 2, 2017 after the public comment period closed.



PUBLIC COMMENT FORM

DRAFT FY2018 FOR NEW JERSEY



Item #: 254

Name: Nathan Gable

County: Gloucester

Project Title: General Comment

Comment:

[COMMENT RECEIVED ON 11/2/2017 AFTER PUBLIC COMMENT PERIOD CLOSED]:

I value biking and walking on trails in my community and support the construction of new trails in Gloucester county that will become part of the network of Circuit Trails, such as the Harrison-Mullica Hill Trail.

There are ten trail segments in New Jersey that need nearly \$17 Million for construction. I support the creation of a dedicated budget for the construction of those Circuit trails. I encourage the DVRPC to dedicate \$4 Million as a down payment toward the construction of those trails.

Sincerely,
Nathan Gable
Sewell, NJ 08080

Item #: 255

Name: Martin Nolan

County: Camden

Project Title: General Comment

Comment:

[COMMENT RECEIVED ON 11/2/2017 AFTER PUBLIC COMMENT PERIOD CLOSED]:

I value biking and walking on trails in my community and support the construction of new trails in Camden county that will become part of the network of Circuit Trails, such as the Cooper River Pub Connector and Cooper River Riverbirch Trail.

There are ten trail segments in New Jersey that need nearly \$17 Million for construction. I support the creation of a dedicated budget for the construction of those Circuit trails. I encourage the DVRPC to dedicate \$4 Million as a down payment toward the construction of those trails.

Sincerely,
Martin Nolan
Gloucester City, NJ 08030

DVRPC received these comments on Nov. 2, 2017 after the public comment period closed.



**Agency Responses to
Public Comments
on the Draft DVRPC FY2018
TIP for New Jersey**

THIS SECTION INCLUDES ALL RESPONSES TO THE PUBLIC COMMENTS THAT WERE SUBMITTED DURING THE PUBLIC COMMENT PERIOD.

Agency Responses to Public Comments Received for the Draft DVRPC FY2018-2021 Transportation Improvement Program (TIP) for New Jersey

Responses Received for Comments from the General Public

Burlington

General TIP Comments: General requests, concerns, and/or questions

Item #: 1

Projects presented to DVRPC for TIP inclusion are not always reflective of what is needed in the community; concerned about the closure of Centerton Bridge.

Agency Response by DVRPC:

In general, a key element of any programming process is matching needed projects to available funds. In a perfect world, every need can be addressed. In reality, there are always more needs than funds available. For this reason, DVRPC's TIP represents the mechanism for selecting the region's priority projects (for federal and state funds) within a fiscally constrained budget over a four-year planning horizon. Because the DVRPC region includes 352 municipalities, DVRPC staff rely on its county and city partners to bring forth transportation priorities when the TIP is in development. DVRPC engaged its NJ TIP Subcommittee, which includes NJDOT, NJ TRANSIT, DRPA/PATCO, FHWA, and representatives of DVRPC city and county member governments, in the development process of the Draft TIP starting in October 2016. The TIP is a dynamic, fiscally constrained program that is continuously monitored and updated as necessary; and the TIP is the region's agreed-upon list of specific priority projects.

Projects in the TIP are developed from a process that includes input and consensus from various agencies, including member governments, operating agencies, and state and federal agencies. DVRPC believes that a collaborative process among all levels of government and the public and business communities will ensure that the best transportation program is produced. This type of process is one in which state, county, and local governments and transportation providers become partners in the planning and programming process, and interest groups and community leaders have a voice. The programming process that DVRPC facilitates must realistically balance funds across various areas, such as balanced geographic distribution versus different geographic needs; technical needs versus political realities; competing transportation modes (highway versus transit); capital expansion versus asset preservation needs; varying degrees of agency capacity levels to implement/sponsor a project; the eligibility requirements of various funding sources (e.g. HSIP versus CMAQ) versus the number of project candidates that meet the eligibility requirements versus the level of funding sources that the region expect; consistency with the Long-Range Plan vision, goals, and objectives; and soon, program performance measures, which will ultimately influence how the region's resources are allocated in the TIP to address the needs throughout the region. For anyone interested in learning how a project can get on the TIP, please see section 1.5 of the Draft TIP document, which is available online at www.dvrpc.org/TIP/Draft/pdf/Chap1.pdf.

Agency Response by Burlington County:

The County has commissioned a feasibility study to determine and evaluate alternatives and provide the Freeholders recommendation(s) for the Centerton Road Bridge. The draft findings and recommendations are expected later this Fall.

General TIP Comments: Requests for a new TIP project/line item/study

Item #: 2, 4

Add the intersection of US Route 130 and CR 656 (Florence-Columbus Road) to the NJDOT Study and Development Program for Concept Development.

Agency Response by DVRPC:

A DVRPC Problem Statement on this location was provided to NJDOT. NJDOT has agreed to advance this study to Concept Development

Agency Response by NJDOT:

This proposal was advanced into the Study and Development program at the September 20, 2017 CPC meeting held at NJDOT.

Agency Response by Burlington County:

Three comments were submitted requesting the US Route 130 and CR 656 Intersection in Florence Township, Burlington County be included in the 2018 New Jersey TIP for Concept Development. Burlington County supports this request because of the need to address the growing congestion and safety problems occurring at this intersection. The intersection connects Interchange 52 of Interstate-295 with the northern portion of the county that has had significant growth in freight generators and is expected have significant additional growth of these businesses. This portion of the county has become an important component of the logistics industrial sector within the region, which is a major contributor to the county's and state's economy. Numerous studies of the intersection have been prepared over

Agency Responses to Public Comments Received for the Draft DVRPC FY2018-2021 Transportation Improvement Program (TIP) for New Jersey

Responses Received for Comments from the General Public

the years; they all call for changing and improving the intersection to address current and anticipated congestion problems. Including the intersection in the 2018 New Jersey TIP is needed to begin the process for addressing the mounting problems impacting the intersection.

Item #: 3

Add a study to assess the Route 73 and CR 543 (W. Broad St.) intersection (on the Burlington County side) that could lead to an improved on-ramp from CR 543 onto Route 73 in Palmyra, NJ.

Agency Response by NJDOT:

NJDOT has addressed these concerns to our Safety Unit in the Department. The Safety Unit will research crash rates and safety scores and make a determination as to the appropriate course of action.

Agency Response by Burlington County:

A current study of the transportation and circulation system of the River Route (formerly known as the Route 130/Delaware River Corridor) will examine major intersections including the one located at Route 73 and CR 543. Burlington County does not recommend including the intersection in the 2018 New Jersey TIP because the intersection is part of an ongoing study.

Camden

DB #: 10341: Route 168, Merchant Street to Ferry Avenue, Pavement

Item #: 5, 6

Include buffered bike lanes between Fairview St. and Cushing Ave. along Mt. Ephraim Ave.; and consider a road diet and bike lanes between Fairview St and Ferry Ave.

Agency Response by DVRPC:

Thank you for your comment. It has been shared with NJDOT.

Agency Response by NJDOT:

NJDOT is currently in Final Design for the Route 168 project. Based on comments received by NJDOT Traffic Engineering during Preliminary Engineering, additional traffic analyses is necessary to determine if the road diet and bike lanes as suggested by DVRPC below are possible. Providing bike lanes from the intersection with Route 130 (which is south of Cushing Avenue) to just north of the RR tracks (which is north of Fairview Street) is under consideration. Currently the traffic report recently completed is under review by the design consultant and once the comments are addressed it will be submitted to the NJDOT traffic engineering staff to review. At that time it would be determined if the road diet and inclusion of the bike lane is feasible within the project area.

DB #: 11338: Route 70, Route 38 to Cropwell Road

Item #: 7

Install missing crosswalks; make shoulders along Rt. 70 bike-friendly; design should acknowledge and also plan for bicycle/pedestrian use.

Agency Response by DVRPC:

Thank you for your comment. It has been shared with NJDOT.

Agency Response by NJDOT:

Crosswalks and pedestrian facilities at all intersections will be provided. The scope of the proposed improvements are to be contained within the existing cartway, thus shoulders will be upgraded only in those locations where shoulders currently exist.

DB #: 16340: Route 130, Bridge over Main Branch of Newton Creek

Item #: 8

Consider providing pedestrian connections to the bridge.

Agency Response by DVRPC:

Thank you for your comment. It has been shared with NJDOT.

Agency Responses to Public Comments Received for the Draft DVRPC FY2018-2021 Transportation Improvement Program (TIP) for New Jersey

Responses Received for Comments from the General Public

Agency Response by NJDOT:

This bridge replacement project is in the planning stage. A number of factors will be taken into consideration to decide to what extent the project incorporates new sidewalk beyond the length of the bridge.

Item #: 9

Add sidewalks to both sides of the bridge to fulfill a missing link in the pedestrian network.

Agency Response by DVRPC:

Thank you for your comment. It has been shared with NJDOT.

Agency Response by NJDOT:

This bridge replacement project is in the planning stage. A number of factors will be taken into consideration to decide to what extent the project incorporates new sidewalk beyond the length of the bridge.

DB #: D1707: Cooper Street Pedestrian Access Project (TIGER) (Local Project)

Item #: 10, 11

Supports project

Agency Response by DVRPC:

Thank you for your comment. It has been shared with the City of Camden.

DB #: D1708: Cooper's Poynt Roads Reconstruction Project (TIGER) (Local Project)

Item #: 12, 13, 14

Supports project

Agency Response by DVRPC:

Thank you for your comment. It has been shared with the City of Camden.

DB #: D1709: Kaighn Avenue (CR 607), Bridge over Cooper River (Roadway Improvements) (Local Project)

Item #: 15, 16

Supports project

Agency Response by DVRPC:

Thank you for your support. It has been shared with the City of Camden. Per item #15 suggestion, DVRPC will update the project description by replacing "Regional Trail Network" with "Circuit Trail Network," as well as replace "elevate" with "alleviate" flooding for the final TIP document.

DB #: T303: Walter Rand Transportation Center

Item #: 17

Include bicycle and pedestrian considerations; and provide additional public outreach and input.

Agency Response by NJ TRANSIT:

Though the commenter refers to a public meeting associated with DVRPC's Walter Rand Market Feasibility & Station Redesign study, it should be understood that if and when an improvement project for the Walter Rand Transportation Center is advanced, prescribed requirements for environmental review, including public notifications, meetings and review of public comments, will be followed. Also, it is NJ TRANSIT's intention to incorporate bicycle and pedestrian safety and access considerations into the design of the Walter Rand Transportation Center.

General TIP Comments: General requests, concerns, and/or questions

Item #: 18

Supports the creation of a comprehensive bicycle and pedestrian plan for Camden City.

Agency Responses to Public Comments Received for the Draft DVRPC FY2018-2021 Transportation Improvement Program (TIP) for New Jersey

Responses Received for Comments from the General Public

Agency Response by DVRPC:

Thank you for your comment. It has been shared with the City of Camden.

Gloucester

DB #: 12305: Route 47, Grove St. to Route 130, Pavement

Item #: 19

Add bike lane, or at least a bike-compatible shoulder to the road.

Agency Response by DVRPC:

Thank you for your comment. It has been shared with NJDOT.

Agency Response by NJDOT:

This project where practical and feasible, will provide paved shoulders of at least four (4) feet in width on both sides of Rt 47 to accommodate bicycle travel. In locations where substandard shoulders (less than 4 feet) exist, signage and pavement markings will be considered to increase motorist awareness of the possible presence of bicyclists.

DB #: 15302: Route 41 and Deptford Center Road

Item #: 20

Not supportive of project

Agency Response by DVRPC:

Thank you for your comment. It has been shared with NJDOT.

Agency Response by NJDOT:

Thank you for your concerns. NJDOT notes that this is a Mobility and Congestion Relief project.

DB #: D1716: Route 322, CR 551 (Kings Highway)

Item #: 21

Include buffered bike lanes (with enhanced markings through interchanges and intersections) or a multi-use path parallel to the road; require developers to install sidewalks, crosswalks and if needed, pedestrian refuge islands.

Agency Response by DVRPC:

Thank you for your comment. It has been shared with Gloucester County.

Agency Response by NJDOT:

This is beginning Study and Development. During this phase, various alternatives will be considered.

DB #: D1717: Route 45, Harrison Avenue/Mt Royal Road (CR 678), and Route 45, Berkley Road (CR 632)

Item #: 22

Supports project; also requests a study to widen Route 45 to 2 lanes per direction throughout this area, especially in the vicinity of the Mantua Blvd/Berkley Road intersection, to address bottleneck, and consider a jughandle for left turning traffic and a center left turn lane thru to the Jackson Road intersection.

Agency Response by DVRPC:

Thank you for your comment. It has been shared with NJDOT.

Agency Response by NJDOT:

This is beginning Study and Development. During this phase, various alternatives will be considered.

DB #: D1719: Center Square Rd (CR 620), Rt 295 Overpass

Item #: 23

Agency Responses to Public Comments Received for the Draft DVRPC FY2018-2021 Transportation Improvement Program (TIP) for New Jersey

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Approve and expedite project quickly; review if the traffic light timing for traffic using this off ramp can be modified to increase the green light timing for traffic coming off the ramp by reducing the green light time on Center Square Road; review if newer interchange techniques, such as a Diverging Diamond Interchange, would benefit this location; review if widening I-295 between Center Square Road (Exit 10) and US 130 (Exit 11) and US 322 between I-295 and US 130; and if rebuilding the overpass over Raccoon Creek is appropriate to accommodate large traffic volume.

Agency Response by DVRPC:

Thank you for your comment. It has been shared with NJDOT.

Agency Response by NJDOT:

This is beginning Study and Development. During this phase, various alternatives will be considered.

General TIP Comments: General requests, concerns, and/or questions

Item #: 24

Questions DVRPC's published notice about Draft TIP public meeting

Agency Response by DVRPC:

Thank you for your comment on the Draft DVRPC FY2018 Transportation Improvement Program (TIP) for New Jersey. Published notice was provided for the public meeting in Collingswood, NJ. Legal notices explaining the public comment process, which also provided the public meeting information, were published in The Philadelphia Inquirer, the Courier-Post, The Times of Trenton, Al Dia, and The Philadelphia Tribune. Media advisories about the Public Comment Period and public meeting were issued prior to the start of the Public Comment Period. The Public Comment Period and public meeting were announced on DVRPC's homepage at www.dvrpc.org.

The legal notice (www.dvrpc.org/GetInvolved/PublicNotices/2017-08_TIP.htm) that advertised the document's public comment period and the public information session, held on 9/6, was published in the following newspapers on the following dates:

Al Dia, 8/9;
Philadelphia Tribune, 8/10 and 8/11;
Courier-Post, 8/14;
Philadelphia Inquirer, 8/14;
and the Trenton Times, 8/14.

The legal notice and hard-copy documents were mailed to 33 public libraries throughout the region, including several in Gloucester County. Please see page 3 of this document at www.dvrpc.org/TIP/Draft/pdf/Chap3.pdf. The legal notice was also emailed to over 3,700 individuals, organizations, and DVRPC affiliated groups. Additionally, DVRPC utilized social media outlets (Twitter, LinkedIn, and Facebook) to highlight the Draft TIP, promote the Public Comment Period, and promote the 9/6 public meeting.

We held one information session for the regional document on 9/6, and rely on members of the public to submit written comments. Additionally, the meeting is on the entire regional document, which includes over 150 transportation projects and programs and was not focused on in-depth discussion of the Camden-Glassboro Light Rail Line. Rather, the session allowed members from the public to verbally present and/or submit their comments and ask questions about the document and process. The purpose of the Draft TIP public meeting is to present and educate a wide range of people about the Draft program, as a whole, possibly in advance of a person submitting a written comment. All comments, including any verbal comments that we heard at the 9/6 public information session, must be submitted in writing. The public meeting is not the best time to discuss or answer questions about specific TIP projects. The best time to discuss, learn, or ask questions about specific projects would be at project information meetings that the project sponsor (such as NJ TRANSIT, DRPA/PATCO, NJDOT, county, or a city) would hold for their specific projects, where there are Project Managers present at the meetings who can best answer project-specific questions and go in depth about a project.

General TIP Comments: Requests for a new TIP project/line item/study

Item #: 25

Add a study for widening Route 55 from 2 lanes per direction to 3 lanes per direction from at least Route 42 to CR 553 (Exit 53), and from south of Exit 53, investigate whether to widen Route 55 to US 322 (Exit 50).

Agency Response by DVRPC:

Thank you for your comment. It has been shared with NJDOT.

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Agency Response by NJDOT:

NJDOT analysis has confirmed enough congestion at the Interchange of NJ 55 with NJ 42 and approaches to the Interchange from NJ 55 and NJ 42, and possible other deficiencies to warrant further investigation. NJDOT will pursue that investigation in conjunction with its assessment of other congestion needs around the state.

Item #: 26

Add intersection modification project to the TIP for the intersection of NJ 42 and CR 689 (Berlin-Cross Keys Road).

Agency Response by DVRPC:

Thank you for your comment. It has been shared with NJDOT.

Agency Response by NJDOT:

Traffic Signal Timing Adjustment:

The short term extension of the left turn phase - without causing any congestion on NJ 42 mainline:

There are a few projects that have this intersection included: Rt 42 Ardmore Avenue to Camden County Line; addition of Berlin Cross Keys Road and Kennedy Ave, Intersection; project extension MP 3.36 to MP 2.09. It appears that the request for changes are mostly restriping and reconfiguration of existing number of lanes.

NJ 42 and Berlin-Cross Keys Road Intersection:

NJDOT analysis confirms enough congestion at the intersection to warrant further investigation. NJDOT proposes an investigation in conjunction with its assessment of other congestion needs throughout the state.

Mercer

DB #: 01330A: Route 1, Southbound, Nassau Park Boulevard to Quaker Bridge Mall Overpass

Item #: 27

Ensure there is a barrier along Rt. 1 to not create 5 lanes; agrees acceleration and deceleration along Rt. 1 is an issue.

Agency Response by DVRPC:

Thank you for your comment. It has been shared with NJDOT.

Agency Response by NJDOT:

The project will include the addition of an auxiliary lane along Route 1 South Bound to better facilitate traffic movements at access locations. Consolidation and elimination of driveways is included to address safety and operational aspects. A curbed median will be included in the project to differentiate local/express lanes of traffic. This will continue aspects of the current design that includes a Collector/Distributor Roadway which separates mainline and local traffic.

DB #: 11309: Route 130, Westfield Ave. to Main Street

Item #: 28

Please keep lane width and traffic calming in mind. Consider a substantial shoulder or bike lane along Rt. 130.

Agency Response by DVRPC:

Thank you for your comment. It has been shared with NJDOT.

Agency Response by NJDOT:

The project involves resurfacing and reconstruction to address the deterioration of the pavement. It also includes the reconstruction or installation of ADA compliant curb ramps at signalized intersections and improvement of pedestrian facilities on Route 130 within the project limits. Pedestrian improvements include sidewalk and upgraded pedestrian signal systems (i.e. signal timing adjustments, pedestrian pushbuttons and pedestrian signal heads with countdown timers).

DB #: 12369: Route 31, Ewingville Road (CR 636)

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Item #: 29

Use better visibility striping for the intersection; place a pedestrian refuge within each side; consider a 4-way pedestrian crossing; make curbs ADA compliant with tighter corners; place pads at right angles facing each other; consider traffic calming measures; implement a general speed reduction.

Agency Response by DVRPC:

Thank you for your comment. It has been shared with NJDOT.

Agency Response by NJDOT:

This study is nearing the end of Concept Development (CD) phase. The CD study involved a full investigation of the intersection to determine possible solutions to address existing issues at the location over a statewide comparison. Results of the CD study are expected in the early fall.

DB #: 12401: Route 31, Bull Run Road to Branch of Stoney Brook

Item #: 30

Higher visibility crosswalk striping would be appropriate.

Agency Response by DVRPC:

Thank you for your comment. It has been shared with NJDOT.

Agency Response by NJDOT:

This project involves a Limited Scope Resurfacing effort to address pavement deterioration along the corridor. ADA and related pedestrian elements are part of this project. Final Design is progressing and Award to a contractor is expected later in 2018.

DB #: 15322: Delaware & Raritan Canal Bridges

Item #: 31, 32, 33, 34, 35

Add Alexander Road D&R Canal Bridge (structure #3000-155) to Delaware & Raritan Canal Bridges (DB #15322) Concept Development Study.

Agency Response by DVRPC:

Thank you. Your comment was shared with NJDOT. Please note that the NJDOT Capital Program Committee (CPC) approved the advancement of this bridge to the Concept Development phase on September 20, 2017.

Agency Response by NJDOT to Items #32, #34, and #35:

The NJDOT approved advancement of this bridge to the Concept Development phase on September 20, 2017 at the CPC meeting.

Agency Response by NJDOT to Items #31 and #33:

Thank you. The project is in the planning stage and will consider comments addressed in this letter.

Agency Response by Mercer County:

Mercer County supports advancing Alexander Road Bridge over Delaware and Raritan Canal (DB# 18312) to Concept Development. With the support of West Windsor Township and the Municipality of Princeton, we look forward to full cooperation in this CD process, as the County replaces the nearby Alexander Street Bridge over Stony Brook (MC#330.1).

DB #: 15374: Route 33, Cleveland Avenue to Paxon Avenue

Item #: 36

Ensure that corners of the Five Points intersection conform to ADA standards. Add higher visibility crosswalk striping.

Agency Response by DVRPC:

Thank you for your comment. It has been shared with NJDOT.

Agency Response by NJDOT:

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This Limited Scope Resurfacing project is starting Final Design. The project will include ADA elements and the appropriate cross walks as applicable.

DB #: 17419: Route 1, Alexander Road to Mapleton Road

Item #: 37

Project should follow Complete Streets policies, including appropriate shoulders, to accommodate bicycle and pedestrian traffic. Widening without providing safe facilities for cyclists and pedestrians will make crossing the interchange more dangerous.

Agency Response by DVRPC:

Thank you for your comment. It has been shared with NJDOT.

Agency Response by NJDOT:

The project is currently in the Concept Development phase and will consider appropriate bicycle and pedestrian elements.

Item #: 38

Consider the pilot shoulder use during peak periods for full time-but retain the peak period limits; allow a pedestrian interval at Harrison and Rt. 1.

Agency Response by DVRPC:

Thank you for your comment. It has been shared with NJDOT.

Agency Response by NJDOT:

The concept proposes standard lane widths and adds one lane in each direction to address traffic congestion and improve traffic flow. The Department will examine hard shoulder driving usage during the concept development phase. Appropriate pedestrian elements, including crossings, will be investigated during the Concept Development and Design phases.

Item #: 39

Requests design to include bicycle and pedestrian safety features, per the Complete Streets policies of NJDOT, Mercer County and West Windsor Township; requests explanation for why project concept/design lacks bicycle and pedestrian safety features, per the Complete Streets policies of NJDOT, Mercer County and West Windsor Township.

Agency Response by DVRPC:

Thank you for your comment. It has been shared with NJDOT.

Agency Response by NJDOT:

The project is currently in the Concept Development phase and will consider appropriate bicycle and pedestrian elements.

Item #: 40

Project needs to include Complete Streets/active transportation elements; and recommends a grade separated crossing be included in this project at the Dinky Bridge to connect the Princeton side of the project with an existing trail in West Windsor.

Agency Response by DVRPC:

Thank you for your comment. It has been shared with NJDOT.

Agency Response by NJDOT:

The project is currently in the Concept Development phase and will consider appropriate bicycle and pedestrian elements.

Item #: 41

Project lacks consideration for safe walking and cycling on Washington through the intersection and does not honor the Complete Streets objectives.

Agency Response by DVRPC:

Thank you for your comment. It has been shared with NJDOT.

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Agency Response by NJDOT:

The project is currently in the Concept Development phase and will consider appropriate bicycle and pedestrian elements.

DB #: D0701: Princeton-Hightstown Road Improvements, CR 571 (Local Project)

Item #: 42

Supports the proposal of the West Windsor Pedestrian and Bike Alliance.

Agency Response by Mercer County:

West Windsor Township and Mercer County pursued improvements to Princeton-Hightstown Road (CR 571) in Princeton Junction primarily to improve pedestrian safety. In 2005, West Windsor Township adopted a resolution supporting the proposed improvements and in 2013 adopted a resolution supporting design modifications at the intersection of Clarksville Road which eliminated the proposed double left turn lane from Westbound Princeton-Hightstown. In addition, the proposed redesign reduced the proposed width of Clarksville Road and shifted the alignment to eliminate impacts to Rogers Arboretum Park. In 2014, the project Categorical Exclusion Document (CED) was approved. At this point, Mercer County will review recommended alternatives that may be implemented to further improve substantive safety for pedestrians and cyclists without jeopardizing the schedule and receipt of federal funding for the project.

Several other commenters either defer to or have comments that are consistent with those contained in the above document prepared by the West Windsor Bicycle Pedestrian Alliance (WWBPA), which contains a number of general comments regarding the proposed design within the context of the NJDOT Smart Transportation Guidebook (STG) and the West Windsor Township Master Plan. In addition, specific recommendations are presented, which are addressed in further detail below. We are therefore commenting to each of the specific points and recommendations that are listed in the WWBPA document below:

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

Mercer County is advancing a design intended to significantly improve safety conditions for pedestrians and cyclists, balanced against the mobility and site access needs of drivers. The current design speed is 45 MPH. However, Mercer County would be amenable to using a 40 MPH design speed in consultation with the New Jersey Department of Transportation (NJDOT) West Windsor Township, and the design consultant. Typically, the posted speed limit is 5 MPH below the design speed. In any case, Mercer County would conduct speed surveys once the project is constructed and would post a speed limit based on the guidance and procedures set forth in the Manual on Uniform Traffic Control Devices (MUTCD).

2. Curbed medians with appropriate pedestrian refuges.

There are distinct advantages of constructing raised islands as opposed to designated left and two-way center left turn lanes, in terms of water quality, maintenance cost, etc. However, it is likely that such a proposal would be strongly opposed by the local business owners, who expressed a need for direct left turn access. This was a principal reason the Township endorsed a paved center left turn lane in 2005. The Americans with Disabilities Act (ADA) as well as other federal and state design criteria require pedestrian activated signals and other pedestrian accommodations at intersections. However, constructing pedestrian refuge islands would necessarily require elimination of the proposed two-way center left turn lanes and dedicated left turn lanes at intersections which accommodate motorists turning left onto side streets and driveways. Providing direct left turn access for business owners was a key aspect of the concept design when initially approved by West Windsor Township in 2005. Furthermore, constructing pedestrian refuge islands between intersection (midblock) may encourage pedestrian to cross Princeton-Hightstown Road where are neither physical nor legal provisions to enable such movements. Accordingly, Mercer County would not consider such changes at this time.

3. Pedestrian-activated crossing signal at Sherbrooke (Drive).

Mercer County recently installed pedestrian-activated Rectangular Rapid Flashing Beacons (RRFBs) at Sherbrooke Drive. These devices have been found to be a more effective means to ensure approaching motorists stop for pedestrians crossing at the intersection than conventional flashing beacons. These devices are also mounted over the roadway to increase visibility for approaching motorists. Overhead mounted pedestrian activated RRFBs would remain in place.

4. Bike lanes per the Township Master Plan.

The current design provides 6' wide bicycle compatible shoulders in both directions.

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

a) Pedestrian only crossing time as part of the signalization of intersections.

A pedestrian-only phase has been implemented at the existing intersection of Clarksville Road and Princeton-Hightstown Road and would remain as part of the project. Any additional changes to the Wallace/Cranbury intersection would be subject to New Jersey Department of Transportation approval as the intersection is under their jurisdiction.

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

Mercer County would consider such modifications in consultation with West Windsor Township, NJDOT and the design consultant.

c) Allow sufficient crossing time to comply with ADA standards.

Proposed signal timings will comply with the Manual on Uniform Traffic Control Devices (MUTCD) which requires compliance with current Americans with Disabilities Act requirements.

d) Provide pedestrian refuges in medians when distance exceeds 60 feet, per NJDOT policy of keep distance under 60 feet.

Mercer County, in consultation with West Windsor Township, NJDOT and the design consultant, would consider reductions in the crossing width if and where it exceeds 60'.

e) Eliminate right-on-red permission at the Wallace/Cranbury and Clarksville intersections with CR 571.

Right turns on Red are currently prohibited at the Clarksville intersection. Any additional changes to the Wallace/Cranbury intersection would be subject to NJDOT approval as this intersection is under New Jersey State jurisdiction.

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

a) Reduce the posted speed limit in the transition areas leading to the main street to 35 MPH;

Mercer County would consider a speed limit change on Princeton-Hightstown Road once the project is completed.

b) Reduce to one through-travel lanes before the start of the area;

Princeton-Hightstown Road is a designated Principal Arterial and accommodates an Annual Average Daily Traffic flow of 20,000 vehicles per day. It is a major east-west connector route in Mercer County, linking other major transportation corridors and activity centers including the New Jersey Turnpike, the Northeast Corridor via the Princeton Junction Train Station, US Route 1 and Princeton University. Currently, a single through travel lane is proposed west of Clarksville Road, which then continues through the project area and continues west of Wallace Cranbury Road. Two through travel lanes in each direction are proposed at Clarksville Road. Reducing the number of through lanes at this intersection would create considerable congestion within and well beyond the project area. Elimination of the dual left turn lane from westbound Princeton-Hightstown Road at Clarksville Road was a compromise that the County was willing to incorporate into the current design. Further elimination of travel lanes, including through lanes on Princeton-Hightstown Road prior to and immediately beyond the intersection with Clarksville Road would therefore not be considered.

c) Provide gateway treatments defining the area boundaries;

d) Provide street furniture, trees, landscaping.

Mercer County would not oppose the inclusion of visual cues that motorists are entering a "main street" area such as street furniture, special signing, lighting fixtures, etc. Such details would be considered in the final design phase and would need to be reviewed and discussed with West Windsor Township.

Item #: 43

Provide traffic calming, and reduce the speed limit.

Agency Response by Mercer County:

Please see [Mercer County's] response [to item #44 in this document] concerning the speed limit and pedestrian safety. With regard to the lane widths, the current through lane widths vary throughout the project area. The proposed design, however, proposes consistent lane widths of narrower lanes, 11', where the roadway widens, and 12' where there is a single travel lane in each direction. These widths are consistent with minimum standards and are less than the existing through lane widths in transition areas and where no shoulders are provided.

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Item #: 44

Reduce speed limit along CR 571 to 35 mph minimum. Implement a formal signal, e.g. HAWK signal. Consider sidewalk connectivity.

Agency Response by Mercer County:

Provisions for pedestrians and cyclists, including students traveling to and from West Windsor High School have been included in the proposed design.

Mercer County would consider a speed limit change on Princeton-Hightstown Road once the project is completed. With regard to concerns at Sherbrook Drive, Mercer County recently installed pedestrian-activated Rectangular Rapid Flashing Beacons (RRFBs) and a high visibility crosswalk at Sherbrooke Drive. The devices have been found to be a more effective means to ensure approaching motorists stop for pedestrians crossing at the intersection than conventional flashing beacons. These devices were also mounted over the roadway to increase visibility for approaching motorists. We would also seek to reduce the crossing distance at this intersection as part of the project.

The proposed design proposes continuous sidewalk on both sides of the roadway with all sidewalk connections.

Item #: 45

Project design is not consistent with West Windsor Township's redevelopment goals for a bicycle and pedestrian friendly main street; requests to stop this project until it is redesigned to be consistent with the Complete Streets policies of West Windsor Township, Mercer County and NJDOT.

Agency Response by Mercer County:

Please see Mercer County's response to item #42 in this document.

Item #: 46

Provide a pedestrian operated crossing with a stop light and a small median in the middle; lower the current speed limit to align with "Main St." plans.

Agency Response by Mercer County:

Please see [Mercer County's] responses [to items #42 and #44 in this document] pertaining to Sherbrooke Drive and pedestrian safety.

Item #: 47

Project should make this area more bicycle friendly.

Agency Response by Mercer County:

Please see [Mercer County's] response to [item #42 in this document] pertaining to accommodations for bicyclists.

Item #: 48

Supports the proposal of the West Windsor Pedestrian and Bike Alliance for pedestrian operated traffic lights at Sherbrooke, no turn-right-on-red at Wallace/Cranbury and Clarksville, reduced speed on the 571, and medians to make crossing safer opposite Sherbrooke.

Agency Response by Mercer County:

Please see Mercer County's response to item #42 in this document.

General TIP Comments: Requests for a new TIP project/line item/study

Item #: 49

Add a study to determine if Rt. 29 could be widened to accommodate increased traffic volume, and if Rt. 29/Cass Street intersection could be reconstructed to minimize the effects and loss of turning movements.

Agency Response by DVRPC:

Thank you for your comment. It has been shared with NJDOT.

Agency Response by NJDOT:

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Thank you for your concerns. NJDOT Mobility and Congestion Relief unit was made aware of these recommendations.

Agency Response by Mercer County:

Mr. Taylor presents an innovative solution to both congestion and safe pedestrian access to the riverfront that deserves further investigation. It is linked to local circulation problems resulting from the truck prohibition on NJ 29 between Cass Street and NJ 129/I-195. Mercer County and the City of Trenton favor removing the truck prohibition.

Various

DB #: D0906: Install Elevators, PATCO

Item #: 50, 51

Supports project

Agency Response by DRPA/PATCO:

We understand your concerns and look forward to completing this project to improve access for our passengers. We appreciate your support on this important project. Thank you.

DB #: DR1802: Subway Structures Renovation

Item #: 52

Supports project

Agency Response by DRPA/PATCO:

Thank you for your support of our Subway Structures Renovation Project.

DB #: T302: Camden-Glassboro Light Rail Line

Item #: 53, 54, 55, 56, 57, 59, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 97, 98, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118

Supports project

Agency Response by DRPA/PATCO:

[From DRPA/PATCO and NJ TRANSIT:] The DRPA and their consultant continue to advance the Draft Environmental Impact Statement (DEIS) with funding from NJ TRANSIT. As this work continues, it is anticipated that outreach meetings will be held to update the public and agencies on the project.

Agency Response by NJ TRANSIT:

Please see DRPA/PATCO and NJ TRANSIT response to comment item #s 53 to 118 in this document.

Item #: 58

Funding in the TIP for this project is inadequate.

Agency Response by DVRPC:

The \$5 million currently programmed for the project will be used to help complete the Draft Environmental Impact Statement (DEIS). The project sponsor will need to seek additional funding in order to complete design and construction of the project. Funding options are currently being evaluated.

Agency Response by NJ TRANSIT:

Please see DRPA/PATCO and NJ TRANSIT response to comment item #s 53 to 118 in this document.

Item #: 60

Requests for a Draft TIP public meeting in Gloucester County; concern that Glassboro-Camden line will be "greenlighted without a thorough public vetting process;" and concern about NJ TRANSIT and the DRPA as sponsors of the new rail line.

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Agency Response by DVRPC:

Thank you for your suggestion, and sorry we missed you at the public meeting. Because the TIP is a regional document that includes over 150 projects and programs, DVRPC encourages residents from all four counties, including Gloucester County, to submit comments during the Public Comment Period. The public meeting information and Public Comment Period for this Draft TIP document was published in The Philadelphia Inquirer, the Courier-Post, The Times of Trenton, Al Dia, and The Philadelphia Tribune. The Courier-Post also published a full article in advance of the public meeting (see www.courierpostonline.com/story/news/local/2017/09/06/speak-up-what-do-you-think-42-295-work-commuter-rail/634382001/). In the future, DVRPC will also consider publishing a legal notice in the South Jersey Times.

DVRPC held one information session for the regional document on 9/6, and rely on members of the public to submit written comments. The Sept. 6th meeting is on the entire regional document, which includes over 150 transportation projects and programs and was not focused on in-depth discussion of the Camden-Glassboro Light Rail Line. Rather, the session allowed members from the public to verbally present and/or submit their comments and ask questions about the document and process. The purpose of the Draft TIP public meeting is to present and educate a wide range of people about the Draft program, as a whole, possibly in advance of a person submitting a written comment. All comments, including any verbal comments that we heard at the 9/6 public information session, must be submitted in writing. The best time to discuss, learn, or ask questions about specific projects would be at project information meetings that the project sponsor (such as NJ TRANSIT, DRPA/PATCO, NJDOT, county, or a city) would hold for their specific projects, where there are Project Managers present at the meetings who can best answer project-specific questions and go in depth about a project.

The TIP is a dynamic, ongoing document, and is updated often after the Public Comment Period closes. Changes and additions are reviewed by the DVRPC Board almost monthly, and are listed as Board Action Items. To stay informed about these changes to the TIP, please subscribe to DVRPC's "public participation" email list, available here: <https://signup.e2ma.net/signup/1808352/1403728/> or visit <https://www.dvrpc.org/GetInvolved/BoardActionItems/>. These opportunities are a part of DVRPC's enhanced public participation program.

Agency Response by NJ TRANSIT:

Please see DRPA/PATCO and NJ TRANSIT response to comment item #s 53 to 118 in this document.

Item #: 79

Concern that rail line will "import" crime to Woodbury.

Agency Response by NJ TRANSIT:

Please see DRPA/PATCO and NJ TRANSIT response to comment item #s 53 to 118 in this document.

Item #: 96

New rail line should be transfer free from Glassboro to Philadelphia (not stopping at Broadway in Camden City) and function as a PATCO style rapid transit in order to be more attractive to riders.

Agency Response by NJ TRANSIT:

Please see DRPA/PATCO and NJ TRANSIT response to comment item #s 53 to 118 in this document.

Item #: 99

Not supportive of project

Agency Response by NJ TRANSIT:

Please see DRPA/PATCO and NJ TRANSIT response to comment item #s 53 to 118 in this document.

General TIP Comments: General requests, concerns, and/or questions

Item #: 119

TIP public engagement recommendations

Agency Response by DVRPC:

Thank you for your comment. DVRPC's Office of Communications and Engagement works closely with the Office of Capital Programs to continuously improve the TIP's public engagement strategy based on feedback like yours. DVRPC is continuously working to find the most helpful balance of in-person, online, published, and social media engagement, as well as ensuring that new stakeholders

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understand who DVRPC is and the purpose of a regional TIP. In previous years, the TIP received comments that stakeholders would like to see a visual representation of the TIP's project so they could easily find the projects in their community of interest. As a result, DVRPC created a map portal to make it easier for the public to search, view, and submit comments for projects:

www.dvrpc.org/asp/TIPSearch/2018/NJ. This year, the web map was enhanced by making useful features available for the public to better understand the projects and their context, such as a Search by Address field, distinguishing project types by different shapes (points and lines), including web map layers that contain data related to Environmental Justice, Planning Centers, Freight Centers, and the DVRPC Congestion Management Corridors. The DVRPC Public Participation Task Force (PPTF) also received requests for more information about what makes a useful public comment, and the Office of Capital Programs created a guide for commenting on the TIP: www.dvrpc.org/TIP/Draft/pdf/tips.pdf. In addition, DVRPC recently published the TIP Handbook in Spanish, which is available in print or online at www.dvrpc.org/Products/17065, to enable further access to information for the region's residents.

The TIP is a dynamic, ongoing program that is continuously monitored and updated as necessary; and providing "real [public] input" on TIP projects is encouraged to continue after the public comment period ends and after a TIP is adopted by the DVRPC Board and approved by federal agencies. When a TIP is effective, DVRPC encourages members from the public to view and submit comments or questions on monthly TIP Actions that would be presented to the DVRPC RTC and Board for approval. For NJDOT-sponsored projects in the TIP, NJDOT typically holds public meetings for projects; DVRPC encourages the public to attend to learn and ask project-specific questions directly to NJDOT staff who can answer the questions. These public meetings are announced on NJDOT's website at www.state.nj.us/transportation, and DVRPC supports NJDOT's outreach efforts by sharing through social media. DVRPC also encourages the public to contact their elected officials about projects, as the TIP is a regional document created through consensus. Because the DVRPC region includes 352 municipalities, DVRPC staff rely on its county and city partners to bring forth transportation priorities when the TIP is in development. For this reason, DVRPC engaged its NJ TIP Subcommittee, which includes NJDOT, NJ TRANSIT, DRPA/PATCO, FHWA, and representatives of DVRPC city and county member governments, in the development process of the Draft TIP starting in October 2016.

While the public was only able to review the Draft TIP during the public comment period, it is not too late in the process for the public to discuss meaningful changes. For example, upon review of the Study and Development Program in the Draft TIP, the municipalities of Princeton and West Windsor, as well as Princeton University submitted comments that requested NJDOT to include the Alexander Road D&R Canal Bridge (structure #3000-155) to Delaware & Raritan Canal Bridges (DB #15322) Concept Development Study. As a result of their comments and upon NJDOT and Mercer County review, it was learned that NJDOT's Bridge Management System had already submitted a Problem Statement for the bridge that has a priority rank of 3 out of 5 (1 being the greatest need). Thus, NJDOT decided to advance the Alexander Road D&R Canal Bridge as its own project from Problem Screening to Concept Development. The FY2018 NJ TIP remains a "Draft" during the comment period for potential changes such as the example above portrayed; DVRPC staff will present the Draft TIP document with a "List of Recommended Changes" to the DVRPC RTC and Board for adoption after the public comment period has closed.

Lastly, DVRPC held one public meeting (not two) for the Draft TIP on September 6, 2017 from 6 - 8 PM. The meeting was an information session for the regional document that includes over 150 transportation projects and programs and allowed members from the public to verbally present and/or submit their comments and ask questions about the document and process. Staff from NJDOT, NJ TRANSIT, DRPA/PATCO, DVRPC, FHWA, and representatives of DVRPC city and county member governments were invited to attend; and most did attend the meeting (although they are not required to). The public meeting is not the best time to discuss or answer questions about specific TIP projects. The best time to discuss, learn, or ask questions about specific projects would be at project information meetings that the project sponsor (such as NJ TRANSIT, DRPA/PATCO, NJDOT, county, or a city) would hold for their specific projects, where there are Project Managers present at the meetings who can best answer project-specific questions and go in depth about a project. The purpose of the Draft TIP public meeting is to present and educate a wide range of people about the Draft program, as a whole, possibly in advance of a person submitting a written comment.

Item #: 120

Investigate if Hawks Bridge Road (NJ 140) overpass over I-295 should be widened/replaced, if interchange 2B/2C of I-295 should be revamped, and if widening of Rt. 140 is necessary between the Flying J Truck Stop and the NJ Turnpike Overpass, near the Pilot Truck stop in Salem County, New Jersey.

Agency Response by DVRPC:

Thank you for your comment. It has been shared with NJDOT.

Agency Response by NJDOT:

Agency Responses to Public Comments Received for the Draft DVRPC FY2018-2021 Transportation Improvement Program (TIP) for New Jersey

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Thank you for these comments. The NJDOT Freight Planning unit was provided these recommendations.

Item #: 121

Requests NJDOT and counties to consult the 2017 NJ Complete Streets Design Guide for appropriate bicycle and pedestrian treatments.

Agency Response by DVRPC:

Thank you for your comment. It has been shared with NJDOT and counties in the DVRPC region.

Agency Response by NJDOT:

Thank you.

Agency Response by Burlington County:

The County is reviewing planning documents adopted by surrounding counties regarding complete street policies and is considering adoption of our own.

Agency Response by Camden County:

Thank you. Camden County adopted a Complete Streets Policy in 2013 and is currently utilizing this guide

Agency Response by Mercer County:

The NJDOT Complete Streets Design Guide is an immensely helpful addition to the guidance and practices available from other sources. In a project underway to add a chapter to our County Master Plan, Mercer County is already using it to identify standards to apply and make our highways more bicycle friendly.

With regard to the project entitled "Roadway and Safety Improvements Princeton-Hightstown Road from Clarksville Road (CR 638) to Wallace/Cranbury Road (CR 615)", Mercer County is advancing a design intended to significantly improve safety conditions for pedestrians and cyclists, balanced against the mobility and site access needs of drivers. In 2014, the Categorical Exclusion Document (CED) was approved for the project. At this point, Mercer County, in consultation with the New Jersey Department of Transportation (NJDOT), West Windsor Township and the design consultant, will review recommended treatments for pedestrians and cyclists contained in the NJ Complete Streets Design Guide that may be implemented to further improve substantive safety for pedestrians and cyclists without jeopardizing the schedule and receipt of federal funding for the project.

Item #: 122

DVRPC should spend funding on engineering work that mitigates the effects of sprawl and build a sustainable future.

Agency Response by DVRPC:

Thank you for your comment. Projects on the TIP are consistent with the region's Long-Range Plan (Plan), and Developing Livable Communities is a core plan principle in the Draft Connections 2045 Long-Range Plan, which continues the key focus on land use and development patterns as one of the most important factors in creating a more sustainable and efficient multimodal transportation network. The Plan calls for focusing future development within and around more than 120 development centers across the nine-county region with the requisite density and mixed use to support more walking, biking, and transit ridership. It caps investment in roadway expansion projects, in recognition that we cannot build our way out congestion. It also recognizes that denser, mixed use centers provide network effects that benefit the region's entrepreneurialism and economy. The financial portion of the plan primarily prioritizes rebuilding our existing infrastructure and secondarily investing in technology and design to enhance its operations. For example, investments that make improvements through operational strategies such as restriping existing lanes to better manage traffic are prioritized over widening roads to increase vehicle capacity. The Plan includes many projects to improve the region's walkability and bikeability, from building out the Circuit Trail Network, to creating Complete Streets, to moving toward Vision Zero.

Context Sensitive Design, used by both PennDOT and NJDOT in their project design and development work, means that the surroundings of a transportation facility are an important consideration. In addition, we use a set of project evaluation criteria related to the goals in the Long-Range Plan to prioritize projects for inclusion in both the TIP and Plan. However, the region's history of low-density development means that the focus in some areas will need to balance the needs of bicyclists, pedestrians, and transit users with those of motorized vehicles. In these areas, the safe and efficient movement of motorized vehicles, along with other modes, is a quality of life consideration. Intersection improvements, such as left turn lanes, provide a good example of that balance in that improving safety and air quality are as important of an outcome of the project as reducing congestion.

Agency Responses to Public Comments Received for the Draft DVRPC FY2018-2021 Transportation Improvement Program (TIP) for New Jersey

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Projects in the TIP are developed from a process that includes input from various agencies, including member governments, operating agencies, and state and federal agencies. DVRPC believes that a collaborative process among all levels of government and the public and business communities will ensure that the best transportation program is produced. This type of process is one in which state, county, and local governments and transportation providers become partners in the planning and programming process, and interest groups and community leaders have a voice.

Finally, DVRPC's Office of Smart Growth and the Office of Community and Economic Development were established in recognition that sprawl and high car dependence do exist in the Greater Philadelphia region, and that we need to work proactively to gradually change the forces going forward. Both offices continuously work to link land use and transportation planning; as well as support greater understanding of sprawl issues and its impacts on the region's accessibility, land preservation, urban revitalization, economic development, and climate change. For example, the Municipal Outreach program includes training/webinars to municipalities and counties on various topics; Municipal Implementation Tool (MIT) brochures that implement the Long-Range Plan through encouraging specific municipal actions; the tracking and mapping of municipal adoption of smart growth tools in the region; and the promotion of products to local, regional, and national audiences. DVRPC staff also offer technical assistance and promotion of smart growth to national, state, regional and local partners on initiatives, such as the NJDOT Transit Village Task Force, Sustainable NJ committees, AARP Livable Communities Network, Age-Friendly West Philly task force, Delaware Valley Smart Growth Alliance, Urban Land Institute Philadelphia Chapter Councils, and other partnerships. DVRPC also conducts The Strategies for Older Suburbs (SOS) project to support major land use and transportation policies of the Long-Range Plan by encouraging reinvestment in the region's mature suburbs and core cities through redevelopment and intergovernmental cooperation. SOS activities include: The Roundtable Series "conversations" for our planning partners to discuss issues and exchange ideas that affect their communities and develop solutions; Classic Towns of Greater Philadelphia program; and the Transportation and Community Development Initiative (TCDI) grant program. Please visit www.dvrpc.org/LandUseEnvironment and in particular, the Smart Growth webpage at www.dvrpc.org/SmartGrowth, to learn more about how DVRPC works to address impacts of conventional development patterns.

Thank you again for your comment. We look forward working together to advance the FY2018 TIP and the Connections 2045 Plan for the Greater Philadelphia region.

Agency Response by NJDOT:

The New Jersey Department of Transportation has maintained long-standing adherence to a capital investment strategy that gives the highest priority to capital projects that preserve the existing transportation system, keep it in a state of good repair, and serve public health and safety in accordance with the Department's Statewide Long Range Transportation Plan and New Jersey's State Development and Redevelopment Plan. The bulk of capital program funding is spent on these types of projects.

As such, NJDOT has created and implemented initiatives that account for the relationship between transportation and land use and the effect that transportation projects will have on the built and natural environment and the potential to induce sprawl development.

The Department employs a Smart Growth Management System that evaluates proposed projects for consistency with smart growth principles such as compact, mixed use development and ease of bicycle, pedestrian and transit travel. This Management System works in concert with NJDOT's Congestion, Pavement, Drainage, Bridge, Safety, Pedestrian Safety and other Management Systems to screen and prioritize projects.

NJDOT has adopted a Complete Streets policy and uses a Complete Streets Checklist to ensure that projects meet the criteria of this policy at every stage of the project from Concept Development to completion. The policy requires that projects include safe accommodations for all users, including bicyclists, pedestrians, transit riders and the mobility-impaired.

To aid in the revitalization of New Jersey communities that have transit facilities, NJDOT and NJ TRANSIT, along with eight other partner state agencies, launched the Transit Village Initiative in 1999. Under this program, towns may apply for designation as Transit Villages, which contain districts surrounding a rail station, bus or ferry terminal in the center of a one-half-mile radius, the national standard for a reasonable walking distance. Transit Village applicants must commit to encourage growth around the transit facility and to implement bicycle, pedestrian and transit friendly improvements. In addition, the state Transportation Trust Fund provides \$1 million per year under Local Aid for a Transit Village grant program, in which the designated communities may apply for funding for such projects as streetscapes, lighting, sidewalks, crosswalks, wayfinding and bicycle lanes and racks in the Transit Village District.

The Transportation Improvement Program (TIP), which is part of the Statewide Transportation Improvement Program (STIP), is based

Agency Responses to Public Comments Received for the Draft DVRPC FY2018-2021 Transportation Improvement Program (TIP) for New Jersey

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upon the MPO's Regional Transportation Plan. This Plan reflects the principles of the aforementioned Statewide Long Range Transportation Plan and the New Jersey State Development and Redevelopment Plan.

The DVRPC TIP contains projects that are listed as belonging to the category of highway operational improvements. Many of the intersections described therein have long exhibited deficiencies from a safety and functional standpoint, independent of the nature of the surrounding landscape and development patterns. While the need to avoid transportation projects that spur undesirable sprawl conditions is understood, appropriate improvements to these intersections such as left-turn lanes, revised signal timing, pedestrian countdowns, and ADA-compliant crosswalks and curb ramps will increase safety and reduce crashes for all modes of travel.

Item #: 123

Interested in learning about how Environmental Justice priorities inform funding priorities and types of improvement projects in DVRPC region.

Agency Response by DVRPC:

Thank you for your interest. Currently, our Indicators of Potential Disadvantage (IPD) serves as a policy tool to understand both Environmental Justice (EJ) and Title VI concerns within the region using eight demographic indicators. The IPD provides a summary score for each Census tract, ranging from 0-8, signifying that the population group in that tract exceeds the regional average for each of the eight IPD factors. The IPD does not assess how individual transportation projects impact these population groups, how demographic characteristics might interact with or compound with one another, or how these indicators interact with additional EJ-related concerns, like air quality or transportation access. DVRPC's EJ analysis is at the regional-level, which looks at the regional TIP, as a whole. While more in-depth, project-specific analysis is needed to determine mitigation actions, such as installing sound barriers, Title VI and Environmental Justice considerations do not end once a project is listed on the TIP. For example, in project development, EJ and Title VI are considered in all decisions as they are processed through The National Environmental Policy Act (NEPA) whether with an EIS, an EA, a CE, or a ROD. Both also apply to all NJDOT planning and project development programs, policies and activities.

All mappable projects in the Draft TIP are compared to zero-, low-, medium-, or high-IPD geographic areas. This regional analysis (only for mappable projects) follows the EJ principle that populations identified under Executive Order 12898 should not bear a disproportionate burden of impacts compared to the rest of the region. It also aims to address funding equity, that funding is shared throughout the region, and projects are being undertaken in areas that may be considered disadvantaged or communities of concern. A transportation project may also produce a benefit. Analysis of mappable Draft TIP projects shows that there is a similar percentage of regional highway projects in low-disadvantaged census tracts as in high-disadvantaged census tracts. For transit projects in the Draft TIP, there is also a similar percentage of high-disadvantage census tracts as in low-disadvantaged census tracts. To learn more about EJ and Title VI analyses of the Draft TIP, see sections 2.9 and 2.10 of the Draft TIP online at www.dvrpc.org/TIP/Draft/pdf/Chap2.pdf. To learn more about how DVRPC considers EJ and Title VI throughout agency activities, please visit www.dvrpc.org/GetInvolved/TitleVI.

In the TIP project selection process, new project candidates are scored by the TIP Benefit Criteria. Each criterion within the Benefit Criteria is weighted and factored as a portion of that project's cost-benefit score. The cost-benefit score serves as one of multiple factors to help the NJ TIP Subcommittee compare and decide which new project candidate should be added to the TIP. In the Benefit Criteria, Environmental Justice, using an IPD "score" for that specific project, is one criterion. The higher the IPD score, the higher that project would score in the Environmental Justice criterion. Other criteria include Facility/Asset Condition, Safety, Reduce Congestion, Invest in Centers, Facility/Asset Use, Economic Competitiveness, Multimodal Bike/Pedestrian, and Air Quality/Green Design. To view more details of the TIP Benefit Criteria, please see Appendix F of the Draft TIP document, or visit the pdf online at www.dvrpc.org/TIP/Draft/pdf/F.pdf

Note that the TIP Benefit Criteria is only one tool that DVRPC uses to determine which new TIP project candidates could be programmed. A strategic and effective programming process that DVRPC facilitates also realistically balances funds across various areas, such as balanced geographic distribution versus different geographic needs; technical needs versus political realities; competing transportation modes (highway versus transit); capital expansion versus asset preservation; varying degrees of agency capacity levels to implement/sponsor a project; the eligibility requirements of various funding sources (e.g. HSIP versus CMAQ) versus the number of project candidates that meet the eligibility requirements versus the level of funding sources that the region expect; consistency with the Long-Range Plan vision, goals, and objectives; and soon, program performance measures, which will ultimately influence how the region's resources are allocated in the TIP. For this reason, EJ is just one of multiple decision-making factors when programming the regional TIP.

Thank you again for your interest, and we appreciate your continued involvement in regional planning.

General TIP Comments: Requests for a new TIP project/line item/study

Agency Responses to Public Comments Received for the Draft DVRPC FY2018-2021 Transportation Improvement Program (TIP) for New Jersey

Responses Received for Comments from the General Public

Item #: 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 146, 147, 148, 149, 150, 151, 152

Create a line item to construct Circuit Trails.

Agency Response by DVRPC:

Thank you for your suggestion. While creating a Circuit-specific line item in this TIP is one way to support trails, DVRPC and its member partners have implemented other strategic means to do so. For example, DVRPC funds trail building through our partnership with the William Penn Foundation, and through our administration of funds through the CMAQ, TAP, and Safe Routes to School programs, which collectively provide far more than \$1 million for trails. DVRPC has and will continue to work with member partners and agencies to explore options for increasing investment in these important facilities. The DVRPC TIP (the short-term plan) must be consistent with the Long-Range Plan, and DVRPC has continued to include the Circuit in the Draft Long-Range Plan, Connections 2045, to complement various local transportation investments in bike lanes, sidewalks, and similar infrastructure. New Jersey counties in the DVRPC region have made investments in Circuit trails through various funding sources (e.g. county, federal, state or private). Further, during the development of the FY2018 TIP, the DVRPC region was able to dedicate \$1 million for Circuit Trail projects in the next Competitive CMAQ application round. Please note that the TIP remains a dynamic program of transportation investments after the Public Comment Period ends and after Board adoption. DVRPC will continue to closely work with its member partners and agencies to support trails as new funding opportunities arise after the TIP is adopted, while continuing to best program various funding sources to address regional priorities.

Agency Response by Burlington County:

We also use and love trails in New Jersey, and agree that completing the Circuit Network, as well as non-Circuit trails, is of great importance. For this reason, supporting trail connections remains a priority for all counties and cities in the Greater Philadelphia region. Trail planning, design, and construction projects, Circuit and non-Circuit, are coming on-line, as we have been pedaling hard to connect the Circuit and all trails within our region.

Being a part of the Circuit has allowed the counties to leverage our funds with grant dollars from TIP sources and other non-profit organizations, including the William Penn Foundation, to facilitate rapid trail development. For instance, Burlington County expects that Phase 1 of the Arneys Mount Trail will begin construction in 2018, and the Amico Island to Pennington Park section of the Rancocas Greenways expected for construction in 2018. Burlington County's regional trails identified in county's adopted Parks and Open Space Master Plan and Bicycle Master Plan are also designated Greater Philadelphia Circuit Trails (one trail is also a potential East Coast Greenway segment). In Camden County, the Atlantic Avenue Bikeway that will follow the right of way of the Beesely's Point Secondary Line from Camden to near Clementon, and part of the proposed countywide trail network, is in progress. Gloucester County has been working hard to address Right-of-Way issues in order to construct the extension of the Multi-Purpose Glassboro-Elk Trail and design the Harrison Township Trail that will connect the village of Mullica Hill with the Glassboro-Elk Trail. Also in progress is the feasibility study for the alignment of the Union Transportation Trail that East Windsor Township in Mercer County is managing. Most recently, the Lawrence-Hopewell Trail King's Highway Segment in Lawrence Township, Mercer County that was selected from the 2011-2012 DVRPC Competitive CMAQ Program just opened.

We will continue to work with DVRPC along with other governmental agencies, nonprofits, and municipalities in the DVRPC region to complete the Circuit, as well as our own trail systems. We will continue to leverage our limited resources, wisely and strategically, to meet this priority, and keep the entire transportation network safe, efficient, and accessible to all residents. In fact, we are pleased to work with DVRPC to dedicate, for the first time, \$1 million for Circuit trail construction projects in the upcoming Competitive CMAQ round as a result of this TIP Update process. In short, we will not slow down; rather, we will continue to advocate and seek funding opportunities for trails in our counties and cities; and we are happy to have your enthusiastic support in doing so. Thank you!

Agency Response by Camden County:

Please see the joint 4-county response under Burlington County to comments that request the establishment of a dedicated line item in the TIP for Circuit trails (item #s 124 to 152 in this document).

Agency Response by Gloucester County:

Please see the joint 4-county response under Burlington County to comments that request the establishment of a dedicated line item in the TIP for Circuit trails (item #s 124 to 152 in this document).

Agency Response by Mercer County:

Agency Responses to Public Comments Received for the Draft DVRPC FY2018-2021 Transportation Improvement Program (TIP) for New Jersey

Responses Received for Comments from the General Public

Please see the joint 4-county response under Burlington County to comments that request the establishment of a dedicated line item in the TIP for Circuit trails (item #s 124 to 152 in this document).

Item #: 145

Create a line item for trail development.

Agency Response by DVRPC:

Thank you for your suggestion. While creating a line item dedicated to trail projects in the TIP is one way to support trails, DVRPC and its member partners have implemented other strategic means to do so. For example, DVRPC funds trail building through our partnership with the William Penn Foundation, and through our administration of funds through the CMAQ, TAP, and Safe Routes to School programs, which collectively provide far more than \$1 million for trails. DVRPC has and will continue to work with member partners and agencies to explore options for increasing investment in these important facilities. Further, during the development of the FY2018 TIP, the DVRPC region was able to dedicate \$1 million for trail projects that are part of The Circuit in the next Competitive CMAQ application round. Please note that the TIP remains a dynamic program of transportation investments after the Public Comment Period ends and after Board adoption. DVRPC will continue to closely work with its member partners and agencies to support trails as new funding opportunities arise after the TIP is adopted, while continuing to best program various funding sources to address regional priorities.

Agency Response by Burlington County:

Please see the joint 4-county response to comment item #s 124 to 152 in this document.

Agency Response by Camden County:

Please see the joint 4-county response to comment item #s 124 to 152 in this document.

Agency Response by Gloucester County:

Please see the joint 4-county response to comment item #s 124 to 152 in this document.

Agency Response by Mercer County:

Please see the joint 4-county response to comment item #s 124 to 152 in this document.

Agency Responses to Public Comments Received for the Draft DVRPC FY2018-2021 Transportation Improvement Program (TIP) for New Jersey

Responses Received for Comments from the DVRPC Planning Partners & Agencies

Burlington

General TIP Comments: Requests for a new TIP project/line item/study

Item #: 153

Add the intersection of US Route 130 and CR 656 (Florence-Columbus Road) to the NJDOT Study and Development Program for Concept Development.

Agency Response by DVRPC:

A DVRPC Problem Statement on this location was provided to NJDOT. NJDOT has agreed to advance this study to Concept Development

Agency Response by NJDOT:

This proposal was advanced into the Study and Development program at the September 20, 2017 CPC meeting held at NJDOT.

Agency Response by Burlington County:

Three comments were submitted requesting the US Route 130 and CR 656 Intersection in Florence Township, Burlington County be included in the 2018 New Jersey TIP for Concept Development. Burlington County supports this request because of the need to address the growing congestion and safety problems occurring at this intersection. The intersection connects Interchange 52 of Interstate-295 with the northern portion of the county that has had significant growth in freight generators and is expected have significant additional growth of these businesses. This portion of the county has become an important component of the logistics industrial sector within the region, which is a major contributor to the county's and state's economy. Numerous studies of the intersection have been prepared over the years; they all call for changing and improving the intersection to address current and anticipated congestion problems. Including the intersection in the 2018 New Jersey TIP is needed to begin the process for addressing the mounting problems impacting the intersection.



Public Outreach Documentation

**THE DELAWARE VALLEY REGIONAL PLANNING COMMISSION ANNOUNCES FOR PUBLIC REVIEW:
DRAFT DVRPC FY2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR NEW JERSEY**

The Delaware Valley Regional Planning Commission (DVRPC) is seeking your input and will open a public comment period. The *Draft DVRPC Federal Fiscal Year (FY) 2018 Transportation Improvement Program (TIP) for New Jersey* will be available for public comment from August 14, 2017, until September 14, 2017 at 5:00 PM (EST)

The Transportation Improvement Program (TIP) represents the region's federally funded transportation improvement priorities and is required by federal law in order to receive and spend federal transportation funds. The TIP also includes non-federally funded projects that are regionally significant in order to provide a broad picture of the region's transportation improvements.

Please join us at a public meeting/information session on the Draft DVRPC FY2018 TIP for NJ.

**Wednesday, September 6, 2017
6:00 PM to 8:00 PM
Collingswood Senior Community Center
30 W. Collings Avenue
Collingswood, NJ 08108**

The September 6th meeting will be conducted jointly with the New Jersey Department of Transportation (NJDOT) and serves as an opportunity to comment on the Draft NJDOT New Jersey Statewide Transportation Improvement Program (STIP), which is available at www.state.nj.us/transportation/capital and at the DVRPC Resource Center (located at the address below). The public comment period for the Draft NJDOT STIP will open on August 8, 2017. The Draft NJDOT STIP public comment period will remain open until all three New Jersey Metropolitan Planning Organizations (MPOs) have closed their Draft FY2018 TIP public comment periods.

Electronic copies of DVRPC's Draft NJ TIP are available at www.dvrpc.org/TIP/Draft. Hardcopies are available in the DVRPC Resource Center and in a number of regional libraries. The documents will also be available at the public meeting. If requested, the TIP can be translated into an alternative format or language.

Written comments and questions must be submitted in one of four ways listed below:

- Electronically through a web application available at: www.dvrpc.org/TIP/Draft
- By Email: TIP@dvrpc.org
- By Mail:
TIP Comments
c/o DVRPC Office of Communications and Engagement
190 N. Independence Mall West, 8th Fl.
Philadelphia, PA 19106
- Or by Fax: 215-592-9125.

Questions and comments must be submitted in writing. If you need assistance in providing a written comment, please contact the DVRPC Office of Communications and Engagement at 215-592-1800 or public_affairs@dvrpc.org.

Comments for this document must be received no later than 5:00 PM (EST) on September 14, 2017. Comments received via mail must be postmarked by September 14, 2017. Written comments received during the public comment period and responses to those comments will be provided in the final printed TIP document as part of the public record.

DVRPC fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. Publications and other public documents can be made available in alternative languages and formats, if requested. 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. Any person who believes they have been aggrieved by an unlawful discriminatory practice by DVRPC under Title VI has a right to file a formal complaint. Any such complaint must be in writing and filed with DVRPC's Title VI Compliance Manager and/or the appropriate state or federal agency within 180 days of the alleged discriminatory occurrence. For more information please call (215) 592-1800 or email public_affairs@dvrpc.org.

August 11, 2017

Re: Draft DVRPC FY2018 - 2020 TIP for New Jersey

Dear Stakeholder:

On behalf of the Delaware Valley Regional Planning Commission (DVRPC), please find a copy of the Draft DVRPC FY2018 Transportation Improvement Program (TIP) for New Jersey. The TIP is the regionally agreed upon list of priority transportation projects, as required by federal transportation law, most recently the Fixing America's Surface Transportation (FAST) Act.

The TIP document must list all projects that intend to use federal funds, along with all non-federally funded projects that are regionally significant. It also includes all other State funded capital projects. The projects are multi-modal; that is, they include bicycle, pedestrian, Intelligent Transportation System (ITS), safety, and freight-related projects, as well as the more traditional highway and public transit projects.

The DVRPC NJ TIP is updated every other year; and we are preparing for the program's 30+-day public comment period, which will open by 5:00 p.m. on August 14, 2017 and close at 5:00 p.m. on September 14, 2017.

Please post the enclosed public notice and make the enclosed document available to any interested in parties. The online version is available for review at www.dvrpc.org/TIP/Draft.

If you have questions about DVRPC, the draft document, or the public comment period, please contact me at (215) 238-2929.

Thank you for your time.

Sincerely,

Alison Hastings, AICP/PP
Manager, Office of Communications & Engagement
(215) 238-2929
ahastings@dvrpc.org

Libraries Displaying the Draft DVRPC FY2018 TIP for New Jersey



LIBRARY	STREET ADDRESS	COUNTY	CITY	STATE	ZIP
BURLINGTON COUNTY LIBRARY - BORDENTOWN BRANCH	18 EAST UNION STREET	BURLINGTON	BORDENTOWN	NJ	08505
MOORESTOWN LIBRARY	111 WEST SECOND STREET	BURLINGTON	MOORESTOWN	NJ	08057
BURLINGTON COUNTY LIBRARY	5 PIONEER BOULEVARD	BURLINGTON	WESTAMPTON	NJ	08060
CAMDEN COUNTY LIBRARY - BLACKWOOD ROTARY BRANCH	15 SOUTH BLACK HORSE PIKE	CAMDEN	BLACKWOOD	NJ	08012
CAMDEN COUNTY LIBRARY - NILSA CRUZ-PEREZ BRANCH ON THE RUTGERS CAMPUS	300 NORTH 5TH STREET	CAMDEN	CAMDEN	NJ	08102
CHERRY HILL FREE PUBLIC LIBRARY	1100 KINGS HIGHWAY NORTH	CAMDEN	CHERRY HILL	NJ	08034
HADDONFIELD PUBLIC LIBRARY	60 HADDON AVENUE	CAMDEN	HADDONFIELD	NJ	08033
CAMDEN COUNTY LIBRARY - M. ALLAN VOGELSON REGIONAL BRANCH	203 LAUREL ROAD	CAMDEN	VOORHEES	NJ	08043
GLOUCESTER COUNTY LIBRARY SYSTEM	389 WOLFERT STATION ROAD	GLOUCESTER	MULLICA HILL	NJ	08062
MONROE TOWNSHIP PUBLIC LIBRARY	713 MARSHA AVENUE	GLOUCESTER	WILLIAMSTOWN	NJ	08094
WOODBURY PUBLIC LIBRARY	33 DELAWARE STREET	GLOUCESTER	WOODBURY	NJ	08096
MERCER COUNTY LIBRARY	2751 BRUNSWICK PIKE, US ROUTE 1	MERCER	LAWRENCEVILLE	NJ	08648
TRENTON PUBLIC LIBRARY	120 ACADEMY STREET	MERCER	TRENTON	NJ	08608
BUCKS COUNTY FREE LIBRARY	150 SOUTH PINE STREET	BUCKS	DOYLESTOWN	PA	18901
LEVITTOWN REGIONAL LIBRARY	7311 NEW FALLS ROAD	BUCKS	LEVITTOWN	PA	19055
INDIAN VALLEY PUBLIC LIBRARY	100 EAST CHURCH AVENUE	BUCKS	TELFORD	PA	18969
COATESVILLE AREA PUBLIC LIBRARY	501 EAST LINCOLN HIGHWAY	CHESTER	COATESVILLE	PA	19320
CHESTER COUNTY LIBRARY	450 EXTON SQUARE PARKWAY	CHESTER	EXTON	PA	19341
J. LEWIS CROZER LIBRARY	620 ENGLE STREET	DELAWARE	CHESTER	PA	19013

Libraries Displaying the Draft DVRPC FY2018 TIP for New Jersey



LIBRARY	STREET ADDRESS	COUNTY	CITY	STATE	ZIP
NEWTOWN PUBLIC LIBRARY	201 BISHOP HOLLOW ROAD	DELAWARE	NEWTOWN SQUARE	PA	19073
ARDMORE LIBRARY	108 ARDMORE AVENUE	MONTGOMERY	ARDMORE	PA	19003
CHELTENHAM TOWNSHIP LIBRARY	215 SOUTH KESWICK AVENUE	MONTGOMERY	GLENSIDE	PA	19038
LAMOTT FREE LIBRARY	7420 SYCAMORE AVENUE	MONTGOMERY	LAMOTT	PA	19027
LUCIEN E. BLACKWELL WEST PHILADELPHIA REGIONAL LIBRARY	5543 HAVERFORD AVENUE	PHILADELPHIA	PHILADELPHIA	PA	19139
JOSEPH E. COLEMAN NORTHWEST REGIONAL LIBRARY	68 WEST CHELTEN AVENUE	PHILADELPHIA	PHILADELPHIA	PA	19144
FREE LIBRARY OF PHILADELPHIA - RAMONITA G. DERODRIQUEZ BRANCH	600 WEST GIRARD AVENUE	PHILADELPHIA	PHILADELPHIA	PA	19123
FREE LIBRARY OF PHILADELPHIA	1901 VINE STREET	PHILADELPHIA	PHILADELPHIA	PA	19103
INDEPENDENCE BRANCH LIBRARY	18 SOUTH 7TH STREET	PHILADELPHIA	PHILADELPHIA	PA	19106
LIBRARY FOR THE BLIND AND PHYSICALLY HANDICAPPED - FREE LIBRARY OF PHILADELPHIA	919 WALNUT STREET	PHILADELPHIA	PHILADELPHIA	PA	19107
MCPHERSON SQUARE BRANCH LIBRARY	601 EAST INDIANA AVENUE	PHILADELPHIA	PHILADELPHIA	PA	19134
NORTHEAST REGIONAL LIBRARY	2228 COTTMAN AVENUE	PHILADELPHIA	PHILADELPHIA	PA	19149
PHILADELPHIA CITY INSTITUTE LIBRARY	1905 LOCUST STREET	PHILADELPHIA	PHILADELPHIA	PA	19103

DRAFT

DVRPC FY2018 TIP



TIP

Highlights

**FY2018 TIP for New Jersey
(FY2018-2021)**



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

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



The Delaware Valley Regional Planning Commission (DVRPC) fully complies with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, and related

nondiscrimination statutes and regulations in all programs and activities. DVRPC's website, www.dvrpc.org, may be translated into multiple languages. Publications and other public documents can be made available in alternative languages and formats, if requested. 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. Requests made within seven days will be accommodated to the greatest extent possible. Any person who believes they have been aggrieved by an unlawful discriminatory practice by DVRPC under Title VI has a right to file a formal complaint. Any such complaint may be in writing and filed with DVRPC's Title VI Compliance Manager and/or the appropriate state or federal agency within 180 days of the alleged discriminatory occurrence. For more information on DVRPC's Title VI program, or to obtain a Title VI Complaint Form, please call (215) 592-1800 or email public_affairs@dvrpc.org.

HIGHLIGHTS FOR THE DRAFT DVRPC FY2018 TIP FOR NEW JERSEY

The Draft Delaware Valley Regional Planning Commission (DVRPC) FY2018 Transportation Improvement Program (TIP) for New Jersey is available for public review as of August 14, 2017. The DVRPC NJ TIP, like the Commission itself, includes the counties of Burlington, Camden, Gloucester, and Mercer in New Jersey. DVRPC prepares a major update to the New Jersey TIP every other year to coincide with the update of the New Jersey Department of Transportation's (NJDOT's) fiscally constrained 10-year Statewide Transportation Improvement Program (STIP), and releases a draft program for a review and comment period prior to recommending it for adoption by the DVRPC Board. This year, the public comment period began on August 14, 2017, and will close at 5:00 PM on September 14, 2017. Further details regarding the review process are located at the end of this document.

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?

By way of congressional mandate, federal transportation legislation requires that DVRPC, as the Metropolitan Planning Organization (MPO) for the region, develop and update a TIP in order for the region to be eligible to receive and spend federal transportation funds.

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

The production of the TIP is the culmination of the transportation planning process and represents a consensus among state and regional officials as to what near-term improvements

to pursue. Consensus is crucial because the federal and state governments want assurances that all interested parties have participated in developing the priorities before committing significant sums of money. A project's inclusion in the TIP signifies regional agreement on the priority of the project and establishes eligibility for federal funding.

The TIP is a requirement of federal transportation legislation, which is currently the Fixing America's Surface Transportation Act (FAST Act), or Public Law (P.L.) 114-94. The FAST Act was signed into law on December 4, 2015 and will expire on September 30, 2020. The FAST Act is the first federal law in over 10 years to provide long-term funding certainty for surface transportation, after multiple extensions of the Moving Ahead for Progress in the 21st Century Act (MAP-21) which began on October 1, 2012 and originally was set to expire on September 31, 2014. The FAST Act built on the initiatives established in MAP-21; the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU); the Transportation Equity Act for the 21st Century (TEA-21); and the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). Transportation investment has been prescribed in a balanced approach through a guaranteed commitment to highways and bridges, public transit, safety, intermodal projects, and advanced technologies, such as Intelligent Transportation Systems (ITS).

What Is the Timeline to Develop the TIP?

As Figure 1 portrays, TIP development (or update) typically begins approximately 10 months prior to adoption and involves intensive staff work and negotiations by NJDOT, NJ TRANSIT, DRPA/PATCO, DVRPC staff, FHWA, and representatives of DVRPC city and county member governments, which constitute the DVRPC NJ TIP Subcommittee. For the Draft DVRPC FY2018 TIP, the process commenced during the fall of 2016 with the review of costs and schedules of current FY2016 TIP projects, and projects anticipated to "graduate" from Concept Development. By March 2017, the result was a constrained, preliminary draft program ("preliminary Draft TIP") based on reasonable, anticipated revenue projections for the next 10-years (FY2018-2027) and based on feedback from the NJ TIP Subcommittee. Negotiations continued to July 2017 in order to address as many issues as possible in the Highway, Transit, and Study and Development programs and to arrive at a final list of projects for the Draft TIP ("final Draft TIP") that could be evaluated for impacts on air quality conformity. At this time, DVRPC opened a 30+ day public comment period, in which the two documents, Draft DVRPC TIP and [NJDOT's Draft Statewide TIP \(STIP\)](#), are shared with the public for feedback. The DVRPC Board is the final decision-making body of the Metropolitan Planning Organization (MPO), and DVRPC intends to request DVRPC Board adoption of the Draft TIP (with recommended changes as a result of the public comment period) in October 2017. Upon Board adoption, DVRPC will submit the document to NJDOT for approval and inclusion in the STIP that is then submitted to federal partners (e.g. FHWA, FTA) for review and approval. When the federal partners formally approve the new NJDOT FY2018 STIP, the new DVRPC TIP and NJDOT STIP will become effective and replace the current DVRPC TIP and NJDOT STIP.

FIGURE 1:

TIP DEVELOPMENT TIMELINE



Source: DVRPC, 2017

PROGRAM SUMMARIES

The Draft DVRPC FY2018 TIP for New Jersey contains project descriptions, project maps, and the appendices for DVRPC’s New Jersey region. There are 152 projects (99 Highway and 53 Transit), totaling \$2 billion for the phases to be advanced over the next four years (FY2018–2021), and averaging \$506 million per year. Programmed funds include \$1.3 billion for projects primarily addressing the highway system and almost \$723 million for transit projects for New Jersey Transit (NJ TRANSIT) and the Delaware River Port Authority (DRPA)/Port Authority Transit Corporation (PATCO), as Table 1 and Figure 2 show. The TIP also shows 107 statewide projects that are highway programs managed by NJDOT for the State of New Jersey worth almost \$4.3 billion in the first four years; 14 NJDOT sponsored projects that will be in Study and Development; and 2 “Tier 2” unfunded projects in the DVRPC region that cannot be funded based on current 10-year revenue estimates.

TABLE 1: COST SUMMARY BY COUNTY AND TRANSIT OPERATOR IN NEW JERSEY (\$000)

	FY2018	FY2019	FY2020	FY2021	4-YEAR TOTAL (FY2018-2021)
HIGHWAY PROGRAM					
Burlington County	34,447	23,870	9,300	17,040	84,657
Camden County	113,851	142,045	171,856	159,155	586,907
Gloucester County	24,990	43,874	4,069	35,311	108,244
Mercer County	60,821	35,211	26,057	23,411	145,500
Various Counties	86,701	102,633	88,455	99,983	377,772
TOTAL COST: 4-YEAR HIGHWAY PROGRAM (\$000)					1,303,080
TRANSIT PROGRAM					
DRPA/PATCO	17,345	17,745	18,345	18,645	72,080
NJ TRANSIT	183,127	182,102	141,076	139,873	650,718
TOTAL COST: 4-YEAR TRANSIT PROGRAM (\$000)					722,258
GRAND TOTAL COST: 4-YEAR HIGHWAY AND TRANSIT PROGRAMS (\$000)					2,025,338

SOURCE: DVRPC, 2017

Per the Financial Guidance documents in Appendix B of the Draft NJ TIP, slightly over \$10 billion state and federal resources (excluding “Other” non-public resources) are distributed over the four-year TIP period (FY2018–2021) to all three MPOs: DVRPC, North Jersey Transportation Planning Authority (NJTPA), and South Jersey Transportation Planning Organization (SJTPO). Of this amount, 17 percent (over \$1 billion) is administered through DVRPC (see Tables 7 to 9 in Appendix B). In addition, there is almost \$4.3 billion in the first four years of the Draft NJDOT Statewide Program that is directly administered on a statewide basis by NJDOT, of which a portion of those funds are directed to the DVRPC New Jersey region, per Table 6 in Appendix B.

FIGURE 2: COST SUMMARY BY COUNTY AND TRANSIT OPERATOR IN NEW JERSEY (%)

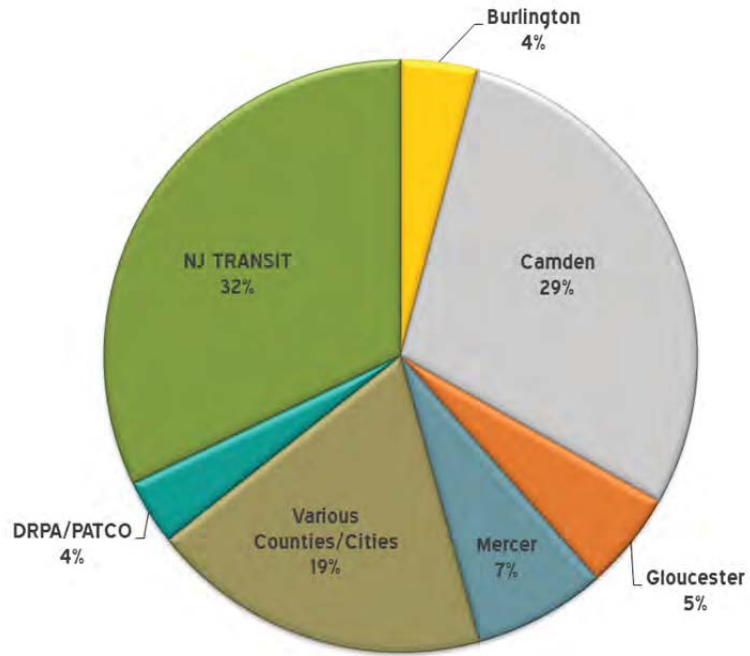
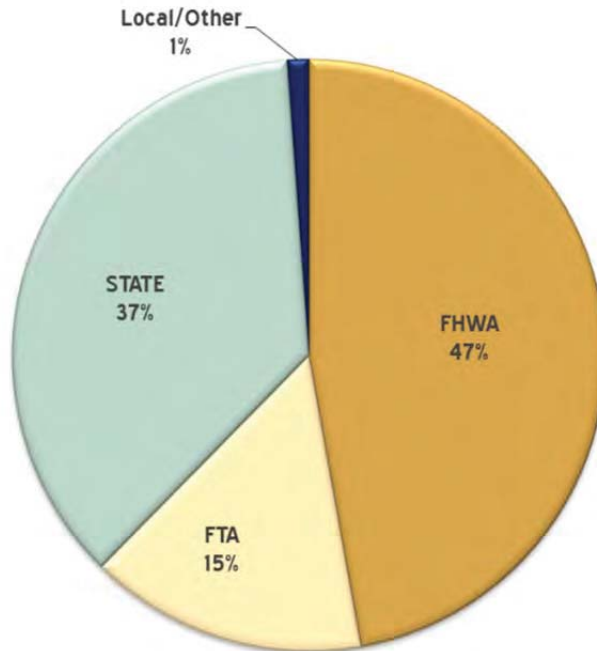


FIGURE 3: COST SUMMARY BY FUNDING SOURCE IN NEW JERSEY (%)



SOURCE: DVRPC. 2017

FIGURE 4: FOUR-YEAR DVRPC REGIONAL HIGHWAY PROGRAM COST BY PHASE

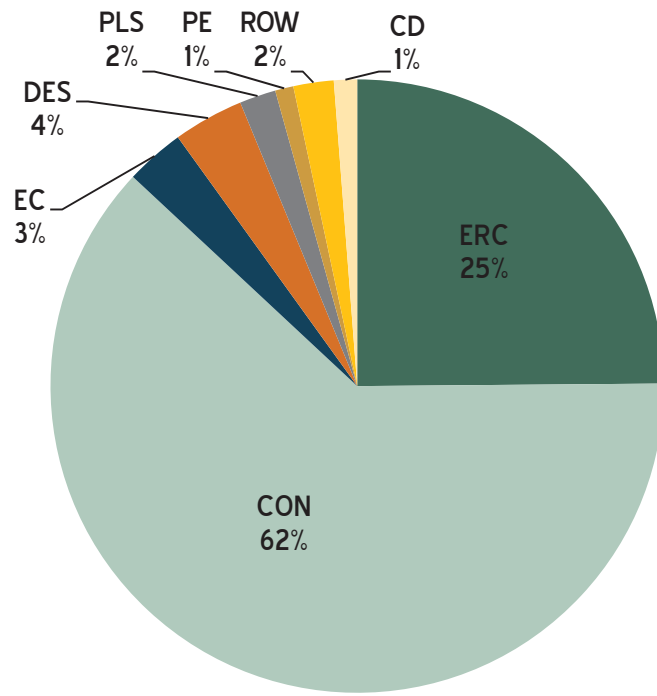
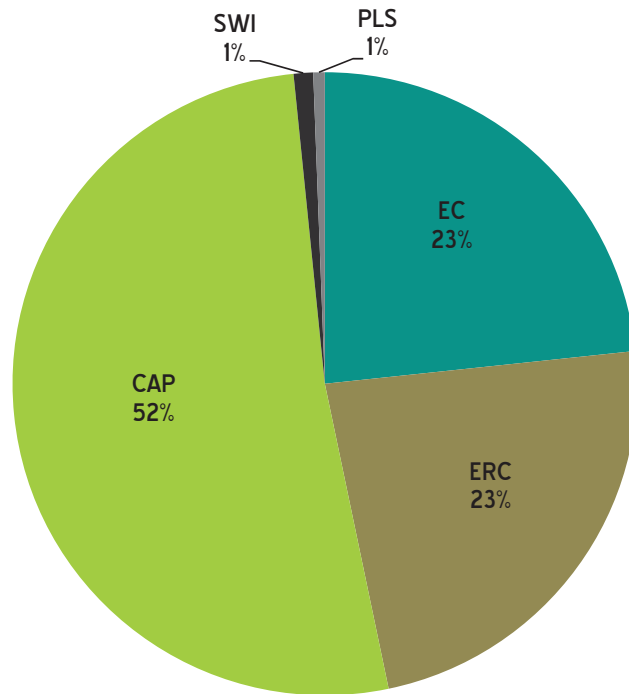


FIGURE 5: FOUR-YEAR DVRPC REGIONAL TRANSIT PROGRAM COST BY PHASE



SOURCE: DVRPC. 2017

DRAFT DVRPC FY2018 TIP PROJECTS FOR NEW JERSEY HIGHWAY PROGRAM BY DB

DB #	PROJECT TITLE	DB #	PROJECT TITLE
BURLINGTON COUNTY			
10307	Route 70, East of North Branch Road to CR 539	15324 ^{NEW-G}	Washington Turnpike, Bridge over West Branch of Wading River
12307	Route 38, South Church Street (CR 607) to Fellowship Road (CR 673), Operational and Safety Improvements	15353 ^{SD}	Route 38 and Lenola Road (CR 608)
12346	Route 130/206, CR 528 (Crosswicks Rd) to Rt 206 at Amboy Rd	191A ^{RETURN}	Route 295/38, Missing Moves, Mount Laurel
12346A	Route 130, CR 545 (Farnsworth Avenue)	9212C	Route 206, Monmouth Road/Juliustown Road Intersection Improvements (CR 537)
12380 ^{SD}	Route 73, Church Road (CR 616) and Fellowship Road (CR 673) Intersections	D0302	Burlington County Roadway Safety Improvements
12415	Route 130, Charleston Road/Cooper Street (CR 630) to Crafts Creek	D1804 ^{NEW}	CR 537, CR 628, and CR 660 Guiderail Installation
13319 ^{SD}	Route 73, CR 544 (Evesham Rd/Marlton Parkway)	D9902	Hanover Street Bridge over Rancocas Creek, CR 616
15321	Route 70, Bridge over Mount Misery Brook	D9903	Smithville Road Bridge over Rancocas Creek, CR 684
CAMDEN COUNTY			
10341	Route 168, Merchant Street to Ferry Avenue, Pavement	16342 ^{SD}	Route 73 and Ramp G, Bridge over Route 130
11326	Route 76/676 Bridge Deck Replacements	17417 ^{NEW-CD}	Route 30 Camden Feeder Road Study
11326A	Route 76, Bridges over Route 130	17418 ^{NEW-CD}	Route 70 Camden Feeder Road Study
11338	Route 70, Route 38 to Cropwell Road	355A	Route 295/42, Missing Moves, Bellmawr
11416	Route 30, Atco Avenue to Route 206	355D	Route 295/42/I-76, Direct Connection, Contract 3
12313	Route 42, Bridges over Blackwood Railroad Trail	355E	Route 295/42/I-76, Direct Connection, Contract 4
12418	Route 73, CR 721 to NJ Transit Bridge	D0410	Camden County Roadway Safety Improvements
14426 ^{NEW-G}	Route 130, Bridge over Big Timber Creek	D0601	Camden County Bus Purchase
15396 ^{NEW-G}	Route 168, Route 42 to CR 544 (Evesham Road)	D1707 ^{NEW}	Cooper Street Pedestrian Access Project (TIGER)
15422 ^{NEW-G}	ADA South, Contract 3	D1708 ^{NEW}	Cooper's Poynt Roads Reconstruction Project (TIGER)
15423 ^{NEW-G}	ADA South, Contract 4	D1709 ^{NEW-LG}	Kaighn Avenue (CR 607), Bridge over Cooper River (Roadway Improvements)
16319 ^{SD}	Route 30, Gibbsboro Road (CR 686)	D1715 ^{NEW-CD}	Route 70 Gateway/Airport Circle
16340 ^{NEW&SD}	Route 130, Bridge over Main Branch of Newton Creek		
GLOUCESTER COUNTY			
07369	Route 322, Corridor Congestion Relief Project	12306	Route 42, Ardmore Ave to Camden County Line, Pavement
11371	Route 47, Bridge over Big Timber Creek	12383	Route 40, CR 555 Intersection, Operational & Safety
11414	Route 130, Plant Street to High Hill Road (CR 662)	12413	Route 40, Elmer Lake to Elmwood Avenue

SEE PAGE 12 FOR DISCUSSION ON DVRPC'S PROJECT STATUS CODES THAT ARE DISPLAYED AS SUPERSCRIPTS IN THIS DOCUMENT. VIEW PROJECT COSTS AND SCHEDULES AT WWW.DVRPC.ORG/TIP/DRAFT.

DRAFT DVRPC FY2018 TIP PROJECTS FOR NEW JERSEY HIGHWAY PROGRAM BY DB # (CONTINUED)

DB #	PROJECT TITLE	DB #	PROJECT TITLE
GLOUCESTER COUNTY (CONTINUED)			
12305	Route 47, Grove St. to Route 130, Pavement	12417	Route 322, Rt 295 to Tomlin Station Rd (CR 607)
14328	Route 322 Business, Bridge over Raccoon Creek	D1203	Gloucester County Multi-Purpose Trail Extension - Glassboro Elk Trail
14348	Route 45, Bridge over Woodbury Creek	D1716 NEW-CD	Route 322, CR 551 (Kings Highway)
15302 ^{SD}	Route 41 and Deptford Center Road	D1717 NEW-CD	Route 45, Harrison Avenue/Mt Royal Road (CR 678), and Route 45, Berkley Road (CR 632)
15310	Route 47, Bridge over Route 295	D1718 NEW-CD	Route 322, Fries Mill Road (CR 655)
17506 NEW-CD	Rowan University US Route 322 Bypass Study	D1719 NEW-CD	Center Square Rd (CR 620), Rt 295 Overpass
17507 NEW-CD	Rowan University US Route 322 Campus Downtown Intersection	D1805 ^{NEW}	CR610 (Clayton-Williamstown Road), Scotland Run Avenue to CR 555 (Tuckahoe Road)
97112B	Route 322, Kings Highway (CR 551)	D9807	Gloucester County Bus Purchase
D0401	Gloucester County Roadway Safety Improvements		
MERCER COUNTY			
01330A	Route 1, Southbound, Nassau Park Boulevard to Quaker Bridge Mall Overpass	16336 ^{SD}	Route 1B, Bridge over Five Mile Run
07319B	Route 29, Cass Street to Calhoun Street, Drainage	17419 ^{NEW}	Route 1, Alexander Road to Mapleton Road
11309	Route 130, Westfield Ave. to Main Street	99334	Duck Island Landfill, Site Remediation
12369 ^{SD}	Route 31, Ewingville Road (CR 636)	99362	Trenton Amtrak Bridges
12401	Route 31, Bull Run Road to Branch of Stoney Brook	D0412	Mercer County Roadway Safety Improvements
12412	Route 95M, Route 175 to Railroad Bridge	D0701	Princeton-Hightstown Road Improvements, CR 571
14377	Route 195 WB, Route 295 to CR 524/539 (Old York Road)	D1011 ^{RETURN}	Mercer County Bus Purchase
14378	Route 295, Route 195/29 to Route 1	D1703	Princeton Township Bike Share Expansion
15374 NEW-G	Route 33, Cleveland Avenue to Paxon Avenue	D1710 ^{NEW-LG}	Lincoln Ave/Chambers Street (CR 626), Bridge over Amtrak & Assunpink Creek
15431 ^{SD}	Route 295 NB, Exit Ramp to Route 195 EB	L064	Route 206, South Broad Street Bridge over Assunpink Creek
VARIOUS COUNTIES			
01300	Transportation Systems Management and Operations (TSMO)	D0406	Ozone Action Program in New Jersey
03304	Bridge Deck/Superstructure Replacement Program	D0407	New Jersey Pavement Management System
04314	Local Safety/ High Risk Rural Roads Program	D1503	New Jersey Regional Signal Retiming Initiative
06326	Local Concept Development Support	D1601 ^{NEW}	Regional Sidewalk Inventory and Online Walkability Engagement Platform
10347	Local Aid Consultant Services	D1706	Local CMAQ Initiatives
11383	Transportation Management Associations	X065	Transportation Alternatives Program
99327A	Resurfacing, Federal	X107	Metropolitan Planning
D0204	Transportation and Community Development Initiative (TCDI) DVRPC	X30A	Rail-Highway Grade Crossing Program, Federal
D026	DVRPC, Future Projects	X35A1	Local County Aid, DVRPC
X41C1	RideECO Mass Marketing Efforts--New Jersey	X98C1	Local Municipal Aid, DVRPC

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VIEW PROJECT COSTS AND SCHEDULES AT WWW.DVRPC.ORG/TIP/DRAFT.

DRAFT DVRPC FY2018 TIP PROJECTS FOR NEW JERSEY TRANSIT PROGRAM BY DB

DB #	PROJECT TITLE	DB #	PROJECT TITLE
NJ TRANSIT			
T05	Bridge and Tunnel Rehabilitation	T95	Light Rail Infrastructure Improvements
T06	Bus Passenger Facilities/Park and Ride	T106^{NEW}	Private Carrier Equipment Program
T08	Bus Support Facilities and Equipment	T111	Bus Acquisition Program
T09	Bus Vehicle and Facility Maintenance/Capital Maintenance	T112	Rail Rolling Stock Procurement
T13	Claims support	T120	Small/Special Services Program
T16	Environmental Compliance	T121	Physical Plant
T20	Immediate Action Program	T122	Miscellaneous
T34	Rail Capital Maintenance	T135	Preventive Maintenance-Bus
T37	Rail Support Facilities and Equipment	T143^{NEW}	ADA--Platforms/Stations
T39	Preventive Maintenance-Rail	T150	Section 5310 Program
T42	Track Program	T151	Section 5311 Program
T43^{NEW}	High Speed Track Program	T199	Job Access and Reverse Commute Program
T44	NEC Improvements	T210	Transit Enhancements/Transp Altern Prog (TAP)/Altern Transit Improv (ATI)
T50	Signals and Communications/Electric Traction Systems	T300	Transit Rail Initiatives
T53E	Locomotive Overhaul	T302^{NEW}	Camden-Glassboro Light Rail Line
T53G	Rail Fleet Overhaul	T303^{NEW}	Walter Rand Transportation Center
T55	Other Rail Station/Terminal Improvements	T500	Technology Improvements
T68	Capital Program Implementation	T508	Security Improvements
T88	Study and Development	T509^{NEW}	Safety Improvement Program
T93^{NEW}	Bus Maintenance Facilities	T515	Casino Revenue Fund
DRPA/PATCO			
DR008	Electrical Cable Replacement	DR046	DRPA - Rebuild PATCO Cars
DR015	Embankment, Fence, and Retaining Wall Restoration/Rehabilitation	D0906	Install Elevators, PATCO
DR019	Smoke and Fire Control	DR1501	PATCO Interlocking & Track Rehabilitation
DR034	Preventive Maintenance	DR1801^{NEW}	Reopening of Franklin Square
DR036	Transit Enhancements	DR1802^{NEW}	Subway Structures Renovation
DR038	Relocation of Center Tower/SCADA Modernization	DR1803^{NEW}	Woodcrest Station Platform Rehabilitation
DR044	Lindenwold Yard Tie Renewal, Lindenwold Viaduct, and Overall Improvements		

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DRAFT DVRPC FY2018 TIP PROJECTS FOR NEW JERSEY NJDOT STATEWIDE PROGRAM BY DB

DB #	PROJECT TITLE	DB #	PROJECT TITLE
NJDOT STATEWIDE			
00377	Ferry Program	11344	ADA Curb Ramp Implementation
01309	Maritime Transportation System	13303	Active Traffic Management System (ATMS)
01316	Transit Village Program	13304	Intelligent Transportation System Resource Center
01335	Betterments, Dams	13305	Job Order Contracting Infrastructure Repairs, Statewide
02378	Congestion Relief, Operational Improvements (Fast Move Program)	13306	Mobility and Systems Engineering Program
02379	Congestion Relief, Intelligent Transportation System Improvements (Smart Move Program)	13307	Salt Storage Facilities - Statewide
03304	Bridge Deck/Superstructure Replacement Program	13308	Statewide Traffic Operations and Support Program
03309	Environmental Project Support	13323	Bridge Preventive Maintenance
04311	Asbestos Surveys and Abatements	14300	Title VI and Nondiscrimination Supporting Activities
04324	Electrical Load Center Replacement, Statewide	14404	Bridge Maintenance and Repair, Movable Bridges
05304	Construction Program IT System (TRANS.PORT)	15322 ^{SD}	Delaware & Raritan Canal Bridges ^{SD}
05339	Right of Way Database/Document Management System	15343	Intelligent Traffic Signal Systems
05340	Right of Way Full-Service Consultant Term Agreements	15344	Utility Pole Mitigation
05341	Project Management & Reporting System (PMRS)	15807	Segment Improvement Program
05342	Design, Geotechnical Engineering Tasks	16322^{NEW}	ADA South, Contract 5
06327	Local Aid Grant Management System	17337^{NEW}	Project Management Improvement Initiative Support
06401	Pedestrian Safety Improvement Program	17341^{NEW}	Minor Bridge Inspection Program
06402	Safe Streets to Transit Program	17353^{NEW}	Storm Water Asset Management
07332	Minority and Women Workforce Training Set Aside	17357^{NEW}	Bridge Maintenance Fender Replacement
08381	Bridge Replacement, Future Projects	17358^{NEW}	Bridge Maintenance Scour Countermeasures
08387	Local Bridges, Future Needs	17360^{NEW}	Emergency Management and Transportation Security Support
08415	Airport Improvement Program	17390^{NEW}	Local Freight Impact Fund
09316	Culvert Replacement Program	98315	Bridge Emergency Repair
09388	Highway Safety Improvement Program Planning	98316	Bridge Scour Countermeasures
10344	Project Development: Concept Development and Preliminary Engineering	98319	Capital Contract Payment Audits

SEE PAGE 12 FOR DISCUSSION ON DVRPC'S PROJECT STATUS CODES THAT ARE DISPLAYED AS SUPERSCRIPTS IN THIS DOCUMENT. VIEW PROJECT COSTS AND SCHEDULES AT WWW.DVRPC.ORG/TIP/DRAFT.

DRAFT DVRPC FY2018 TIP PROJECTS FOR NEW JERSEY
NJDOT STATEWIDE PROGRAM BY DB # (CONTINUED)

DB #	PROJECT TITLE	DB #	PROJECT TITLE
NJDOT STATEWIDE (CONTINUED)			
98333	Intersection Improvement Program (Project Implementation)	X154	Drainage Rehabilitation and Maintenance, State
99327A	Resurfacing, Federal	X154D	Drainage Rehabilitation & Improvements
99358	Safe Routes to School Program	X15A	Equipment, Snow and Ice Removal
99372	Orphan Bridge Reconstruction	X160	Solid and Hazardous Waste Cleanup, Reduction and Disposal
99409	Recreational Trails Program	X180	Construction Inspection
X03A	Restriping Program & Line Reflectivity Management System	X182	Utility Reconnaissance and Relocation
X03E	Resurfacing Program	X185	Bicycle & Pedestrian Facilities/Accommodations
X07A	Bridge Inspection	X186	Local Aid, Infrastructure Fund
X10	Program Implementation Costs, NJDOT	X196	Maintenance & Fleet Management System
X106	Design, Emerging Projects	X197	Disadvantaged Business Enterprise
X107	Transportation Alternatives Program	X199	Youth Employment and TRAC Programs
X11	Unanticipated Design, Right of Way and Construction Expenses, State	X200C	New Jersey Scenic Byways Program
X12	Acquisition of Right of Way	X233	Motor Vehicle Crash Record Processing
X126	Transportation Research Technology	X239	Sign Structure Inspection Program
X135	Pre-Apprenticeship Training Program for Minorities and Women	X239A	Sign Structure Rehabilitation/Replacement Program
X137	Legal Costs for Right of Way Condemnation	X241	Electrical Facilities
X140	Planning and Research, State	X242	Crash Reduction Program
X142	DBE Supportive Services Program	X244	Training and Employee Development
X144	Regional Action Program	X28B	Park and Ride/Transportation Demand Management Program
X15	Equipment (Vehicles, Construction, Safety)	X29	Physical Plant
X150	State Police Enforcement and Safety Services	X30	Planning and Research, Federal-Aid
X151	Interstate Service Facilities	X34	New Jersey Rail Freight Assistance Program
X152	Rockfall Mitigation	X34A	National Highway Freight Program

SEE PAGE 12 FOR DISCUSSION ON DVRPC'S PROJECT STATUS CODES THAT ARE DISPLAYED AS SUPERSCRIPTS IN THIS DOCUMENT.
VIEW PROJECT COSTS AND SCHEDULES AT WWW.DVRPC.ORG/TIP/DRAFT.

DRAFT DVRPC FY2018 TIP PROJECTS FOR NEW JERSEY

NJDOT STATEWIDE PROGRAM BY DB # (CONTINUED)

DB #	PROJECT TITLE	DB #	PROJECT TITLE
NJDOT STATEWIDE (CONTINUED)			
X35A	Rail-Highway Grade Crossing Program, State	X70	Bridge Management System
X39	Signs Program, Statewide	X72B	Betterments, Roadway Preservation
X43	Transportation Demand Management Program Support	X72C	Betterments, Safety
X47	Traffic Signal Replacement	X75	Environmental Investigations
X51	Pavement Preservation	X98Z	Local Municipal Aid, Urban Aid
X66	Traffic Monitoring Systems		

SEE PAGE 12 FOR DISCUSSION ON DVRPC'S PROJECT STATUS CODES THAT ARE DISPLAYED AS SUPERSCRIPTS IN THIS DOCUMENT. VIEW PROJECT COSTS AND SCHEDULES AT WWW.DVRPC.ORG/TIP/DRAFT.

SOURCE: DVRPC. 2017

Draft TIP Project Status Codes

Projects in the Draft DVRPC FY2018 TIP for New Jersey which were not part of the FY2016 TIP for New Jersey are highlighted with a superscript "status code" and darker gray background to help establish the origin of the projects. The codes are displayed as superscripts next to project DB #s and titles in this Draft Highlights document and in the full, Draft TIP document (publication #18001A). Projects determined as "new" projects in the TIP are denoted with a status code of NEW, NEW-B, NEW-G, NEW-LG, NEW&SD, or NEW-CD.

- **NEW** projects are programmed in the Draft TIP for the absolute first time;
- **NEW-B** projects are new "break-out" projects that have been "broken out of," or derived from, an existing TIP project;
- **NEW-G** projects have "graduated" from the Study and Development Program and are advancing into the Draft TIP for Design to Construction phases; and similarly,
- **NEW-LG** projects are locally sponsored projects that have "graduated" from DVRPC's Local Concept Development Program to advance into the Draft TIP's Local Program;
- **NEW&SD** is denoted for projects that are included, for the first time, in both the Draft TIP's Highway Program and Study and Development Program; and
- **NEW-CD** projects are those that are programmed for Concept Development in the Draft TIP's Highway or Statewide Program for the first time.

A project denoted with a **SD** status indicates that it is not a new project but is in the Draft TIP Highway or Statewide Program and Study and Development Program. Finally, projects indicated as **RETURN** have previously been programmed in a prior year TIP, but through a variety of circumstances, have returned to be programmed in the Draft DVRPC FY2018 TIP for New Jersey.

FIGURE 3: ROADMAP FOR DRAFT TIP PROJECT LISTING

(BELOW IS AN EXAMPLE OF A PROJECT LISTING. IT IS NOT A REAL TIP PROJECT.)

State Department of Transportation (NJDOT) ID

County where project is located

DVRPC FY2018-2021 TIP for NJ

New Jersey Highway Program

Draft Version

Something County

Project Title

DB# D12345 **Somewhere Road and Fake Blvd Intersection Improvements** MRPID: 099 **NEW**

AQCODE: 2025M The purpose of this project is to reconfigure the intersection layout of Somewhere Road and Fake Blvd, in order to improve congestion, improve safety, and ensure ADA compliance throughout the intersection. In addition the existing Somewhere Road Bridge will be replaced and widened; and deficiencies in sidewalk, curbs and curb ramps will be addressed. The existing shoulders and auxiliary lanes will be brought into compliance with modern standards.

CMP: Minor SOV Capacity Adding Subcorre(s): 2B

Municipalities: Mister Rogers Borough DVRPC Planning Center: Neighborhood Center

CIS Program Subcategory: Congestion Relief CIS Program Category: Congestion Relief

Project Manager: French, Pierre Project Manager assigned by NJDOT Indicators of Potential Disadvantage: 3

Mileposts: 7.53-7.59 Sponsor: Something County

Improvement Type: Intersection/Interchange Improvements Local Project: Y
This project contains ITS elements.

Phase	Fund	TIP Program Years (\$ millions)				Later Fiscal Years (\$ millions)					
		2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
ROW	NHPP		3.000								
DES	NHPP	2.500									
CON	NHPP			10.500							
Fiscal Year Total		2.500	3.000	10.500							
		Total FY2018-2021: 16.000				Total Later FY2022-2027:					

Fund type for each phase: start on page 46 in Draft TIP for explanations. Note that "*" following a fund type indicates conversion funds for advanced construction phases

Anticipated project phase: start on page 45 in Draft TIP for explanations of all project phases

NJDOT CIS/Asset program subcategory

Congestion Management Process (CMP) codes: see page 44 in Draft TIP for explanation

Air Quality Code: start on page 40 in Draft TIP for explanation

Note: Funds are in \$ Millions.

"Y" indicates a project is in DVRPC's Local Program. See Appendix E in Draft TIP for further details

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

Highest Indicator of Potential Disadvantage (IPD) for Environmental Justice (EJ); see pages 32 and 44 in Draft TIP for explanation

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

Community types that correspond to long range planning policies: see page 43 in Draft TIP for discussion

"New" indicates that this project is programmed in the Draft TIP for the first time: see page 41 in Draft TIP or page 12 in this Draft Highlights document for more project status codes and their explanations.

LEARN MORE AND SHARE YOUR IDEAS!

DVRPC encourages the public to provide comments about the Draft TIP and specific projects to state, county, transit, and DVRPC staff through its ongoing public involvement process.

THE PUBLIC COMMENT PERIOD FOR THE DRAFT DVRPC FY2018 TIP FOR NEW JERSEY IS OPEN AS OF AUGUST 14, 2017, AND WILL CLOSE ON SEPTEMBER 14, 2017, AT 5:00 PM (EST).

YOU CAN SUBMIT COMMENTS ONLINE VIA THE DVRPC TIP COMMENT/SEARCH/MAP APPLICATION AT www.dvrpc.org/TIP/Draft


You can also submit comments in writing by e-mail to tip@dvrpc.org, or fax to “TIP Comments” at (215) 592-9125, or by mail, Attention: TIP Comments, DVRPC Office of Communications and Engagement, 190 N. Independence Mall West, 8th Floor, Philadelphia, PA 19106. Submitted comments will be included as part of the formal public record and final TIP document.

In addition, a public meeting and information session will be held on:

WEDNESDAY, SEPTEMBER 6, 2017
4:00 PM - 6:00 PM
COLLINGSWOOD SENIOR COMMUNITY CENTER
30 WEST COLLINGS AVENUE
COLLINGSWOOD, NJ 08108


While not required, those interested in joining the meeting are encouraged to RSVP by contacting 215-592-1800 or public_affairs@dvrpc.org. The meeting will be conducted jointly with the NJDOT and serve as an opportunity for the public to comment on the **Draft FY2018–2027 Statewide TIP (STIP)** that is available at www.state.nj.us/transportation/capital/. Copies of the Draft DVRPC FY2018 TIP for New Jersey are available for review on the DVRPC web site at www.dvrpc.org/TIP, in print at the DVRPC Resource Center, and at the following public libraries:

Burlington County Library


 (609) 267-9660

Burlington County Library–

Bordentown Branch


 (609) 298-0622

Moorestown Library

 (856) 234-0333

Camden County Library–


M. Allan Vogelson Regional Branch

 (856) 772-1636

Camden County Library–


Gloucester Twp.–Blackwood

Rotary Branch

 (609) 298-0622

Camden County Library–

Rutgers-Camden Branch

 (609) 225-6807


Cherry Hill Free Public Library

 (856) 667-0300


Haddonfield Public Library

 (856) 429-1309

Oaklyn Memorial Library

 (856) 858-8226


Gloucester County Library System

 (856) 223-6000

McCowan Memorial Library

 (856) 589-1656

Monroe Township Public Library


 (856) 629-1212

Woodbury Public Library


 (856) 845-2611

Mercer County Library–


Lawrence Branch

 (609) 989-6915

Trenton Public Library

 (609) 392-7188

Library for the Blind & Physically Handicapped of Philadelphia

 (215) 686-3213

Free Library of Philadelphia

 (215) 686-5322

Publication Title:

Highlights for the Draft DVRPC FY2018 Transportation Improvement Program (TIP) for New Jersey (FY2018–2021)

Publication Number:

18001C

Date Published:

August 2017

Geographic Area Covered:

DVRPC New Jersey Region
(Burlington, Camden, Gloucester, and Mercer counties)

Key Words:

Air Quality, Bike and Pedestrian, Bridges, CMP, Conformity, Congestion Mitigation and Air Quality, Congestion Mitigation Process, DRPA/PATCO, Environmental Justice, FAST Act, FASTLANE, Federally Funded Projects, Federal Transit Administration, FTA, Fixing America’s Surface Transportation Act, Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies, GARVEE, Goods Movement, Highways, Highway Safety Improvement Program, HSIP, Indicators of Potential Disadvantage, IPD, Infrastructure Capital, MAP-21, Moving Ahead for Progress in the 21st Century, NHFN, National Highway Freight Network, NHFP, National Highway Freight Program, National Highway Performance Program, New Jersey Department of Transportation, NHPP, NJ TRANSIT, Public Involvement, Railway-Highway Grade Crossing, Safe Routes to School, SAFETEA-LU, Surface Transportation Program, STP, Surface Transportation Block Grant Program, STBG, TEA-21, TIP, Title VI of the 1964 Civil Rights Act, TIP, Transit, Transportation, Transportation Improvement Program, Transportation Alternatives, Transportation Equity Act for the 21st Century

Abstract:

The Highlights for the Draft DVRPC FY2018 Transportation Improvement Program (TIP) for New Jersey briefly describes the region’s TIP as a federally required, multi-modal, four year constrained program of planned transportation infrastructure investment. It also contains a summary listing of all transit, highway, bridge, bicycle, pedestrian, and freight related projects in DVRPC’s New Jersey region which will seek federal funding in fiscal years (FY) 2018 to 2021. The Highlights document includes a financial summary of costs by county and by operator, as well how to learn more about the Draft DVRPC FY2018 TIP for New Jersey.

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web: www.dvrpc.org



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Telephone 215.592.1800

Fax 215.592.9125

Website www.dvrpc.org/TIP



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GUIDE TO COMMENTING ON THE DRAFT DVRPC FY2018 TIP FOR NEW JERSEY



Adapted from "Tips for Submitting Effective Comments," accessed from Regulations.gov on July 14th, 2017.

DVRPC wants to hear from you about projects in the Draft DVRPC FY2018 TIP for New Jersey. DVRPC believes that public participation is a fair way to ascertain the interests of a wide variety of residents across the region, and public involvement is inherent to sound decision-making. NJDOT, NJ TRANSIT, DRPA/PATCO, the four counties (Burlington, Camden, Gloucester, and Mercer), the cities of Camden and Trenton, and other project sponsors are very interested in receiving comments from the public about the projects in the Draft TIP.

A comment can express simple support or dissent for a TIP project. However, **a constructive, information-rich comment that is clearly communicated and supported with facts and local knowledge is more likely to have an impact on decision-making.** The following questions and suggestions are intended to provide guidance about how to submit comments that will help sponsors deliver the best possible transportation projects.

Advice for crafting effective comments:

- Read the description and understand the project you are commenting on. (For example, what type of project is it? If it is a project focused on an operational improvement, such as signal re-timing, adding a significant capital expense such as another travel lane would likely be outside the scope of the improvement. However, safety components can be included in many different types of projects.)
- Be concise, but support your claims. (For example, have you observed the impacts of a new development on traffic patterns? Is there a study that supports your comment?)
- If you disagree with a project, suggest an alternative (which potentially also includes no project at all) and include an explanation and/or analysis of how your alternative might meet the same objective or be more effective.
- Base your justification on sound reasoning, documented evidence, and/or how your community will be impacted. Try to address trade-offs and opposing views.
- Identify credentials and experience that may distinguish your comment from others. For example, if you are a resident of a community, or have relevant personal or professional experience, please state so.
- There is no minimum or maximum length for an effective comment.
- **The public comment process is not a vote – one comment that is well-supported with facts and local knowledge can be more influential than a hundred form letters.** DVRPC and its planning partners want to fund the best projects for the region under financial constraints; When crafting a comment it is important to explain the reasoning behind your position.

Additional questions to consider:

- Given the projects in the Draft TIP, are we meeting the needs of the region?
- Given financial constraints, are we spending money on the right types of projects? Are we investing the right amounts in maintenance and reconstruction versus capacity-adding projects; or non-traditional projects, such as pedestrian, bicycle, and smart technology, versus traditional highway and transit projects?
- Is this region getting its fair share of resources compared to other regions in the state or across the nation?

During the public comment period, DVRPC will review each public comment submitted via the online commenting feature of the Draft TIP web map, email, fax, and US mail. Comments will be forwarded to the sponsor and a response will be requested from the appropriate agency. Written comments received during the public comment period and responses to those comments will be provided in the final printed TIP document as part of the public record.

- Comments and responses will be presented to stakeholders and the DVRPC Board prior to adopting the final recommended program of priority transportation projects for the region's New Jersey counties.
- **Comments will be accepted for the Draft DVRPC FY2018 TIP for NJ from August 14, 2017 until 5:00 PM on September 14, 2017.** The Draft FY2018 TIP for NJ, with any recommended changes, will be presented to the DVRPC Board for adoption at its regular Board meeting on Thursday, October 26, 2017.

Disclaimer: This document is intended to serve as a guide; it is not intended and should not be considered as legal advice. Please seek counsel from a lawyer if you have legal questions or concerns.

Trenton Times

THE DELAWARE VALLEY REGIONAL PLANNING COMMISSION ANNOUNCES FOR PUBLIC REVIEW: DRAFT DVRPC FY2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR NEW JERSEY

The Delaware Valley Regional Planning Commission (DVRPC) is seeking your input and will open a public comment period. The Draft DVRPC Federal Fiscal Year (FY) 2018 Transportation Improvement Program (TIP) for New Jersey will be available for public comment from August 14, 2017, until September 14, 2017 at 5:00 PM (EST)

The Transportation Improvement Program (TIP) represents the region's federally funded transportation improvement priorities and is required by federal law in order to receive and spend federal transportation funds. The TIP also includes non-federally funded projects that are regionally significant in order to provide a broad picture of the region's transportation improvements.

Please join us at a public meeting/information session on the Draft DVRPC FY2018 TIP for NJ.

Wednesday, September 6, 2017
6:00 PM to 8:00 PM
Collingswood Senior Community Center
30 W. Collings Avenue
Collingswood, NJ 08108

The September 6th meeting will be conducted jointly with the New Jersey Department of Transportation (NJDOT) and serves as an opportunity to comment on the Draft NJDOT New Jersey Statewide Transportation Improvement Program (STIP), which is available at www.state.nj.us/transportation/capital and at the DVRPC Resource Center (located at the address below). The public comment period for the Draft NJDOT STIP will open on August 8, 2017. The Draft NJDOT STIP public comment period will remain open until all three New Jersey Metropolitan Planning Organizations (MPOs) have closed their Draft FY2018 TIP public comment periods.

Electronic copies of DVRPC's Draft NJ TIP are available at www.dvrpc.org/TIP/Draft. Hardcopies are available in the DVRPC Resource Center and in a number of regional libraries. The documents will also be available at the public meeting. If requested, the TIP can be translated into an alternative format or language.

Written comments and questions must be submitted in one of four ways listed below:

Electronically through a web application available at: www.dvrpc.org/TIP/Draft

By Email: TIP@dvrpc.org

By Mail:
NJ TIP Comments
c/o DVRPC Office of Communications and Engagement
190 N. Independence Mall West, 8th Fl.
Philadelphia, PA 19106

Or by Fax: 215-592-9125.

Questions and comments must be submitted in writing. If you need assistance in providing a written comment, please contact the DVRPC Office of Communications and Engagement at 215-592-1800 or public_affairs@dvrpc.org. Comments for this document must be received no later than 5:00 PM (EST) on September 14, 2017. Comments received via mail must be postmarked by September 14, 2017. Responses will not be provided unless comments are submitted in writing during the public comment period.

DVRPC fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. Publications and other public documents can be made available in alternative languages and formats, if requested. 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

Trenton Times (continued)

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STATE OF PENNSYLVANIA

COUNTY OF PHILADELPHIA

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August 10, 11

AD 2017

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

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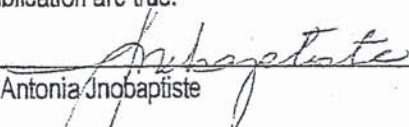
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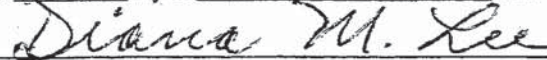
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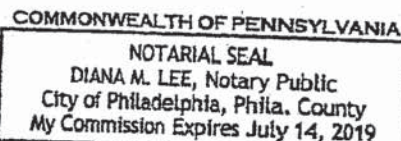
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Antonia Jnobaptiste

Sworn to and subscribed before me

this 11 day of August 2017





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**THE DELAWARE VALLEY REGIONAL PLANNING COMMISSION
ANNOUNCES FOR PUBLIC REVIEW:
DRAFT DVRPC FY2018 TRANSPORTATION IMPROVEMENT
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**THE DELAWARE VALLEY REGIONAL
PLANNING COMMISSION ANNOUNCES FOR
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TRANSPORTATION IMPROVEMENT
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20 W. Collings Avenue
Collingswood, NJ 08108**

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Written comments and questions must be submitted in one of four ways listed below:

Electronically through a web application available at: www.dvrpc.org/TIP/Draft

By Email: TIP@dvrpc.org

By Mail:
NJ TIP Comments
c/o DVRPC Office of Communications and Engagement
190 N. Independence Mall West, 8th Fl.
Philadelphia, PA 19106

Or by Fax: 215-592-9125.

Questions and comments must be submitted in writing. If you need assistance in providing a written comment, please contact the DVRPC Office of Communications and Engagement at 215-592-1800 or public_affairs@dvrpc.org.

Comments for this document must be received no later than 5:00 PM (EST) on September 14, 2017. Comments received via mail must be postmarked by September 14, 2017. Responses will not be provided unless comments are submitted in writing during the public comment period.

DVRPC fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. Publications and other public documents can be made available in alternative languages and formats, if requested. 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. Any person who believes they have been aggrieved by an unlawful discriminatory practice by DVRPC under Title VI has a right to file a formal complaint. Any such complaint must be in writing and filed with DVRPC's Title VI Compliance Manager and/or the appropriate state or federal agency within 180 days of the

alleged discriminatory occurrence. For more information please call (215) 592-1800 or email public_affairs@dvrpc.org.



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190 N. Independence Mall West
Philadelphia, PA 19106

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

**LA COMISIÓN DE PLANIFICACIÓN REGIONAL DE DELAWARE VALLEY
ANUNCIA PARA REVISIÓN PÚBLICA: PROYECTO DE PROGRAMA DE
MEJORA DE TRANSPORTE FY2018 (TIP) PARA NUEVA JERSEY**

La Comisión Regional de Planificación del Valle de Delaware (DVRPC) está buscando su opinión y abrirá un período de comentarios públicos. El Proyecto de Programa de Mejoramiento de Transporte (TIP) para el Año Fiscal Federal 2018 (FY) para Nueva Jersey de DVRPC estará disponible para comentarios del público desde el 14 de agosto de 2017 hasta el 14 de septiembre de 2017 a las 5:00 PM (EST)

El Programa de Mejoramiento del Transporte (TIP, por sus siglas en inglés) representa las prioridades de mejoramiento del transporte financiadas por el gobierno federal y es requerido por la ley federal para recibir y gastar fondos federales de transporte. El TIP también incluye proyectos no financiados por el gobierno federal que son regionalmente significativos a fin de proporcionar un panorama amplio de las mejoras en el transporte de la región.

Por favor, únase a nosotros en una reunión pública / sesión de información sobre el proyecto de DVRPC FY2018 TIP para NJ.

**Miércoles 6 de septiembre de 2017
6:00 PM a 8:00 PM
Centro Comunitario Senior de Collingswood
30 W. Collings Avenue
Collingswood, NJ 08108**

La reunión del 6 de septiembre se llevará a cabo conjuntamente con el Departamento de Transporte de New Jersey (NJDOT) y sirve como una oportunidad para comentar el Proyecto NJDOT de Nueva Jersey del Programa de Mejoramiento del Transporte Estatal (STIP), que está disponible en www.state.nj.us/transportation/capital y en el Centro de Recursos DVRPC (ubicado en la dirección abajo). El período de comentarios del público para el Borrador del STIP de NJDOT se abrirá el 8 de agosto de 2017. El período de comentario público del Borrador del STIP de NJDOT permanecerá abierto hasta que las tres Organizaciones de Planificación Metropolitana de Nueva Jersey (MPOs) hayan cerrado sus periodos de comentario público del TIP FY2018.

Las copias electrónicas del borrador NJ TIP de DVRPC están disponibles en www.dvrpc.org/TIP/Draft. Las copias impresas están disponibles en el Centro de Recursos DVRPC y en varias bibliotecas regionales. Los documentos también estarán disponibles en la reunión pública. Si se solicita, el TIP puede traducirse a un formato o lenguaje alternativo.

Los comentarios y preguntas por escrito deben presentarse de una de las cuatro formas siguientes:

Electrónicamente a través de una aplicación web disponible en: www.dvrpc.org/TIP/Draft

Por correo electrónico: TIP@dvrpc.org

Por correo:

c/o DVRPC Office of Communications and Engagement

190 N. Independence Mall West, 8th Fl.

Philadelphia, PA 19106

O por fax: 215-592-9125.

Las preguntas y comentarios deben ser presentados por escrito. Si necesita ayuda para proporcionar un comentario por escrito, comuníquese con la Oficina de Comunicaciones y Participación del DVRPC al 215-592-1800 o public_affairs@dvrpc.org.

Los comentarios para este documento deben recibirse a más tardar a las 5:00 PM (EST) del 14 de septiembre de 2017. Los comentarios recibidos por correo deben ser sellados con fecha del 14 de septiembre de 2017. Las respuestas no serán proporcionadas a menos que se envíen comentarios por escrito durante la audiencia pública Período de comentarios.

DVRPC cumple totalmente con el Título VI de la Ley de Derechos Civiles de 1964 y los estatutos y reglamentos relacionados en todos los programas y actividades. Las publicaciones y otros documentos públicos pueden estar disponibles en idiomas y formatos alternativos, si se solicitan. Las reuniones públicas de DVRPC siempre se llevan a cabo en instalaciones accesibles por la ADA y en lugares accesibles para tránsito cuando sea posible. Pueden proporcionarse servicios auxiliares a las personas que presenten una solicitud al menos siete días antes de una reunión. Toda persona que crea que ha sido agraviada por una práctica discriminatoria ilegal por DVRPC bajo Título VI tiene el derecho de presentar una queja formal. Cualquier queja debe ser por escrito y archivada con el Gerente de Cumplimiento de Título VI de DVRPC y / o la agencia estatal o federal apropiada dentro de los 180 días de la supuesta ocurrencia discriminatoria. Para más información llame al (215) 592-1800 o envíe un correo electrónico a public_affairs@dvrpc.org.

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**THE DELAWARE VALLEY REGIONAL PLANNING COMMISSION
ANNOUNCES FOR PUBLIC REVIEW: DRAFT DVRPC FY2018
TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR
NEW JERSEY**

The Delaware Valley Regional Planning Commission (DVRPC) is seeking your input and will open a public comment period. The Draft DVRPC Federal Fiscal Year (FY) 2018 Transportation Improvement Program (TIP) for New Jersey will be available for public comment from August 14, 2017, until September 14, 2017 at 5:00 PM (EST)

The Transportation Improvement Program (TIP) represents the region's federally funded transportation improvement priorities and is required by federal law in order to receive and spend federal transportation funds. The TIP also includes non-federally funded projects that are regionally significant in order to provide a broad picture of the region's transportation improvements.

Please join us at a public meeting/information session on the Draft DVRPC FY2018 TIP for NJ.

Wednesday, September 6, 2017
6:00 PM to 8:00 PM
Collingswood Senior Community Center
30 W. Collings Avenue
Collingswood, NJ 08108

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(\$76.56)



Recommended Technical Changes
to the Draft FY2018 TIP for New Jersey

#	COUNTY	DB #	TITLE	RECOMMENDED TECHNICAL CHANGE TO THE DRAFT TIP FOR FINAL PRINTING OF THE DVRPC TIP DOCUMENT
Miscellaneous Technical Corrections:				
1	Camden	D1709	Kaighn Avenue (CR 607), Bridge over Cooper River (Roadway Improvements)	Update the project description by replacing "Regional Trail Network" with "Circuit Trail Network," and replace "elevate" with "alleviate" flooding.
2	Camden	D0601	Camden County Bus Purchase	Correct primary TIP improvement type from "Other" to "Transit Improvements."
3	Mercer	D1011	Mercer County Bus Purchase	
4	Various	X065	Local CMAQ Initiatives	Update program description by including the statement that the FY2018 Competitive CMAQ Program will set-aside \$1 million for construction-ready Circuit Trail projects that are CMAQ-eligible.
5	Various	04314	Local Safety/ High Risk Rural Roads Program	Update program description by including the following projects that are HSIP-eligible and approved for HSIP funding: City of Camden's Mt. Ephraim Corridor Safety Improvements, Mercer County's Parkway Avenue Road Diet Concept Development Study, Mercer County's Brunswick Circle Extension Roundabout, and Burlington County's roundabout at the CR 541 (Stokes Road)/CR 648 (Willow Grove Road) intersection in Shamong Township (\$2.5 million est. for design and construction). These projects will draw out funding at the appropriate time for obligation.
6	Various	X107	Transportation Alternatives Program	Update the program description by including the \$3 million TAP-R funded construction project, Arney's Mount Trail, Phase 1, (DB #D1713), in order to be consistent with other TAP-R funded projects.
7	Assign a DB # and UPC # to a Local Concept Development project in the Study and Development Program when study is completed. These studies are funded via the DVRPC Work Program.			
8	Update "STP" funding code to "STBGP" and "STP-STU" to "STBGP-STU" per current legislation.			
9	Add "Mapped: Y/N" field for each project listing in each program.			
10	Update and improve Chapter 2's Title IV and Environmental Justice text, analysis, and graphics.			
11	Correct public meeting time for the final printed TIP Highlights document.			
12	Correct sponsors for various projects, as needed.			