

# South Jersey Transportation Planning Organization 2035 RTP Update

## Public Involvement Program



July 2008



## RTP PUBLIC INVOLVEMENT PROGRAM

### INTRODUCTION

The Intermodal Surface Transportation Efficiency Act (ISTEA) and its successor, the Transportation Efficiency Act for the 21st Century (TEA-21), greatly enhanced the Metropolitan Planning Organization's (MPOs) role and responsibilities in long range decision making and project development and prioritization. The most recent legislation was enacted in August 2005. The Safe Accountable Flexible Efficient Transportation Equity Act – a Legacy for Users (SAFETEA-LU), provides an enhanced set of terms MPO's must follow when updating their Regional Transportation Plans.

As the designated MPO for southern New Jersey, the South Jersey Transportation Planning Organization (SJTPO) is required to develop a Regional Transportation Plan (RTP) on a four-year cycle. The RTP sets the course for the future of the region, and must incorporate the eight metropolitan planning factors and management system outputs. It should address measures to support the region's economic vitality, promote safety, accessibility, and mobility, protect the environment, improve intermodalism, address evacuation scenarios, preserve the system, manage congestion, satisfy air quality conformity requirements, and utilize visualization techniques. The plan must be developed in consultation with all interested parties and provide reasonable opportunities for all parties to comment.

This update to the RTP is drawn primarily from existing and new work products available from the SJTPO and its partners, supplemented by updated assessment of the multi-modal transportation system and NJDOT management systems data. As envisioned, the 2035 RTP Update will serve as a roadmap to policy, information, and data resources for the SJTPO region and facilitate public information exchange and input.

This report on the Public Involvement Plan documents the public outreach activities associated with the development of the RTP. The PIP draws upon NJDOT's Guidelines for Public Involvement and Community Impact Assessment and includes strategies for soliciting feedback and insight, building local consensus on improvement concepts, and providing opportunities for public involvement throughout the duration of the project.

### FEDERAL CERTIFICATION REVIEW

During the recently completed Federal Certification Review, the Federal Highway Administration found that "the SJTPO's public involvement process meets Federal requirements for timely notifications and adequate public comment periods. In addition to newspaper notifications on major transportation decisions for public review, the SJTPO distributes key documents and other information for public review to public libraries and key participating agencies, such as the SJTA and the NJDOT."

However, the review also found that "while basic requirements are met, USDOT ... recommends that SJTPO incorporate proactive approaches to public involvement."

Among the suggested actions was an effort by the SJTPO to reactivate the Citizen's Advisory Committee. FHWA cited a need to enhance the profile of the SJTPO among the public and encourage greater stakeholder participation and input into the regional planning process include. This action would introduce a broad cross-section of civic and business groups,

environmental interests, and private provider and user groups into the regional planning process.

As a result, an active effort was undertaken during the RTP Update to reactive the CAC. Two meetings were held, concerns were discussed, and significant input was provided to the RTP. These efforts are documented below in the Citizens Advisory Committee section. Reports from each meeting, including attendees, meeting minutes, and action items, are provided as an attachment to this memorandum.

### GOALS AND POLICIES

Under previous authorizing legislation, the *Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA)* and the *Transportation Equity Act for the 21st Century of 1998 (TEA-21)*, Congress showed support for metropolitan and statewide transportation planning by emphasizing seven distinct areas which metropolitan planning organizations (MPOs) and states should consider when developing their plans.

Most recently in 2005, the *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)*, added emphasis in two areas: security and the environment. Transportation security is now a stand alone factor, signaling an increase in importance from prior legislation. The factor relating to the environment is expanded, to promote consistency of the long-range transportation plan with planned growth and development.<sup>1</sup>

Through the RTP, the MPO demonstrates that its goals and policies are consistent with the eight SAFETEA-LU planning factors.

1. *Supports the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.*
2. *Increases the safety of the transportation system for all motorized and non-motorized users.*
3. *Increases the ability of the transportation system to support homeland security and to safeguard the personal security of all motorized and non-motorized users.*
4. *Increase accessibility and mobility of people and freight*
5. *Protect and enhance the environment, promote energy conservation, improve the quality of life and promote consistency between transportation improvements and State and local planned growth and economic development patterns.*
6. *Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.*
7. *Promote efficient system management and operation.*
8. *Emphasize the preservation of the existing transportation system*

The RTP addresses these issues in its goals and policies, as documented in the following table. These are consistent with the federal planning factors.

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<sup>1</sup> [www.fta.dot.gov/documents/SAFETEA\\_LU\\_Planning\\_Factors.doc](http://www.fta.dot.gov/documents/SAFETEA_LU_Planning_Factors.doc); accessed August 10, 2007

SAFETEA-LU PLANNING FACTORS	RELATED SJTPO GOAL OR POLICY
<p><u>Supports the economic vitality of the metropolitan area</u>, especially by enabling global competitiveness, productivity, and efficiency.</p>	<p><b>Goal:</b> Support the regional economy  <b>Policies:</b> Advance projects to interconnect the transportation system across modes and for all users. Improve access to areas of major employment and tourism. Improve the efficiency and operations of the existing transportation system</p>
<p><u>Increases the safety of the transportation system</u> for all motorized and non-motorized users.</p>	<p><b>Goal:</b> Improve transportation safety  <b>Policies:</b> Ensure the safety of all users of highway, transit, bicycle, pedestrian and freight systems. Fully integrate emergency evacuation issues into regional planning, corridor planning, and project development activities as appropriate. Continue and enhance support of the South Jersey Traffic Safety Alliance and integrate traffic and pedestrian safety considerations into SJTPO’s policies and programs</p>
<p>Increases the ability of the transportation system <u>to support homeland security</u> and to safeguard the personal security of all motorized and non-motorized users.</p>	<p><b>Goal:</b> Improve security  <b>Policies:</b> Ensure the security of users of highway, transit, bicycle, pedestrian and freight systems. Fully integrate emergency evacuation security issues into regional planning, corridor planning and project activities development as appropriate</p>
<p>Increase <u>accessibility</u> and <u>mobility</u> for movement of people and freight</p>	<p><b>Goal:</b> Promote transportation system choices for the movement of people and goods  <b>Policies:</b> Expand and improve non-auto transportation systems as needed: aviation, passenger rail, marine, rail freight, bicycle, pedestrian and public transit. Provide for affordable mobility options to all segments of the transportation disadvantaged and support welfare-to-work transportation initiatives. Support transit operating subsidies to ensure affordable mobility options</p>

SAFETEA-LU PLANNING FACTORS	RELATED SJTPO GOAL OR POLICY
Protect and enhance the <u>environment</u> , promote energy <u>conservation</u> , improve <u>the quality of life</u> and promote consistency between transportation improvements and State and local planned growth and economic development patterns.	<p><b>Goal:</b> Protect and enhance the environment</p> <p><b>Policies:</b> Encourage cooperative land use and transportation planning activities. Encourage the use of alternative transportation modes. Mitigate negative environmental and social impacts of transportation improvements and augment the positive. Promote community design and site planning that accommodate and promote transportation choices</p>
Enhance the <u>integration and connectivity</u> of the transportation system, across and between modes, for both people and freight.	<p><b>Goal:</b> Enhance the integration and connectivity of the transportation system</p> <p><b>Policies:</b> Encourage cooperative land use and transportation planning activities. Advance projects to interconnect the transportation system</p>
Promote efficient transportation system <u>management and operation</u> .	<p><b>Goal:</b> Mitigate traffic congestion</p> <p><b>Policies:</b> Improve the efficiency and operations of the existing transportation system. Develop and implement innovative technologies</p>
Emphasize the <u>preservation</u> of the existing transportation system.	<p><b>Goal:</b> Restore, preserve and maintain the existing transportation system</p> <p><b>Policies:</b> Secure dependable, reliable sources of transportation funding. Ensure the key elements of the transportation system are restored, preserved and maintained. Explore alternative financing for transportation improvements to supplement fuel and property taxes</p>

**PUBLIC AND CITIZEN INVOLVEMENT**

Federal rules also require that there be adequate opportunity for public official and citizen involvement in the development of the transportation plan before it is approved by the MPO. For the SJPTO, oversight in developing the RTP was successfully produced through the board and committee structure of the SJTPO as well as public involvement activities. The board and committee structure of the SJTPO is briefly described below:

- *SJTPO Policy Board* - The governing board of the SJTPO, which encompasses eleven voting members. Members include one selected official from each county, one municipal official elected from each county (including the mayors of Atlantic City & Vineland), and one delegate from the New Jersey Department of Transportation, NJ TRANSIT, and the South Jersey Transportation Authority. The Policy Board approves planning processes and adopts all goals, policy statements, and action steps.
- *Technical Advisory Committee (TAC)* - Nominated by the Policy Board, the TAC consists of fifteen members and provides input to the Policy Board. Work includes overseeing

and developing the RTP, and reviewing technical products and policy issues. It consists of staff of each Policy Board member, as well as representatives of the New Jersey Turnpike, the New Jersey Highway Authority, the Delaware River and Bay Authority, and the Chairperson of the Citizens Advisory Committee.

- *Citizens Advisory Committee (CAC)* - The CAC was created to provide guidance in the public involvement process conducted by the SJTPO and to emphasize the importance of public involvement to the organization. This committee represents an extensive assortment of interests including: environmental issues, tourism concerns, civic and business issues, and private transportation provider and user issues. Other interested individuals and associations may also participate and be added to the mailing list upon request.

These groups have direct involvement in developing the SJTPO RTP. Additionally, through stakeholder outreach meetings, public meetings, and the SJTPO website and mailings, a broad base of outreach activities provided input to the plan development process.

#### **TECHNICAL ADVISORY COMMITTEE**

Working products and drafts were presented at several TAC meetings over the course of RTP development. Comments received were considered and incorporated, where appropriate.

Meeting dates included the following:

- August 13, 2007 TAC – draft versions of the RTP goals and policies were presented. Only minor changes were made since the previous RTP update. PB also presented an initial mockup of the RTP format for comment.
- April 14, 2008 TAC – updated drafts of RTP products were presented for comment
- June 9, 2008 – final drafts of RTP products were presented for comment, including the proposed strategies and implementation plan, a discussion of the TIP and financial constraint, and the air quality conformity assessment

#### **CITIZENS ADVISORY COMMITTEE**

The purpose of the public involvement activities is to provide and expand opportunity for citizens and groups to provide input to and comment on the RTP and the overall regional planning process in general. RTP strategies, projects, and policies should reflect this input, and one of the key goals of the 2035 RTP update process is to revive the Citizens Advisory Committee (CAC), as indicated in the comments from the Federal Certification Review.

Many MPOs have a CAC or its equivalent. The neighboring DVRPC, for example, has a Regional Citizens Committee (RCC) which meets on a monthly basis. The RCC is considered critical to fulfilling the DVRPC's public involvement commitments.

The 2007 FHWA Federal Certification Review found that the SJTPO's CAC has been inactive for the past seven years and that the committee needs to function as a much more active participant in decision making to improve. These findings were confirmed by SJTPO's recent Public Opinion Survey, which found a low awareness of both the SJTPO as an organization and of its role in developing and implementing transportation improvements and policies that benefit the region.

The previous RTP Update stated that the CAC was created to

- provide guidance in the public involvement process

- emphasize the importance of public involvement to the organization
- represent an extensive assortment of interests

Working with PB and subconsultant Martine A. Culbertson, Associates (MAC), the SJTPO convened two meetings to begin the process of reviving the CAC. The first meeting was held April 1, 2008 at the Cumberland County College; the second on June 3, 2008 at the Cape May County Adm. Building, Cape May Court House, NJ. Through a collaborative effort a mailing list of potential stakeholders was developed with the goal of inviting a broad range of inviting participants representing a broad range of interests and concerns.

Eighteen individuals attended the first meeting. A vigorous discussion was held, covering a variety of topics including the following:

- Public transportation, including bus and rail and both local and regional service
- Better integration of transit services and fare collection across modes and provider agencies
- Casino access and mobility is critical, including casino workers not just patrons
- Truck and rail freight
- Importance of Job Access Reverse Commute programs to local economies and mobility
- Route 55 connector – both for and against
- Other local and regional highway connector links
- Funding should support a balance of project types and modes
- Opportunities for transit villages
- Coordinate RTP with SDRP and other state plans and initiatives

The second meeting was designed to provide an opportunity for CAC members to review RTP findings and recommendations, consistent with the goal of having a plan that reflects a variety of interests. A full presentation of the Road Map – 2035 RTP Update was given followed by a discussion and comment period.

Comments and recommended changes to the RTP documents include the following:

- Additions to congestion/problem areas
  - RT555 corridor, Vineland/Millville
  - Route 47 from Vineland to Millville
  - Delaware memorial bridge connection
  - Woodstown Borough connections and mobility improvements
  - Update SJ CMS through 2035 to assist in future problem area identification and evaluation
- Transit
  - Re-iterate importance of transit improvements needed in the region -- expansion / new routes / non-traditional alternatives, not just refinement of existing services/routes
  - North-south transit service is limited in Atlantic County
  - RT9 – Tilton Road / Black Horse Pike
  - PATCO expansion should look beyond Philadelphia region; consider Glassboro / Vineland connections
  - Impact to traffic with the creation of NJ Motor Sports, Millville, NJ
  - Pleasantville may be among most promising rail corridors
- Include Bike-Pedestrian Trail enhancements proposed, in the works, or completed:

- Cumberland County bike trail
- Examine access and connections to existing regional bike trail (potential County park connections in the region)
- Airport Connections
  - Atlantic City and Philadelphia International Airport
  - Public transit options - peak and off peak (consumers and employees)
  - Colleges / industrial and research parks / malls
  - Shuttle services which tie to other mobility options (rail, bus, park n' ride lots); possible Pomona location to create shuttle link to Airport and employment locations
- Goals and Policies for the Plan
  - The list is not in a priority order; consider reordering
  - Text should be added to the Plan to indicate the importance of all Goals to be met and that the list is not in a priority rank or sequence, because a reader may focus on the first few more than the last few.
  - Members were asked to provide comments on the Goals and indicate a preference of order to be listed. A list of the Goals were sent via email to all CAC members for comment, with additional comment to be provided by June 15th

### **PUBLIC COMMENT**

A draft version of the RTP was presented to the public for review and comment. The meeting was held from 4-7 pm, on June 3, 2008 at the Cape May County Adm. Building, Cape May Court House, NJ. Comments received during the mandatory public comment period were considered and, where applicable, incorporated into the final version of the RTP Update. As with the revival of the CAC, the public meeting was designed to address comments from the federal certification review that SJTPO invite and incorporate public comment into the transportation planning and decision making process, and the formulation of recommended actions.

The public meeting was held in an open format to foster discussion and questions, and with display boards highlighting key findings and recommendations from the RTP. A visualization tool was also developed, which included a slide show of graphics from NJDOT's smart growth initiatives. The slide show displayed a series of images depicting principles of smart growth, such as roadway connectivity, multi-modal street design, and integrated land use and transportation planning methods.

Comments and question from the public included the following:

- What is the status of the proposed extension of Route 55?
- Regional rail can provide benefits for mobility needs and to address peak period traffic congestion
- The existing portion of Route 55 needs better connections to local destinations as it passes through the region
- Is the Garden State Parkway a viable route to support emergency evacuation?
- NJDOT traffic cameras are recommended on SJTPO roadways to provide real-time traffic information



**Citizens  
Advisory  
Committee**

**SOUTH JERSEY TRANSPORTATION ORGANIZATION  
REGIONAL TRANSPORTATION PLAN 2035**

**COUNTIES OF ATLANTIC, CAPE MAY, CUMBERLAND AND SALEM  
CITIZENS ADVISORY COMMITTEE MEETING NO. 1 REPORT**

DATE: Tuesday, April 1, 2008  
 TIME: 10:00 a.m. – 12:00 p.m.  
 LOCATION: George P. Luciano Family Center at Cumberland County College

**ATTENDEES**

First Name	Last Name	Representing	Phone	Email
<b>Project Team - Steering Committee</b>				
Tim	Chelius	SJTPO	856-794-1941	tchelius@sjtpo.org
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John	Petersack	SJTPO	856-794-1941	
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Martine	Culbertson	M. A. Culbertson, LLC	856-795-8485	maculbertson@verizon.net
<b>CAC Members</b>				
Renee	Brecht	Citizens United to Protect the Maurice River	856-305-3238	rbrecht.cumaurice@yahoo.com
Robert	Brewer	Cumberland County Dept. of Planning & Dev	856-453-2175	bobbr@co.cumberland.nj.us
Jake	Buganski	South Jersey Tourism Corporation	856-757-9400	jake@visitsouthjersey.com
Philip	Correll	Salem County Historic Society	856-447-0103	phil_correll@nps.gov
Kim	Gauntt	Cumberland County Rec & Tourism	856-455-0328	kimga@co.cumberland.nj.us
Linda	Krsnak	Cumberland County Improvement Authority	856-825-3700	lkrsnak@ccia-net.com
Laimi	Lesins	Resident / Vineland – Construction Inspections		
Theresa	Lettman	Pinelands Preservation Alliance	609-859-8860	theresa@pinelandsalliance.org
Paul	McConnell	Resident		
Stephanie	Mensch	AAA Mid-Atlantic – Public & Gov't Affairs	609-570-4130	smensch@aaamidatlantic.com
Matthew	Milam	NJ State Assembly	856-692-3100	
Misono	Miller	Cumberland County Office of Aging / Transit Ops	856-453-2220	misonomi@cumberland.nj.us
Margaret	O'Neil	NJ State Park Service	609-965-5220	sroris@comcast.net
Kathy	Quish	Atlantic County Div. Inter-generational Services	609-645-7700	quish_kathleen@aclink.org
Francis	Rapa	NJ Conservation Foundation	856-769-0816	fran@njconservation.org
James	Standiford	DVARP (Decl. Valley Assoc. of Rail Passengers)	856-825-2212	
Tony	Stanzione	Bridgeton Chamber of Comm / Cumberland Dev.	856-455-1312	director@baccnj.com
David	Weinstein	AAA Mid-Atlantic – Public & Gov't Affairs	609-570-4130	dweinstein@aaamidatlantic.com
Fred	Winkler	Winchester and Western Railroad	856-451-6400	tthompson@unimin.com

**PURPOSE OF MEETING**

To review the purpose and role of the Citizens Advisory Committee (CAC), to present an overview of the SJTPO, the Regional Transportation Plan Update and goals for the project, and to seek input and discussion from CAC members on the Plan and next steps for public outreach. (Agenda attached).

## MEETING SUMMARY

1. Martine Culbertson, meeting facilitator, opened the meeting with introductions and thanked participants for their time and interest in re-activating the Citizens Advisory Committee (CAC) for the South Jersey Transportation Planning Organization (SJTPO).
2. Bill Schiavi provided an overview of the SJTPO as the Metropolitan Planning Organization for Atlantic, Cape May, Cumberland and Salem Counties. The SJTPO provides a regional approach to solving transportation issues through planning activities, directing of funding, and providing a forum for cooperative decision-making among state and local officials as well as participating agencies and the general public. SJTPO is re-activating the CAC to assist in updating the Regional Transportation Plan (RTP) and assisting SJTPO with community input and support for the transportation needs of the region.
3. After a review of the agenda, Martine explained the information contained in the blue CAC Portfolio. She noted the need to look over the CAC contact list, which is a preliminary list from previous initiatives and organizations involved in transportation. SJTPO would like balanced participation from each county and interest groups such as tourism, recreation, commerce, economic, environmental and residential to be represented on the CAC. The other information in the portfolio is a Project Team contact list, a Fact Sheet on the SJTPO and Regional Transportation Plan, and the CAC Purpose, Goals and Structure for members to review and provide comments.
4. Pete Kremer, the Project Engineer for the RTP update from PB Americas, presented background on the development of the SJTPO and the Regional Transportation Plan, which is required by FHWA in order to determine the transportation needs in the region and allocate the federal transportation funds for planning, capital improvements, and operations (See attached PowerPoint presentation information).
  - (a) The Regional Transportation Plan is available on the SJTPO web site for viewing. It is possible to receive a copy by contacting Bill Schiavi.
  - (b) Every other month the Policy Board meets to discuss the status of projects, funding and planning initiatives. There is also a Technical Advisory Committee (TAC) and the Citizens Advisory Committee (CAC).
  - (c) A Telephone Opinion Survey was conducted in May 2007 to obtain input from the general public on transportation interests, needs and knowledge of the SJTPO and process. The survey results are on the SJTPO web site for viewing ([www.sjtpo.org](http://www.sjtpo.org)).
  - (d) The Regional Transportation Plan has a series of goals and policies, which guide the SJTPO's transportation decision making; these include supporting the regional economy, safety and security, and multi-modal travel. The Plan requires public input and the SJTPO is re-establishing the CAC as a means for dialogue on the goals and needs. Since there are more transportation needs in the region than funding, it is important to determine the relative importance of the transportation needs both short term and long-term potential projects.
5. Tony DeJohn, PB Project Manager, presented information on the development and objectives of this version of the RTP update.
  - (a) Traditionally the Plan has been a thick multi-page document, but it is now a more concise document posted on the web with the ability to link to resources and supporting information.
  - (b) It is intended to create the Plan as interactive, so as data is available, it is incorporated into the Plan.

(c) The opportunity to provide comments allows the plan to be more responsive as well.

6. Tony noted that due to the age of bridges in the State of New Jersey and the cost of replacement, more of the funding over the coming years will be dedicated to bridge rehabilitation and replacement due to safety and access needs. Thus transportation improvements other than bridges will be difficult to move forward without support. The CAC needs to champion the transportation mobility interests of the region and be advocates for funding allocation. The Plan drives the decision process so input from the CAC on the Plan and direction on providing people mobility, as gas prices rise is critical. Most important question for consideration is "what do you want to see happen?"

7. A question was raised. Does the existing plan get approved by the Board? The response is yes once it is reviewed by the Technical Advisory Board (TAC).

8. The meeting was opened to group discussion. CAC provided the following comments when asked what would they like to see addressed by the plan, where should the SJTPO focus their efforts in the coming years to address transportation, access and safety needs for the four Counties in the region:

#### Regional Transportation Plan (RTP) - Comments

- See light rail extended to Glassboro
- See freight rail expand in the area
- Look to support public transit, which must be convenient to be effective
- Support and encourage regional service similar to Camden to Philadelphia, PATCO & NJ TRANSIT
- Develop connection for Cape May to Winslow
- In scenario of hurricane evacuation rail can carry high volume of passengers more efficiently
- Support Atlantic City Rail Line – need for feeder service to improve use and optimize rider ship
- Atlantic City Rail Line - increase evening service, improve rail connections to line; coordinate service with Casino work shifts
- No direct connection to the River Line – (located in the DVRPC region)
- Support long distance Express Bus Service - Millville to Atlantic City
- NJ TRANSIT expansion in the region, especially residential to employment areas
- Bus Service for Bridgeton to Vineland and connection to Atlantic City
- Need for bus service, to provide circulator services with in communities to industrial business parks
- Support for rail use is critical to the region
  - it is environmentally compatible
  - Consumes less land
  - High capacity service
  - runs independently
  - electric lines, not gas dependent
  - Camden to Atlantic City
- Town-friendly Rail Line – multi levels: local, regional and inter-city
- Maintain and expand Job Access Reverse Commute Program in Cumberland
  - increase hours of operation
  - late evening service
  - also explore para-transit options

- Support and encourage United We Ride Program
    - local transportation services and funding
    - improve NJ TRANSIT routes
  - Lack of service to Millville Industrial Park
  - Enhance access Route 553
  - CMAC Funds
  - How to overcome funding cuts - collaborate on agency resources, joint projects, partnerships
  - Public Transit – needs to stand on its own, source and destination compatible
  - Develop circulator service for Industrial Parks for effective ridership
  - 650M – River Line State – example
  - CAC needs to be an advocate for transportation funding
  - Concern for local communities with no transportation - many have no vehicle access or personal means of transportation
  - Region's transit service is centered in Atlantic City, need to target other areas of Salem and Cumberland Counties
  - Support environmental justice opportunities for mobility consistent in the region
  - Important to develop plan to provide access for economically challenged to employment opportunities
  - Support Bayshore Heritage Scenic Byway
  - More efficient public transportation to airport(s) (Atlantic City and Philadelphia airports)
  - Improve Cape May County public transportation
  - There is a rail gap from Woodbine to Cape May Court House
  - Unify reservation systems for bus and train to link mobility services
  - Make bus and train connections information available via cell phone and linked on web sites
  - Link services to improve ridership - Amtrak, Septa, NJTRANSIT, other Buses
  - Support mobility of bus and train to connect to Food Banks
  - Education and communication for public transit needed to enhance ridership and relieve congestion
  - National and 800 numbers to link transportation sources
  - Route 55 completion is supported by some members and not by other members
  - Support for options to improve access and circulation to the barrier islands to relieve congestion
  - Woodstown Bypass – Delaware Memorial Bridge – large project
  - Balance of projects - support various initiatives, each county and regional connections
  - Determine bottleneck areas and missing links
  - Develop transit villages
  - RTP should be consistent with State plans, i.e. SDRP and NJDOT Long Range Plan
9. Question was raised as to the status of improvements on the Garden State Parkway.
- (a) Traffic signals on Garden State Parkway are in preliminary design
  - (b) The theoretical expansion of the Parkway between interchanges 9 and 6 – still several years to construction

10. In summary, Martine asked participants to share any thoughts or ideas regarding the RTP and SJTPO CAC efforts. Additional comments noted as follows:

#### CAC - Ideas and Additional Comments

- Set up Link RTP to other existing web sites, which support mobility and access - local and county
- Written literature on SJTPO and RTP needed as well as on the web
- Successful CAC input on RTP should use Multi-modal communication
  - meetings: in person dialog
  - on-line information: exchange, links
  - hard copy documents: libraries post offices
- Monitor news articles – collect information – post articles
- Use mechanism as Celebrate New Jersey - use of simple questionnaire online form Where's My Opinion
- Statewide - improve way finding signage
- For public outreach meeting - use local radio stations, newspaper with free articles, Channel 23
- Bridgeton need for efficient east-west roadway for commerce in Cumberland County with limited access to have efficient transport of goods and services
- Need for direct efficient connection to Route 55 from Bridgeton for economic viability, sustainability
- Improve public transportation so to move products and people
- Plan responsible connectivity to Delaware Memorial Bridge - local roads, easy drive, options for drivers
- Get information to everyone - exchange of ideas and sharing information
- Bus / rail transit improvements preferred over increasing capacity for vehicles
- High performance bus service
- Everyone should have use of circulatory service, not limited to economically challenged
- Rail lasts longer than bus - a viable alternative, environmentally sensitive advantage

11. Participants were then asked to provide ideas on how to obtain participation from the general public and to best implement a public meeting in the region for input on the RTP. Comments noted as follows:

#### Public Outreach Meeting Comments (*Where/How to Host*)

- Present at Existing Scheduled Public Meetings by County
- Present at Township Planning Board Meetings
- Malls (Glassboro Mall, County College Campuses)
- Advertise/post info for meetings at library, post office or retail areas with public presence
- Cape May Court House - Hospital, Acme
- Develop display board about SJTPO and RTP to exhibit at libraries and municipal buildings

12. In closing, Martine then asked for key word or thoughts as feedback from the CAC members. Action items for CAC members are listed in the next section. Meeting adjourned at noon.

#### Closing Comments - Key Word or Thoughts

- CATS Program - Reduce congestion through other means of transportation and access
- Disability considerations be included - ADA compliance
- County meeting(s) or presentations
- Funding
- Gaming / tourism / transportation
- Local feeder transportation to a stem (spokes on a wheel or ribs on a spine)
- Emergency transportation
- "Infectus connectus"
- Better regional connection ++
- Public transportation – 3 aspects: social, economic, and environmental
- Sustainability
- Public education / awareness – improve transportation planning ++
- Reach out – more members – newspaper, web links
- Fix it first
- Steel wheel, steel rail
- Emails for advocacy
- Make noise to bring about direction and change
- Business representation summit

#### **KEY ACTION ITEMS**

1. Meeting minutes will be provided and posted on the SJTPO web site (M. Culbertson)
2. CAC input and comments to be incorporated into RTP (P. Kremer)
3. Next CAC Meeting to be held in May/June, draft RTP due by end of June
4. Multi-modal communications and perspective for future CAC meetings
5. CAC members to review the following items:
  - a. SJTPO website
  - b. RTP Plan on website
  - c. Telephone Opinion Survey
  - d. Portfolio information – provide comments or revisions
  - e. Provide potential CAC contact information on stakeholders, citizens, or interest groups
  - f. Identify Means - provide preferred choice for communication (email, phone, fax, mail)

**NEXT MEETING - CAC Meeting No. 2 and Public Meeting**

Date: Tuesday, June 3, 2008

Time: 1:00 pm - 3:00 pm, and then Public Meeting (4:00 p.m. - 7:00 p.m.)

Location: Freeholder's Room, Cape May County Admin. Bldg., Cape May Court House, NJ

We believe the foregoing to be an accurate summary of discussions and related decisions. We would appreciate notification of exceptions or corrections to the minutes within three (3) working days of receipt. Without notification, these minutes will be considered to be record of fact.

Martine Culbertson  
RTPU CAC Meeting Facilitator

**SOUTH JERSEY TRANSPORTATION ORGANIZATION  
REGIONAL TRANSPORTATION PLAN 2035**

**COUNTIES OF ATLANTIC, CAPE MAY, CUMBERLAND AND SALEM  
CITIZENS ADVISORY COMMITTEE MEETING NO. 2 REPORT**

DATE: Tuesday, June 3, 2008  
 TIME: 1:00 p.m. – 3:00 p.m.  
 LOCATION: Intermediate Meeting Room, The William E. Sturm, Jr. Bldg.  
 Cape May County Adm. Building, Cape May Court House, NJ

**ATTENDEES**

<b>First Name</b>	<b>Last Name</b>	<b>Representing</b>	<b>Phone</b>	<b>Email</b>
<b>Project Team - Steering Committee</b>				
Tim	Chelius	SJTPO	856-794-1941	tchelius@sjtpo.org
William	Schiavi	SJTPO	856-794-1941	bschiavi@sjtpo.org
Tony	DeJohn	PB Americas, Inc.	609-734-7031	deJohn@pbworld.com
Pete	Kremer	PB Americas, Inc.	609-734-7039	kremer@pbworld.com
Martine	Culbertson	M. A. Culbertson, LLC	856-795-8485	maculbertson@verizon.net
<b>CAC Members</b>				
Philip	Correll	Salem County Historic Society	856-447-0103	phil_correll@nps.gov
Linda	Krsnak	Cumberland County Improvement Authority	856-825-3700	lkrsnak@ccia-net.com
Laimi	Lesins	Resident / Vineland – Construction Inspections	856-794-4009	llesins@vinelandcity.org
John	Peterson	Atlantic County Reg'l Planning & Econ. Dev.	609-645-5898	peterson_john@aclink.org
Kathy	Quish	Atlantic County Div. Inter-generational Services	609-645-7700	quish_kathleen@aclink.org
Jim	Smith	Cape May County Planning	609-465-1085	smithj@co.cape-may.nj.us
Brigitte	Sherman	Cape May County Planning	609-465-1081	bsherman@co.cape-may.nj.us

**PURPOSE OF MEETING**

The purpose of the meeting is to review issues and comments provided at the first CAC meeting, present highlights of the Regional Transportation Plan 2035 Update, and determine CAC communications methods and schedule for future CAC meetings (Agenda attached).

**MEETING SUMMARY**

1. Martine Culbertson, meeting facilitator, opened the meeting with a review of the agenda. After introductions, she explained the materials distributed at the meeting: the updated contact list and CAC Meeting No. 1 report.

2. Pete Kremer, Project Planner, reviewed the issues raised at the first CAC meeting. He asked members to share any additional issues or comments for consideration. The following were noted:

RTPU Issues:

- Improve, enhance and create new public transit to tourism destinations, to provide new linkages to tourist destinations
- Revise the last bullet point on CAC Meeting No. 1 Report to indicate the planning process to be “bottom up”, rather than “top down”, where the State plans should incorporate and support the SJTPO RTP, so there is consistency in the plans. It was agreed that this bullet point should be changed to “Encourage cooperative land use and transportation planning activities,” and that references to the SDRP should be removed.

3. Tony DeJohn, Project Manager, presented highlights of the proposed Regional Transportation Plan update (See power point presentation attachment to the report). He explained that this Plan would be posted on the web in an interactive web-based style allowing links to other documents and sites rather than a large document repeating information from other reports.

- (a) In order to print to standard letter size (8 1/2x11), more pages may be needed for ease of reading and printing. Decision made to not use 11x17 charts which would make it difficult to read on the screen and print on standard printers.
- (b) The RTP will act as a "road map" or guide to other important sources of planning information, travel demand models and forecasting data.
- (c) This update of the RTP is intended to keep the planning process dynamic. It is being developed to "take on the road", so the CAC and TAC (Citizen Advisory Committee and Technical Advisory Committee) can share the information with their constituents and provide input to the SJTPO directly.
- (d) With a web-based Plan, the links and electronic access to studies and reports means that as information that the Plan references changes, so the Plan will be updated.

4. Tony reviewed the goal setting objectives for the RTP and explained each Goal (included in the power point presentation). A handout of the Goals will be made available to CAC members for review and comment. *ACTION ITEM*

5. An important aspect of this Plan is the need to understand that the congestion and "choke points" in the transportation network in South Jersey occurs as 'non-traditional' traffic volume peaks. Rather than during traditional commuter traffic peaks, the high volumes of congestion occur on weekends and summer seasonal patterns. Thus the models and analysis for determination of need must be adjusted to address the South Jersey, which includes much of the SJTPO regional area. Thus the types of connections and solutions for mobility and access options differ in South Jersey compared to northern New Jersey.

6. Sections of the Plan include information on:

- Examination of the Existing System (set the stage, regional profile)
- Challenges
- Influencing Factors (recreational travel, safety and security)
- Multi-Modal Transport System Assessment (% going in poor direction, level of need, how well the system is working)
- Strategies and Implementation Plan (what SJTPO is doing, existing projects, what's needed in the future, problem areas)

7. The RTP will be reviewed at Monday, June 9, TAC (Technical Advisory Committee) meeting to discuss and agree to the list of problems and priorities to be identified by the Plan. Comments from today's

8. New items added to the Plan:
- Emergency evacuation - be certain coordinated procedures are in place
  - NJ511 - designed by motorists to provide real time information
  - ITS - need to provide enhancement in South Jersey. No NJDOT traffic cameras are currently available in the SJTPO region to augment traffic data resources.
  - Transit - mobility should drive improvements rather than cost and funding as determination
  - BRT (bus rapid transit) - alternative transportation transit solutions must satisfy better demand/improved response system
  - Bike/Pedestrian access - need to develop regional promotional material to support alternative modes
  - Multi-Modal - aspects must include Freight
  - Tourism & Regional Economy - need to integrate concepts and benefits for local population
  - Smart Growth & Environmental Protection
9. Congestion/problem areas to add to the list are:
- RT555 corridor, Vineland/Millville
  - Route 47 from Vineland to Millville
  - Delaware memorial bridge connection
  - Woodstown Borough connections and mobility improvements
  - Update SJ CMS through 2035 to assist in future problem area identification and evaluation
10. Tony asked CAC members to contribute their thoughts and comments regarding the sections of the Plan:
- Transit
    - Important for the Plan to re-iterate importance of transit improvements needed in the region — expansion / new routes / non-traditional alternatives, not just refinement of existing services/routes
    - North-south transit limited in Atlantic County
    - RT9 – Tilton Road / Black Horse Pike
    - PATCO expansion beyond Philadelphia region; consider Glassboro / Vineland connections
    - Impact to traffic with the creation of NJ Motor Sports, Millville, NJ
    - Pleasantville may be among most promising rail corridors
  - Include Bike-Pedestrian Trail enhancements proposed, in the works, or completed:
    - Cumberland County bike trail (information can be obtained from Bob Brewer)
    - Examine access and connections to existing regional bike trail (potential County park connections in the region)
  - Add Airport Connections needed (public transit) into Plan
    - Atlantic City and Philadelphia International Airport
    - Public transit options - peak and off peak (consumers and employees)
    - Colleges / industrial and research parks / malls
    - Shuttle services which tie to other mobility options (rail, bus, park n' ride lots); possible Pomona location to create shuttle link to Airport and employment locations
11. Tony reviewed the Goals and Policies for the Plan and asked CAC members for comments on the Goals.
- (a) The list is not in a priority order; consider reorder
  - (b) Text should be added to the Plan to indicate the importance of all Goals to be met and the list is not in a priority rank or sequence, however a reader will focus on the first few more than the last few. Therefore members were asked to provide comments on the Goals and indicate a preference of order to be listed.  
*ACTION ITEM*
  - (c) The goals and policies are based upon the federal planning factors

by June 15th. The draft document must be completed into a final document by the end of the month.  
*ACTION ITEM*

12. Tony presented information on Examine the Existing System where the stage is set for the Plan with regional profile information.

- (a) A draft of the excerpts of the Plan, as presented by Tony at this meeting, will be distributed for comment via email to CAC members. Please provide comment by June 15th. The draft document must be completed into a final document by the end of the month. *ACTION ITEM*
- (b) Once the Plan is approved, it will reside on the SJTPO web site.

13. In presenting the Strategies and Implementation section of the Plan, Tony and Pete discussed the list of where the current congestion areas are and what SJTPO is doing and would like to address in the future. CAC members should provide any transportation corridor areas where there are deficiencies or need for improvements to Pete Kremer to include in the Plan. *ACTION ITEM*

Comments noted.

- (a) Route 55 was acknowledged as a continual traffic concern during summer season
- (b) Route 555 in Vineland is a congestion concern
- (c) Vineland to Millville on Route 47 is a congestion concern
- (d) Connectivity to Delaware Memorial Bridge
- (e) Status of Woodstown bypass - no longer a priority,
- (f) TMS coordination - maximize capacity on two lane roadways and provide left hand turn lane slots
- (g) ITS - improve signage, variable messages and traffic cameras where needed
- (h) Plan should indicate ADA compliance and transit which supports such mobility needs (Access Link)

14. Tony noted new items in the Plan to be included as follows:

- (a) Information on Emergency Evacuation in the region and the coordinated procedures in place
- (b) The NJ 511 cell number to be designed by motorists for real time information
- (c) Need for ITS improvements in south Jersey - traffic cameras and variable message signs are limited
- (d) Bus Rapid Transit (BRT) for Mobility rather than driving as means to reduce vehicles, thus congestion
- (e) Bicycle and Pedestrian improvements - develop regional promotional materials to enhance system
- (f) Multimodal concepts included freight issues in the region
- (g) Tourism and regional economy importance and considerations
- (h) Smart Growth and Environmental Protection importance and considerations for the region

15. In summary, Tony explained the need for the Air Quality Conformity Assessment, which is required to ensure that the Plan achieves the goal of improving the air quality of the region. A Financial Overview is also required for the Plan to indicate that any transportation improvements can be feasibly funded based on reasonable assumptions from various funding sources

16. The next step is to finalize the Plan by the end of June. All CAC comments should be sent as soon as possible (by June 15th). A Public Hearing for Air Quality Conformity will be held tentatively on July 1st at SJTPO in Vineland to obtain final comments from the public on the Plan. The meeting notice will be on the SJTPO web site and advertised in the local paper as a formal Public Hearing. *ACTION ITEM*

17. In closing Martine discussed CAC future involvement, which will be under the direction of Bill Schiavi at SJTPO. CAC Members agreed to rotate meeting locations from County to County, perhaps holding the meetings in association with the county planning board meetings to encourage public participation and interest from each county or conduct the CAC meetings at a breakfast location prior to the work day at a convenient location within each county. Perhaps a citizen representative from each County could assist Bill

CAC Members suggested:

- Meet once a quarter which means each county would host a meeting within the year
- Maintain frequency to sustain participation and interest
- Rotate locations regionally
- Schedule meetings on Tuesday/Wednesday/Thursday for convenience

18. Tim Chelius and Bill Schiavi thanked CAC members for their participation and input to the Plan. Meeting adjourned at 3:00 pm prior to the Public Meeting, to be held from 4:00 pm to 7:00 pm in the Freeholder's Room for the general public to view information on the Regional Transportation Plan, ask questions, and provide comments.

## **KEY ACTION ITEMS**

1. Pete Kremer - to incorporate CAC input and comments into RTP
2. CAC Members - to review the following items:
  - a. RTP Goals and Policies - provide comments to Pete Kremer
  - b. RTP proposed Plan sections presented at CAC Mtg No. 2 - provide comments to Pete Kremer
  - c. Provide potential CAC contact information on stakeholders, citizens, or interest groups
  - d. Visit or go to SJTPO web site regularly to review the status of the Plan, upcoming meetings and other SJTPO activities.
3. Martine Culbertson - To provide CAC meeting minutes via email
4. Bill Schiavi - To inform CAC members of future meetings via email and post info on SJTPO website
5. SJTPO - To hold a Public Hearing to finalize the Air Quality Conformity Assessment at SJTPO in Vineland, tentatively on July 1, 2008 (information will be posted on SJTPO web site)

## **NEXT CAC MEETING**

Date: to be determined by SJTPO - fall 2008

Time: to be determined by SJTPO - breakfast, after planning board meetings

Location: to be determined (*alternate between Counties*)

We believe the foregoing to be an accurate summary of discussions and related decisions. We would appreciate notification of exceptions or corrections to the minutes within three (3) working days of receipt. Without notification, these minutes will be considered to be record of fact.

Martine Culbertson  
CAC Meeting Facilitator

# **SJTPO Regional Transportation Plan 2035**

## **Citizens Advisory Committee Meeting No. 2**

### **AGENDA**

**Date:** Tuesday, June 3, 2008

**Time:** 1:00 pm - 3:00 pm

**Location:** Intermediate Meeting Room, Cape May County Administration Building

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- I. Welcome and Introductions
  - II. Review Issues and Comments from CAC Meeting No. 1
  - III. Highlights of the Regional Transportation Plan
  - IV. Proposed CAC Meeting Schedule and Communication Methods
  - V. Group Discussion
  - VI. Next Steps:
    - Public Meeting (4:00 - 7:00 pm)
    - Next CAC Meeting
    - Public Hearing