

**TOWNSHIP OF CHERRY HILL  
TOWNSHIP COUNCIL  
CAUCUS MEETING**

**MUNICIPAL BUILDING  
JULY 9, 2007  
7:00 PM**

**MINUTES**

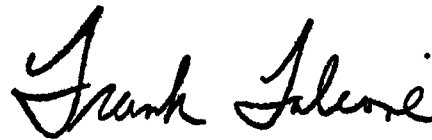
IN ACCORDANCE WITH SECTION 5 OF THE OPEN PUBLIC MEETINGS ACT, CHAPTER 231 P. L. 1975, NOTICE OF THIS MEETING WAS POSTED ON THE TOWNSHIP BULLETIN BOARD DESIGNED FOR THAT PURPOSE. NOTICE WAS MAILED TO THE OFFICIAL NEWSPAPERS AS PROVIDED BY RESOLUTION ADOPTED ON JANUARY 4, 2007.

**ROLL CALL:**

**COUNCILWOMAN MARLYN KALITAN  
COUNCILMAN STEVEN POLANSKY  
COUNCILWOMAN SHELLEY ADLER  
COUNCILWOMAN JOYCE KURZWEIL  
COUNCILMAN DENNIS GARBOWSKI  
COUNCIL VICE PRESIDENT N. JOHN AMATO  
COUNCIL PRESIDENT FRANK FALCONE**

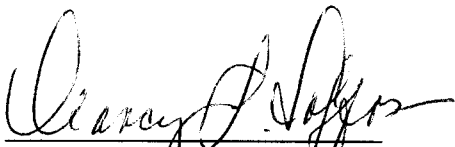
**Council President Falcone reviewed the agenda.**

**ADOPTED: AUGUST 3, 2007**



**COUNCIL PRESIDENT**

**ATTEST:**



**NANCY L. SAFFOS, RMC  
TOWNSHIP CLERK**

**MINUTES**

**IN ACCORDANCE WITH SECTION 5 OF THE OPEN PUBLIC MEETINGS ACT, CHAPTER 231 P. L. 1975, NOTICE OF THIS MEETING WAS POSTED ON THE TOWNSHIP BULLETIN BOARD DESIGNED FOR THAT PURPOSE. NOTICE WAS MAILED TO THE OFFICIAL NEWSPAPERS AS PROVIDED BY RESOLUTION ADOPTED ON JANUARY 4, 2006.**

**COUNCIL PRESIDENT CALLED THE MEETING TO ORDER AND PLEDGE OF ALLEGIANCE TO THE FLAG**

**ROLL CALL:**

**COUNCILWOMAN MARLYN KALITAN  
COUNCILMAN STEVEN POLANSKY  
COUNCILWOMAN SHELLEY ADLER  
COUNCILWOMAN JOYCE KURZWEIL  
COUNCILMAN DENNIS GARBOWSKI  
COUNCIL VICE PRESIDENT N. JOHN AMATO  
COUNCIL PRESIDENT FRANK FALCONE**

**PROCLAMATIONS AND/OR COMMENDATIONS**

**None at this time**

**PUBLIC COMMENTS ON PRIOR REGISTRATION**

**None at this time**

**APPROVAL OF MINUTES**

**On a motion by Council Vice President Amato, seconded by Councilwoman Adler, the minutes of the Council Meeting of June 11, 2007 and June 25, 2007 were approved by the following vote:**

**AYE: Councilwoman Kalitan, Councilman Polansky (Abstain minutes of June 11, 2007), Councilwoman Adler, Councilwoman Kurzweil (Abstain minutes of June 11, 2007), Councilman Garbowski, Council Vice President Amato, and Council President Falcone**

**COMMUNICATIONS– TEMPORARY PERMITS – CORRESPONDENCE**

**There were applications for Raffle Licenses for the following:**

**Jewish Federation of Southern New Jersey @ Woodcrest Country Club on 8/07/07**

**Saint Thomas More Church @ 1439 Springdale Rd on 11/30/07.**

**There was an application for a Temporary Use permit for:**

**Geoff Ribinowitz for Tent Shoe Sale at the Village Walk 7/13/07 thru 07/15/07**

**There was an application for a Seasonal Merchandise Permit for:**

Jim Dunphy's Landscaping @ Barclay Farms Shopping Center for Christmas Trees weekends from 12/01/07 thru 12/23/07

**There was an application for a Block Party:**

Steven Holtzman @ Point of Woods, Birchwood Court on 7/21/07 rain date 7/28/07

**On a motion by Councilman Polansky, seconded by Councilwoman Kurzweil, the applications detailed above were approved by the following vote:**

**AYE: Councilwoman Kalitan, Council Polansky, Councilwoman Adler, Councilwoman Kurzweil, Councilman Garbowski and Council Vice President Amato, Council President Falcone.**

**REPORTS FROM MAYOR/DEPARTMENT HEADS**

See attached

**ORDINANCES ON SECOND READING**

2007-18 ORDINANCE AMENDING ORDINANCE 91-26 ENTITLED, AN ORDINANCE ESTABLISHING FEES FOR SHOW MOBILE IN THE TOWNSHIP OF CHERRY HILL

**Council Vice President Falcone opened the Public Hearing asking if there was anyone who wished to speak for or against the proposed ordinance.**

**Seeing no one he closed the Public Hearing and called for a motion.**

**On a motion by Council Vice President Amato, seconded by Councilman Garbowski, Ordinance 2007-18 was approved for final adoption by the following vote:**

**AYE: Councilwoman Kalitan, Councilman Polansky, Councilwoman Adler, Councilwoman Kurzweil, Councilman Garbowski, Council Vice President Amato and Council Vice President Falcone**

**RESOLUTIONS:**

2007-7-1 RESOLUTION AUTHORIZING PAYMENT OF BILLS

**On motion by Councilman Polansky, seconded by Councilman Garbowski the bill list in the amount of \$5,596,771.18 was approved by the following vote:**

**AYE: Councilwoman Kalitan, Councilman Polansky (Abstain on all insurance payments), Councilwoman Adler, Councilwoman Kurzweil, Councilman Garbowski and Council Vice President Amato, Council Vice President Falcone**

2007-7-2 RESOLUTION AUTHORIZING A TAX SALE PURSUANT TO CHAPTER 99, PUBLIC LAWS 1997

2007-7-3 RESOLUTION OF THE TOWNSHIP COUNCIL OF THE TOWNSHIP OF CHERRY HILL SUPPORTING THE NEW JERSEY DEPARTMENT OF TRANSPORTATION FOR RECONSTRUCTION OF THE CHAPEL AVENUE (CR 626) BRIDGE OVER THE NEW JERSEY TRANSIT RAILROAD

2007-7-4 RESOLUTION AUTHORIZING AUCTION #3 OF ABANDONED VEHICLES

2007-7-5 RESOLUTION FOR AWARD OF BID FOR THE 2007 HANDY HELPER PROGRAM

2007-7-6 RESOLUTION AUTHORIZING APPLICATION TO THE NEW JERSEY GOVERNOR'S COUNCIL ON ALCOHOLISM AND DRUG ABUSE FOR THE 2008 MUNICIPAL ALLIANCE GRANT UPDATE FOR THE CHERRY HILL TOWNSHIP

2007-7-7 RESOLUTION AUTHORIZING RELEASE OF THE PERFORMANCE BOND POSTED BY THE QUAKER GROUP FOR THE SPRINGDALE CROSSING SUBDIVISION

2007-7-8 RESOLUTION AUTHORIZING THE RELEASE OF THE LETTER OF CREDIT (SM 202069W) POSTED FOR THE CHERRY HILL TOWERS DEVELOPMENT

2007-7-9 RESOLUTION AUTHORIZING THE APPLICATION FOR A COMPREHENSIVE SERVICE GRANT

2007-7-10 RESOLUTION AUTHORIZING THE ADOPTION OF CHERRY HILL TOWNSHIP HOUSING AGENCY'S PLAN ANNUAL PLAN FOR FISCAL YEAR 2007

2007-7-11 RESOLUTION AUTHORIZING THE AWARD OF BID FOR THE JOHN A. CARUSI MIDDLE SCHOOL; SCHOOL CROSSING FLASHERS

2007-7-12 RESOLUTION OPPOSING THE FEDERAL AVIATION ADMINISTRATION'S 'AIRSPACE REDESIGN PROJECT' FOR THE NEW YORK/NEW JERSEY/PHILADELPHIA METROPOLITAN AREA, PARTICULARLY AT PHILADELPHIA INTERNATIONAL AIRPORT

2007-7-13 RESOLUTION AUTHORIZING RENEWAL AND ISSUANCE OF ALCOHOLIC BEVERAGE LICENSES FOR THE 2007-2008 TERM

2007-7-14 RESOLUTION CONFIRMING THE TOWNSHIP OPEN SPACE TAX OF ONE CENT (\$.01) PER \$100 OF ASSESSED VALUATION

2007-7-15 RESOLUTION ADOPTING THE FISCAL YEAR 2008 TEMPORARY BUDGET

**RESOLUTIONS ON CONSENT AGENDA 2007-7-2 THROUGH 2007-7-15 HAVE BEEN DISCUSSED AND NO OBJECTION HAS BEEN VOICED.**

**On a motion by Council Vice President Amato, seconded by Councilwoman Kurzweil, the consent Agenda was approved by the following vote:**

**AYE: Councilwoman Kalitan, Councilman Polansky, Councilwoman Adler, Councilwoman Kurzweil, Councilman Garbowski and Council Vice President Amato, Council President Falcone**

**ORDINANCES ON FIRST READING**

**None at this time**

## 12. PUBLIC COMMENTS

THIS SECTION OF THE MEETING IS RESERVED FOR COUNCIL TO ACCEPT "COMMENTS" FROM THE PUBLIC. IF A COUNCIL MEMBER WISHES TO RESPOND TO ANY OF THE COMMENTS, IT WILL BE DONE UNDER THE COMMENTS OF COUNCIL PORTION OF THE MEETING.

The following people spoke in opposition to the DOT's plans to widen Rt. 70.

- 1) Susan Bromke- 56 Grant Ave. – see attached comments
- 2) Jim Morris – 221 Southview Dr. -see attached comments
- 3) Roxanne Shinn – 10 White Oak Court –see attached comments
- 4) Yolanda Lorenz – 917 Edgemoor Rd. – see attached comments
- 5) Bob Esposito - 111 Warren Ave. – see attached comments
- 6) Barbara Krowski – 31 Harding Ave. – see attached comments
- 7) Dorothy Owens- 16 Park Dr. - see attached comments
- 8) Robert Shinn – 10 White Oak – see attached comments
- 9) Ramin Abbaszadeh - 57 Cooper Ave. - see attached comments

The following people spoke regarding the possibility of a NPP Grant Application that Cherry Hill would make to the State in partnership with Merchantville.

- 1) Debbie Samuels- 522 Main St
- 2) Linda Wilson- 204 Lawrence St – submitted list of questions about Still Neighborhood (attached hereto)
- 3) Sam Micael-614 Hampton
- 4) Jonathan Hughes- 555 Main St

Mark Oberstaett- 15 Old Town Rd. Applaud the Mayor for his presentation and his announcement of the improvements to the recreation fields with the addition synthetic turf.

Tom Stamatelos -213 Red Stone Ridge - Thanked the Mayor for making the announcement for the improvement that we expect to see in our recreational facilities for the youth of the township. He thanked the Mayor, Council and the entire administration for all of the hard work that has gone into this project.

Allen Feldman- 4 Lampost Lane- Echoed the statements of Tom and Mark.

Arthur Gilbert- 1348 Chanticleer - stated he was completely against artificial turf on the recreational field. Questioned what the immigration policy was and suggested that Police should ask every driver of every vehicle they stop whether or not they are a U.S. citizen. Mr. Gilbert told the members of the public present that they should attend the Zoning and Planning Board meetings.

Phil Guerri- 1230 Park Blvd. Thanked all members of the council and Mayor for coming to the Erlton 4<sup>th</sup> for July parade. Mr. Guierri also told the members of the public that they should attend Zoning and Planning Board Meetings. He also stated that he is completely against the widening of Rt. 70.

## COMMENTS OF COUNCIL

**Councilwoman Kalitan** Thanked everyone for coming out tonight. She said this is what council meeting should be like. There should be people standing up every week telling council what they do right and what they could do better. She explained that the reason the NPP resolution was not considered for adoption at this point was because council did not have information to take action. As to the recreation fields, Councilwoman Kalitan explained that when she first heard about the idea of the artificial turf she was not in favor of it, but changed her mind after having been informed over the past months and now understands that it is a very different turf than we knew about 25 years ago. It's safe, better and it's absolutely the right thing for Cherry Hill. She congratulated Erlton on its 4th of July celebration, saying that it was wonderful and it has always been a pleasure to be a part of that celebration. With regards to the Route 70 plan, she stated that she is absolutely opposed to it. She was given a DVD and on it was very interesting cartoons of what Route 70 would look like if we buried all the wires and widen the street and had a lot of trees, but in her opinion it was a cartoon and not a feasible plan of what Route 70 should look like and she is absolutely against that plan.

**Councilman Polansky** Councilman Polansky expressed his excitement about the improvements to the three fields saying that this will give our children the type of opportunities and facilities they need. He continued saying that it is our responsibility to develop our children's athletic abilities and provide facilities that allow them to remain fit individuals. He went on to say that he has been a soccer and football coach and has witnessed the deplorable field conditions, the difficulty of getting fields to practice and even play games on. He applauded the volunteers who have worked with the township to start this program off and said he looks forward to seeing the project through to completion.

**Councilwoman Adler** Thanked everyone for coming out tonight, saying that this was an educational meeting for her. With respect to recreation field improvements, she said she was thrilled with the developments. With respect to the route 70 Task Force she stated that it was her understanding that this was a recommendation and a starting point and everyone is listening to all of the comments.

**Councilwoman Kurzweil** Congratulated everyone who participated in the sports field reports and updates, saying that the township is going to move forward with these plans for the youngsters in Cherry Hill. She also said that she encourages the Mayor to be vigorous and move forward in the area of arts and culture which is very important for the children and the residents. With regards to the Still Park neighborhood, Councilwoman Kurzweil stated that she hoped that she would be invited to any future meetings, as she would like to listen to all of the residents' concerns.

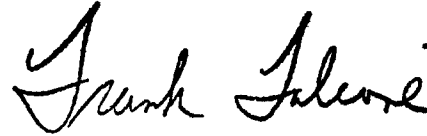
**Councilman Garbowski** Stated that he is happy to see the progress on the soccer fields and the conversion to synthetic fields. He feels it is worth the investment. Councilman Garbowski thanked everyone who was involved with the 4<sup>th</sup> of July celebration, saying that it was well managed especially considering the extreme weather conditions. He said the residents of Cherry Hill surprised him and hung in there in the rain and stayed with the fireworks. Councilman Garbowski ended saying with regards to the Still Park neighborhood, as a resident himself of the Hinchman section, whatever goes on in Still Park and affects the residents there also affects him directly and he is concerned about anything that happens there as much as anywhere else in the township.

**Council Vice President Amato** Thanked the audience for coming out and would like to see a crowd like this. It shows us what we are doing right, what we need to improve on and what we are doing wrong. As far as the Still Park NPP issue, he stated that he will be interested to learn more about it and will make every effort to attend any meetings held on the topic. He said that people here tonight suggested that residents come out to the Zoning and Planning Board meetings where a lot of decisions are made unanimously. He agreed that people should come to the meetings, but said that he has been on the Planning Board for the last two years and there have been very, very few times that there has been a unanimous decision.

**Council President Falcone**

Wished Vice President Amato a very happy 75th birthday. Council President Falcone stated that he has had some experience on these types of fields and can see their value. He agreed that people can get hurt, but they also get hurt on grass fields. He agreed with Councilman Polansky saying it is our job to give our children all of the opportunities we can and these fields provide opportunity they need to be able to participate in recreational activities.

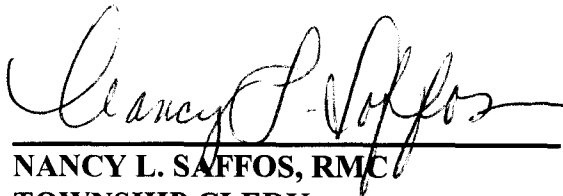
**ADOPTED: AUGUST 3, 2007**



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**COUNCIL PRESIDENT**

**ATTEST:**



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**NANCY L. SAFFOS, RMC  
TOWNSHIP CLERK**



To: Members of the Media  
From: Dan Keashen, Director of Communications  
Date: July 9, 2007  
Re: Statement from Mayor Bernie Platt

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Please see the statement below from Mayor Bernie Platt on the construction of new turf fields, the Route 70 Task Force and the Environment.

“Good evening everyone. I have some announcements and issues I would like to talk about tonight.

I want to start off by telling the community the Township will be making major enhancements to our sports facilities this year.

We will be installing a state-of-the-art synthetic turf surface over three of our natural grass fields to help accommodate more than 3,500 Cherry Hill children that use these facilities on a daily basis.

Over the course of my administration I have taken unprecedented steps to help all of our sports leagues by assisting them in several capital projects and providing additional services to their facilities. Now it is time to make a lasting change to the youth sports landscape and give our organizations the fields they deserve to serve our children.

Since 2002, after the Township’s Master Plan was finished, we have been aware of the dearth of playable fields throughout Cherry Hill. Thousands of children use our fields for games like soccer and lacrosse. These fields have been stressed by overuse and weather.

Over the last year we have been analyzing ways to improve many of our Township athletic fields and we kept coming back to synthetic turf. We visited neighboring towns Audubon and Haddon Township, and learned that they are utilizing these new surfaces with great success and increased playing time.

In fact we can increase field use by at least 50 percent through the new durable, drainable field technology. Now is the time to implement this new surface and give our facilities a facelift that will enhance our entire community.

It is time to invest in our children’s well being by giving them the proper facilities needed to have them grow into well rounded healthy adults.

Now I would like to talk about a subject that affects all the members of our community-Route 70. Last week the Route 70 report was released by the Route 70 Task Force. I have reviewed the report and I’m very happy with findings.

The Task Force was made up of local civic leaders, residents and members of the business community to provide Town Council and me on the future of Route 70 from a global perspective. The group provided recommendations regarding safety, aesthetic, mobility, capacity and other enhancements.

I feel this citizens committee made solid recommendations to improve the safety of our main thoroughfare while combining an important beautification process that needs to be implemented so Route 70 can truly be transformed into our Main Street.

I support this report and the findings of the Task Force. I believe these implemented recommendations will make Route 70 a safer place for our families and all motorists. In Cherry Hill, we cannot be provincial about safety because keeping people safe on our roadways is our number one priority

If anyone is interested in reading the report or viewing a DVD they are both available on the Township Web site or you can get a hard copy from my office.

Finally, I would like to talk about the environment and the Climate Protection Agreement. I agree with the stated goals of this pact and I want everyone to know my administration has put several green initiatives into place that are not only good for the environment but benefit the taxpayer by being cost-effective.

- We installed LED lights in every local traffic light in the Township, which has saved us a large amount of money over time.
- We replaced all computer monitors with flat panels that are centrally controlled to cut waste and conserve energy.
- We instituted an aggressive recycling education program that has contributed to lifting the average monthly recycled paper total to over 400 tons a month.
- We created a new tree planting program.

I plan to announce a more thorough, multi-tiered set of initiatives that will set Cherry Hill apart from its neighbors soon.

Over the past five years this Township is a place where community, commerce and culture have thrived. Tonight, I promise you that our future is bright and together Cherry Hill will continue to be the cornerstone of South Jersey.”

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**Critical Review/ Comments**  
**On**  
**Cherry Hill Township**  
**Route 70 Task Force Report**  
**Dated June 07**  
**By**  
**Cherry Hill Citizens for a Safer Route 70**  
**Presented to Cherry Hill Township Council**  
**July 9, 2007**

**General Comments**

1. The Citizens for a Safer Route 70 urge the Cherry Hill Township Council to oppose increasing the carrying capacity of Route 70 by 50 percent as recommended in the Route 70 Task Force report. We urge the Council to ask the Mayor, task force, and its consultants to address the following topics, comments, and critical review of the report before considering any resolutions endorsing any of the other recommendations of the report and urge the Council to hold general public hearings and neighborhood meetings to collect public input before endorsing any aspect of the report..
  
2. The report ignores progressive transportation engineering principles and “livable traffic” design. The report completely ignores current thinking among leading transportation planners that highway engineers “cannot build their way out of congestion.” This view of traffic engineering recognizes that the narrow goal of moving the most traffic at the greatest possible speed should give way to a far more inclusive view in which traffic performance is balanced against other desirable qualities of the street, such as its value as an “address,” its retail friendliness, and its role as a premiere public space of the community, and that advances traffic calming to change motorist behavior through street design.. Leading highway design engineering firms throughout the world have advised cities to reduce, not increase, the carrying capacity of their roads to improve the environment and the livability of their cities. [See, for example, “The Car in the City” program sponsored by the Philadelphia Central Development Corporation,” [www.centercityphila.org/aboutus/cpdc\\_forum03.aspx](http://www.centercityphila.org/aboutus/cpdc_forum03.aspx).] Enlightened engineers now realize that widening highways induces unintended consequences: namely that more traffic is induced than was previously forecasted “as a result of the widening.” This model is unique to highway building and does not occur when you build a new sewer or a new school. Traffic expands to fill the capacity provided. According to Walter Kulash, one of the foremost progressive transportation engineers, “the choice is not whether or not to have congestion. Rather, the choice is how wide you want the road to be, because it will always be congested over time. The trend in progressive cities is to reconfigure their highways and freeways or to convert them or remove them altogether. Most people do not know that the maximum volume traffic flow per lane is a speed of 25-30 mph! (Kulash)
  
3. Alternative forms of travel ignored. The report says nothing about other viable alternatives for improving mobility in Cherry Hill and along Route 70. It completely ignores improved mass transit, walking or riding a bike, carpooling and van pooling and makes no mention of even consulting, let alone meeting with, the regional transportation management association [Cross County Connection: [http://www.transportationchoices.com/about\\_ourwork.htm](http://www.transportationchoices.com/about_ourwork.htm)], to see what measures could contribute to improved peak hour travel in the Route 70 corridor and what the Task Force

could do to enhance the agency's efforts. The report contains no recommendation for improving or enhancing bicycle access, safety, or travel along or across Route 70. Almost all of its recommendations are for automobile mobility at the expense of all other modes of travel.

### **Report lacks supporting data and information**

1. No data on the effects of increasing Route 70's capacity by 50%. The report does not contain and does not reference any estimates, data, or traffic engineering modeling output to project what effect these additional lanes would have on traffic flow, congestion, wait times at major intersections, average speed, air and noise pollution, or induced travel (even more cars) within and through Cherry Hill to the developing farmlands of Burlington County. It does nothing to address the peak hour travel challenge of how to move more people cost effectively rather than just accommodating single occupant vehicle commuters and peak hour travelers.
2. No information on safety or environmental impacts. The report does not even attempt to estimate or quantify how widening Route 70 to three (and in some cases four) lanes will improve pedestrian and bicycle travel and safety along and across Route 70, how it will enhance or degrade intra-city travel for Cherry Hill residents, what effect it will have on energy consumption and local and regional air pollution in a region that does not currently meet national ambient air quality standards, and what effect the added storm-water run-off will have on local water quality.
3. No analysis of accident and crash data. The report states that "occasional variations from two to three travel lanes *are deemed dangerous* and *bottlenecks choke* rush hour flow," (Page 12) but provides no information on the rate, type, or severity of traffic accidents and vehicle crashes in the vicinity of locations where lanes vary from two to three travel lanes and how these compare to comparable sections of the highway that are all three or all two travel lanes (italics added). It also does not provide any information to support its assertion that these occasional variations create "bottlenecks that choke rush hour flow" or analyze traffic light timing improvements and its effects on peak hour traffic flow.

### **Report fails to advance safety**

1. Report does not comprehensively address pedestrian safety and alternate travel modes. The report contains a broad strategy to "develop new and existing sidewalks to encourage non-automotive trips" and to "encourage pedestrian travel and other alternative transport modes." (Page 9). But the report does not identify where new sidewalks are needed or what improvements to existing sidewalks will encourage more walking. In its laundry list of recommended measures on page 10-12 it mentions improvements for pedestrian travel on Route 70 **only twice**: In item 9.b. where it calls for a "Mid-block 'call for green' pedestrian signal with textured crosswalk on Rt 70 in vicinity of Vermont and Park Dr." and in the "Pedestrian access" section on page 12 where it makes no recommendation, but only the observation that "Overhead crosswalks are likely candidates since some of Route 70 will be close to one hundred feet wide." It does not identify where overhead walkways should be built and provides no evidence that they would be used. It makes no mention of the fact that it took NJDOT 8 years to even begin the construction of a replacement pedestrian bridge across Route 38 in Cherry Hill after the original bridge was destroyed by a truck and years after a young boy was killed and another maimed

trying to walk across Route 38 in the vicinity of the missing pedestrian bridge. This part of Route 38 has three lanes in each direction as proposed in the report.

2. Report compromises safety to address congestion. The report states that most of the task force participants “view the three lanes as the best compromise for safety and congestion,” (Page 12) but does not explain why or how safety has to be “compromised” or to what extent. It infers that local residents need to accept the negative consequences of widening, including a less safe roadway, in order to get relief from congestion.
3. Report fails to project the adverse safety effects of increased lane changing and weaving with three lanes in each direction versus two and decreased turning and access options.
4. Report fails to identify and address most dangerous locations on Route 70. The report fails to identify the most dangerous locations on Route 70 with the greatest historical number of accidents and crashes or to identify measures most likely to cost-effectively improve them and reduce accidents. Other than adding 50% more capacity, most of its recommendations are to close median openings and replace them with left turn stacking lanes or to add improved signage. It appears that only two new signals are recommended for the entire road way: one, pedestrian actuated and the other, at Old Cuthbert, activated by vehicles entering Route 70 Westbound.
5. No new signal at Greentree and Rt. 70. Despite being one of the most dangerous merging intersections, the report recommends no signal where Greentree Road intersects Route 70. Instead it makes an unusual recommendation for a “right hand turn onto Greentree, westbound” from Route 70 (2.a.) which would require drivers to slow and turn a sharp 145 degree angle right turn.
6. Shoulder elimination creates hazards for bus travel. The shoulder lanes are currently being used by buses at the bus stop. Their elimination will result in buses stopping at the right traffic lane, which will result in more rear end or side-swipe crashes or accidents from cars changing lanes from right lane to middle lane. As a result, traffic will come to a stop. The report recommends improving lighting and bus shelters along Route 70 (page 10) but does not identify who will pay the cost. It naively states that “advertisement clutter from the present configuration is undesirable” but fails to note that the bus shelters would not exist except for the advertisements that pay for them as well as the fact that Cherry Hill Township officials invited private bus shelters companies to install them and pay a monthly fee.
7. Report recommends “working around” hazardous pedestrian crossing points rather than improving safety. The report even caustically observes that under current conditions (i.e. with only four lanes versus the six proposed in the report) “only the fleet of foot, young, and desperate manage the feat of crossing Route 70 without dread of death or dismemberment” (page 12) and, incredibly, that the best way to identify candidate sites for new crossing locations would be “reviewing pedestrian-vehicle crashes” in the past to “indicate locations for safe ways to cross this busy resource.” In other words, rather than try to improve conditions where accidents have occurred, let’s relocate pedestrian crossings in areas where they haven’t occurred.
8. Narrower travel lanes not analyzed, likely not feasible, and will not improve safety. The report recommends “narrower lane width as a traffic calming device” on page 12, but seems to acknowledge that there may only be limited opportunities for doing so. On page

10 it recommends establishing “narrower vehicle travel lanes” to slow traffic, not throughout the route, but only “where possible.” It does not describe existing lane widths and locations or the extent to which narrower lanes are possible and where or how much reduced travel lanes would reduce average speeds through different segments. It also does not review the consequences of not reducing average speeds in the future. From the beginning of the Task Force’s work, Remington and Vernick and proponents of adding more travel lanes argued that traffic could be slowed down even as more lanes were being added by making the new lanes 11 feet wide instead of normal lane width of 12 feet. They left the Task Force members with the impression that the current lanes' width on Rt 70 (particularly in Erlton) was 12 feet. One member had an observation one day when following an eighteen wheeler on Route 70. The truck did not fit within the normal lanes and was intruding into the adjacent lane. When the member expressed his concern at the task force meeting that reducing the lane width will make the truck traffic more unsafe than current conditions, the R&V engineer stated that the current lane widths are 10 feet, not 12. The member then concluded that since 10 foot widths with two lanes in each direction has little traffic calming effect he could not expect it will get better when there are three lanes with each one being one foot wider.

### **Report fails to review NJ DOT design and signaling status**

1. No review of NJ DOT intersection design criteria. The report does not explain why the New Jersey Department of Transportation would create these variations in the first place if they were dangerous or would choke rush hour traffic or why NJDOT was incorrect when it removed the Race Track and Erlton traffic circles from Route 70 and created intersections with the three and four lane road segments that taper to two lanes. NJDOT asserted at the time that such configurations were based on sound engineering and safety and would allow greater volumes of traffic to clear signalized intersections that replaced the circles rather than stacking. The report did not examine or analyze the need for and positive effects of these variations on “traffic calming” through residential and commercial areas with more intense pedestrian and bicycle use, or what would happen if these traffic calming design features were removed.
2. Report ignores NJDOT failure to modernize traffic signals. The report does not explain why NJ DOT has failed to keep its promise to dynamically time traffic signals according to real time traffic flows and continues to maintain antiquated fixed timing signal programs. This is especially inefficient since NJ DOT reportedly can view major intersections from its regional office monitoring center and could remotely modify green signal time manually based on real time feed back. Instead it simply recommends synchronization of traffic lights to speed vehicles through non-stop with precedence over turning and crossing lanes. (Page 12).

### **Report recommendations harm business**

1. Shoulder elimination will harm businesses. Elimination of the shoulder will make it harder for patrons to get in and out of the businesses along Rt 70, particularly in Erlton and Barclay neighborhood. Art Campbell of the Chamber of Commerce indicated that the business community will not support any plans that will eliminate the shoulders.
2. Parallel parking ban recommendation unsupported. The report recommends “no parallel parking on Route 70” and recommends that NJDOT “look at refurbishing all Erlton business district off-street parking lots,” presumably to replace the lost parallel parking

opportunities. The report does not analyze or estimate what effect this would have on businesses and adjacent residents along Route 70 or whether it is even possible to replace lost parallel parking opportunities in the off street lots.

3. Median width and left stacking lane conflict. The report has many recommendations for replacing median openings with left stacking lanes even as it recommends removing large portions of the existing medians in order to add additional travel lanes in either direction without having to take right of way outside of existing curb lines. The report does not describe how many feet, if any, will be left in the medians on sections immediately adjacent to left turn intersections and along the stacking lanes. Will there be any median area within 100 feet of any intersection or left stacking lane turning point?

### **Tree planting recommendations infeasible**

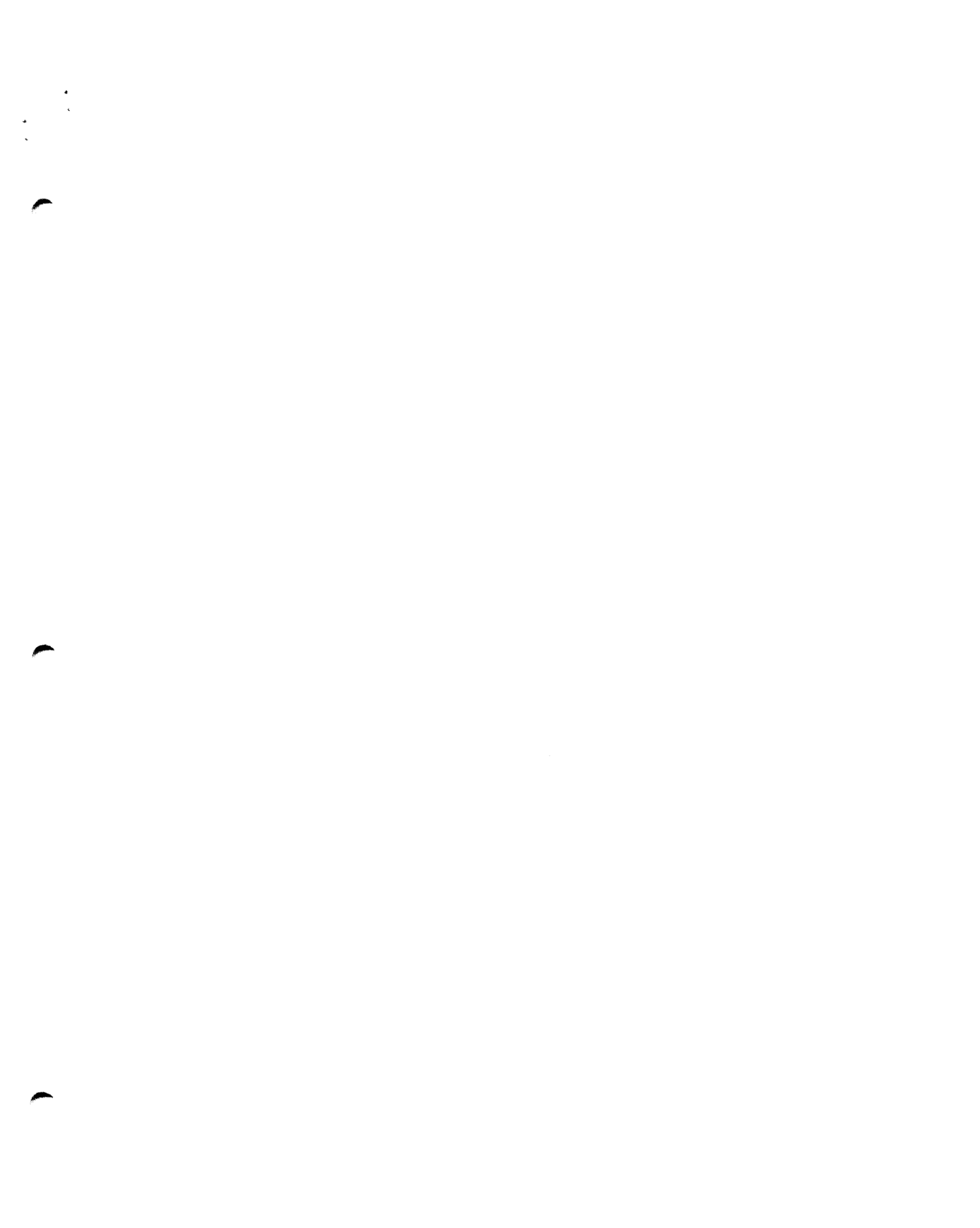
1. Report's tree strategy is "pie-in-the-sky" and exists no where else in New Jersey. The report recommends a laudable "broad strategy" of "plantings" which "blend into the community as well as establish a traffic calming effect." It even seeks "an eventual canopy of trees" that "will help drivers' speeding and frustration." (Page 10). But the report does not identify what types of trees and sizes (height at maturity) could be used, how many years it will take for freshly planted new trees to mature and create the "canopy" effect, or whether there will be enough space in the severely reduced median strip or between existing curbing and sidewalks with newly installed underground utility vaults for such trees to grow to canopy height, let alone survive. It does not identify a single example of a six lane highway in New Jersey or any other state where highway engineers have designed and constructed, let alone considered, its idyllic proposals. The report does not state why Cherry Hill can't have the trees it recommends without also having to accept the negative impacts of increasing Route 70's capacity 50%.
2. State will say trees are local responsibility, especially since Cherry Hill does not enforce its own street tree requirements. The report does not even note that Township Planning and Zoning Boards routinely allowed developers waivers from the Township law that requires two rows of street trees every fifty feet. Why hasn't the Township over the last twenty years planted street trees along Route 70 or in the median strip if this is desirable? Why has the Township allowed developers to get out of the Township law? A member of the Route 70 Task Force, who has served on and chaired the Township Zoning Board, even voted with the majority to waive the requirement for street trees on numerous occasions.
3. Underground utilities not feasible, despite report recommendation. The report recommends placing "all utilities underground" (page 10) but omits describing how much this will cost or who will pay the costs. Representatives of PSE&G, the local utility, met with the Task Force privately and advised members that such relocation would be cost-prohibitive; yet the Task Force still recommended it.
4. Report does not resolve conflict of proposed trees and underground utilities. The report does not describe where the underground utilities should be located. It does not state how wide the median strip will be after it is narrowed to add a third lane in each direction and if there will be enough room for both underground utility pipes and vaults within the reduced median strip for the tall, large shade trees that will provide a "canopy" over Route 70 it recommends to flourish? Between the sidewalk and the existing curbs. The median appears to be so small in the Erlton section of the video that accompanies the

report that there will be no trees in the median strip in all of Erlton. The report does not acknowledge that putting utilities underground along their current right of way would require the destruction of most of the mature trees, including many sycamores that already create the “canopy” affect sought elsewhere in the report, in order to trench and lay conduit for power and communication lines underground.

### **Flawed public participation process**

1. Report ignores long-standing community opposition and public participation. Despite objection of some task force members (particularly from Erlton North and South) the report’s major recommendation is to widen Route 70 -- from mostly two lanes and a shoulder on each side at present to “three lanes in each direction” from “Evesham Township to Haddonfield Rd-Grove St.” (Page 12) Remarkably, the report provides no rationale or logic for recommending this significant undertaking at this time. It was issued without any public notice or even one public hearing open to local residents and without any input from the Cherry Hill Township Council. Cherry Hill Mayor Platt stated he mailed the report to the NJ Department of Transportation Commissioner and directed his aides to present it to the news media, including the Courier Post and local television stations, giving the impression that it is now the general policy of the Township Council that Route 70’s capacity be increased by 50% to accommodate more automobiles. He did this despite past assurances that the Town Council and the general public would have the opportunity to express their views and vote on the future of Route 70. The report completely ignores the facts and reasons why former Cherry Hill Mayor Susan Bass Levin, the Cherry Hill business community, and most Cherry Hill civic associations and residents adjacent to the area to be widened have repeatedly and vociferously objected to expanding Route 70 on grounds that it will ruin their businesses, the local environment and the quality of their lives.
2. Mayor formed task force and issued report to turn the Township Council away from opposing the widening of Route 70. Town Council President Frank Falcone said the council “was prepared to vote in favor of a resolution crafted by Councilman Steve Polansky” opposed to widening Route 70 on September 25, 2006, “before Mayor Platt’s Office pulled it.” (Courier, 10/3/06, 2B) Platt Spokesman Dan Keashen said, “It was pulled for legal reasons, that’s the long and short of it.” Council has been urged to pass the resolution by Erlton and Barclay residents who decided to lobby for it after a July council meeting at which “nearly every council member publicly stated their opposition to Route 70 widening.” The real purpose of the task force and report is to provide “political cover” to those on the Council who previously opposed widening Route 70, but who are now being pressured to support it. It will allow them to claim that “this report is so much more than just a capacity addition project. Don’t you want all the trees and landscaping it promises?”
3. Task Force started with “the answer – adding more lanes” and spent three months trying to add other amenities to make it palatable. The report suggests that it is the result of a “months-long process of deliberation and discussion,” when, in fact, it met infrequently and produced no meeting minutes or supporting data for its conclusions. The fact is that the report’s major recommendation, widen Route 70 by adding additional travel lanes, was presented to the Task Force at its very first meeting by Remington and Vernick. Instead of being the result of a long, deliberative process, the Task Force’s handlers “started with the answer” and then managed the process to a non-consensus.

4. Task Force members hand-picked and most never consulted the neighborhood civic associations or local residents on desired goals or objectives for Route 70. The task force members were hand-picked by Mayor Platt in a closed process. The task force met in secrecy behind closed doors and did not notify or invite local residents to even attend, let alone observe, its proceedings. The task force held only one “public hearing” for the business community and held no public hearings for the general public. In that meeting the representatives of Cherry Hill Greater Chamber of Commerce, Art Campbell and Jeff Lucas strongly expressed the business community's objection to increasing the number of lanes from four to six in Erlton and Barclay section of Cherry Hill.
5. No record of lessons learned from other communities. The report states that its members voluntarily visited other local communities to observe traffic and pedestrian challenges and solutions. (page 5) It does not identify where they went, what they saw, what data, if any, they reviewed, or which solutions they discovered that have applicability to Cherry Hill.
6. Task Force ignored neighborhoods and had no meetings for the general public to provide input. It provided no public notice of any neighborhood meetings and published no summaries of what was said or discussed in such meetings. With the exception of the Erlton North and South Civic Association members, the task force members have and their report has no basis for claiming that they and it represented the views of residents in their local neighborhoods or that, as alleged on page 5, they were somehow openly discussing and representing “their individual constituencies.” Mayor Platt did not even appoint any task force members who live in two communities adjacent to Route 70 that will be adversely affected by the report’s recommendation: Kingston and Locustwood. Despite being actively discouraged from doing so by the Task Force Chairman, only Erlton North and South had meetings to obtain input from their members and local residents and these overwhelmingly voted against adding additional travel lanes through their communities. The residents and members of the Barclay Area Civic Association -- which has had a long-standing policy opposing the widening of Route 70 by adding additional lanes – have had no meetings or other opportunities to express their views or to vote on the main report recommendation. The Task Force Chairman also refused to permit the results of an independent study of the effects of Route 70 median closures on crashes that is at variance with Mayor Platt’s conclusions, despite repeated assurances that the study would be presented to the Task Force before it produced its report.
7. No record of Task Force sponsored public hearings or grass roots solicitations of views. The report states that “some Township neighborhoods held public hearings with members of the Task Force to proactively solicit grassroots input,” but fails to identify how many such “public hearings” were held, where and when, how many attended, how the public was notified, or what the views were that were expressed.



Honorable Bernie Platt  
Mayor of Cherry Hill Township  
820 Mercer Street  
Cherry Hill, New Jersey 08002

February 5, 2007

Subject: Route 70 Task Force and the impact on the residents of the Locustwood Section

Dear Mayor Platt:

I read in the Tuesday, 01/30/07, Courier Post that there will be Task Force meeting(s) slated to discuss an improvement plan to solve the heavy traffic conditions on Route 70. I called your office to see when and where these meetings would be held and whether I could attend and participate in the discussions. I had an opportunity to speak with your aide Mr. Matt Toyer. Matt advised me that the Task Force of 14 people had already been selected by you back in October 2006.

My Locustwood Civic Association (LCA) colleagues and I were very disappointed to learn that no one from the Locustwood section of the Township was selected to be on the Task Force. As you are aware, in the past, the Locustwood residents have been very helpful in terms of offering suggestions in solving problems that had persisted with sports facilities and recommended background checks for their sports volunteers. To quote your comments in the news article, "You encouraged the Task Force group to be open to change and find imaginative solutions to a traffic problem that's worsened every year."

As Vice President of the Locustwood Civic Association and Chairperson of the Committee to resolve Traffic problems in Locustwood, I have discussed Traffic problems with Locustwood residences. The Traffic problems were not only about those in Locustwood, but also those on Route 70. I am composing this letter to formally offer the Locustwood Civic Associations' suggestions to facilitate the improvement of traffic conditions on Route 70 and Locustwood.

This correspondence is also a formal record and request that either or both Dan Loveland, President of the LCA and I attended the meetings as representatives of the Locustwood Civic Association and offer not only imaginative, but logical solutions to the problems. Since this is a public meeting involving issues of public safety that are immediate geographically to Locustwood we are hopeful that you will seriously consider our appearance.

Some of the major problems with traffic volume and flow involving Rt 70 in adversely impacting Locustwood, include but are not limited to:

Present motor vehicular traffic traveling Westbound on Route 70 (high volume) or egressing from Locustwood (the Cemetery, Warren or Chambers - the lesser volume) that intend to either effect a 'U' turn to proceed Eastbound on Route 70, or proceed Southbound (left) on to Grove Street to Haddonfield, involve a somewhat complicated and potentially hazardous maneuver. Operators must take the Jug Handle turn entering Fulton Street and proceed north to execute a left turn on Wynwood Avenue westbound. This span on Wynwood is in a populated residential area which considering the high volume poses an increased hazard and threat to public safety. Operators must then continue to a traffic control device at the intersection with Haddonfield Road. This controlled traffic stop brings high flow volume to have interaction with two un-synchronized Traffic Lights.

Unfortunately this Fulton/Wynwood Jug handle turn substantially increases the probability for both 'vehicle to vehicle' and 'vehicle to pedestrian' accidents. The hazards are clearly to those we need to protect the most, ie: children in the area that are playing or walking home from the school bus stop. This jug handle problem is then exacerbated further by the unloading of trucks on Fulton Street at the entrance of the Jug Handle from Route 70. Which is an issue that needs to be resolved.

Some of the Locustwood residents and I would like to offer some suggestions that should not only resolve the Jug Handle problem, but also facilitate smoother traffic flow on Route 70. The answer is really quite elegant from an engineering perspective and has a statistically proven track record in thousands of other high traffic intersections not so dissimilar to the Rt 70 / Haddonfield Road intersection. Our first pass as a remedy is described below.

1) Abate the Jug Handles and replace them with the following:

Outfit the Traffic Control Signals on Route 70 for traffic proceeding eastbound and westbound crossing Haddonfield Road to include additional lamp systems for "Left" and 'U' turn arrows. There are presently a total of four (4) lanes carrying traffic in in each direction on Route 70 on the approach and at the Haddonfield Road intersection. With appropriate surface makings, signs, curbing and other visible indicators, two of the four lanes can be used to making Left or 'U' turns while the other two lanes can be for traffic proceeding straight though the intersection.

The Left Turn Traffic Control Signals should be utilized to make Left or 'U' turns simultaneously for traffic from Route 70 east or west bound. When the Left Turn Traffic Control Signals turn red to stop left or 'U' turn traffic, then the Traffic Control Signals should turn green for both the traffic proceeding directly east or west proceeding at the same time. Reciprocally, the present traffic light system for the traffic traveling North and South on Haddonfield Road should be replaced with the same described traffic control above for Route 70. This would eliminate both the Jug Handle on Wynwood Avenue and also the Jug handle on Park Drive on the opposite sides. Return Fulton Street, between Route 70 and Wynwood, back to a two way street.

2) Synchronize the Traffic Control Signals at Park Drive and Grove Street with those on Route 70.

3) Abate the Traffic Control Signal at Wynwood Avenue.

The Wynwood Avenue Traffic Controls Signal only causes abbreviated flow at the Route 70 intersection, especially at peak traffic intervals. Discontinue the left hand turn from Wynwood Avenue on to Haddonfield Road or the direct crossing of Haddonfield Road into the Garden State shopping center. Only allow Wynwood Avenue traffic to merge on to Haddonfield Road going North.

As members of the community in Locustwood section and the LCA it is our genuine and sincere hope that you and the committee consider the above suggestions and grant our request for our presence at the meeting(s) to represent the interests of the people of Locustwood.

Very Truly Yours,

CC: Robert Saldutti  
Art Campbell  
Dan Loveland Pres. Locustwood Civic Association  
LCA Counsel / Advocate

Robert V. Esposito  
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V. P. Locustwood Civic Association  
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Courier Post Editor  
P. O. Box 5300  
Cherry Hill, NJ 08034

April 11, 2007

Dear Editor;

Subject: Cherry Hill Route 70 Task Force.

Although I agree with your editorial, the widening of the road to three lanes is a poor choice. Such will increase danger for pedestrians, encourage increased speed and traffic volume, simply revisiting the same problems.

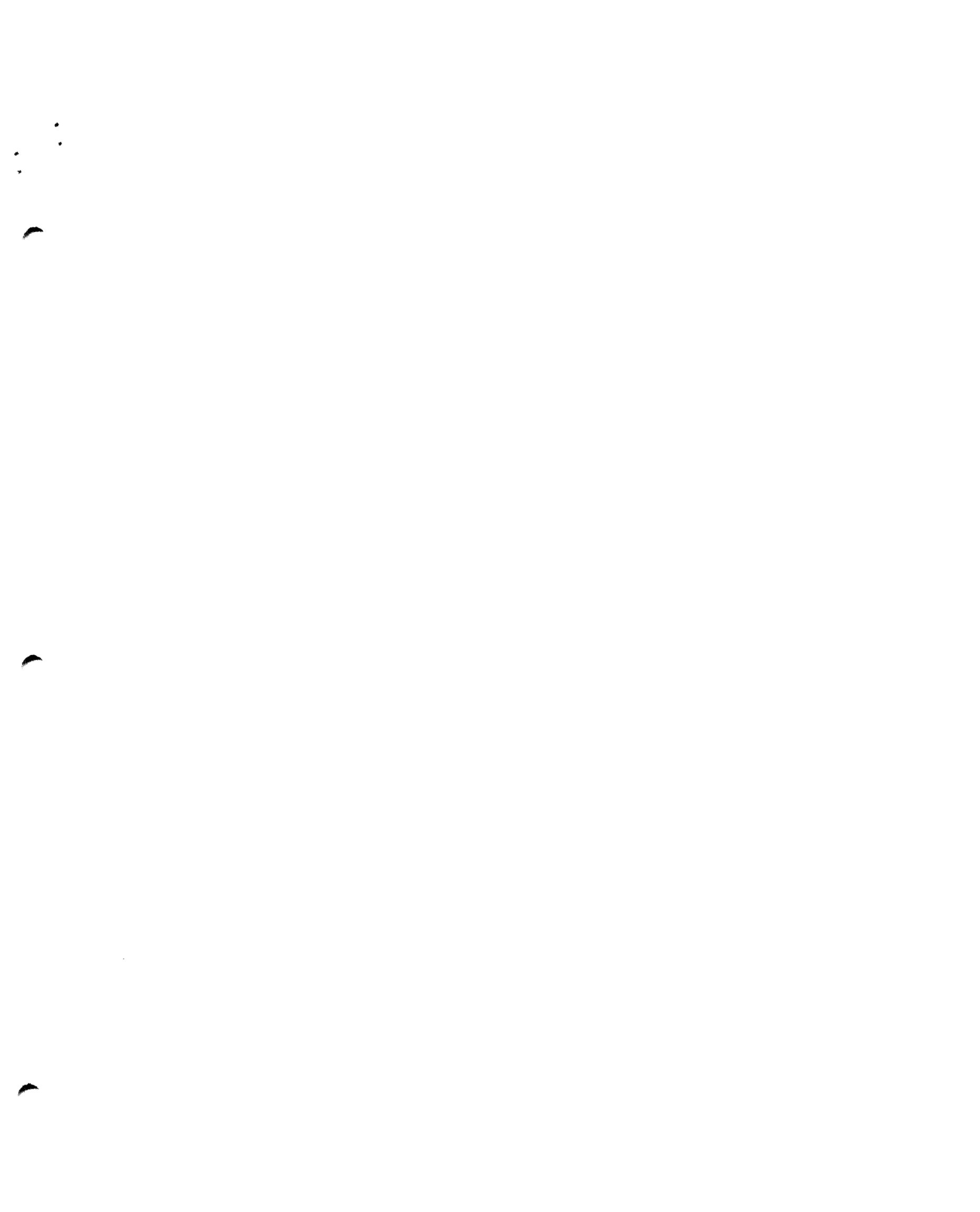
Public transportation may be a viable consideration. A bus holds roughly 40 passengers, equaling 40 less cars on the road. Construct off road Parking lots for the commuters in Cherry Hill, Marlton, Medford, Voorhees and other communities, thus creating something similar to or expand upon the Patco Hi-speed line operation.

Maintain grassy median strips. Create more left turn "car stack" lanes with no traffic lights, for access to merchants & shopping centers.

Eliminate the Jug Handle turns on Route 70 at Haddonfield Roads. Jug handles draw speeding traffic to residential areas (Park Drive, Wynwood Avenue). Higher traffic volume poses an increased hazard to children either playing or walking home from school bus stops. The jug handle problem exacerbates further delays for Emergency / Fire EMS vehicles by adding better than 8 blocks to execute a left turn.

Substitute Jug Handles, where Route 70 Traffic Control Signals (at Haddonfield Road) include lamp systems for "Left" and U-turn arrows. There are four lanes on Route 70 at that intersection. With appropriate surface makings, signs, curbing and other visible indicators, use two of the lanes for making Left or U-turns. The other two lanes accommodate traffic proceeding straight through the intersection.

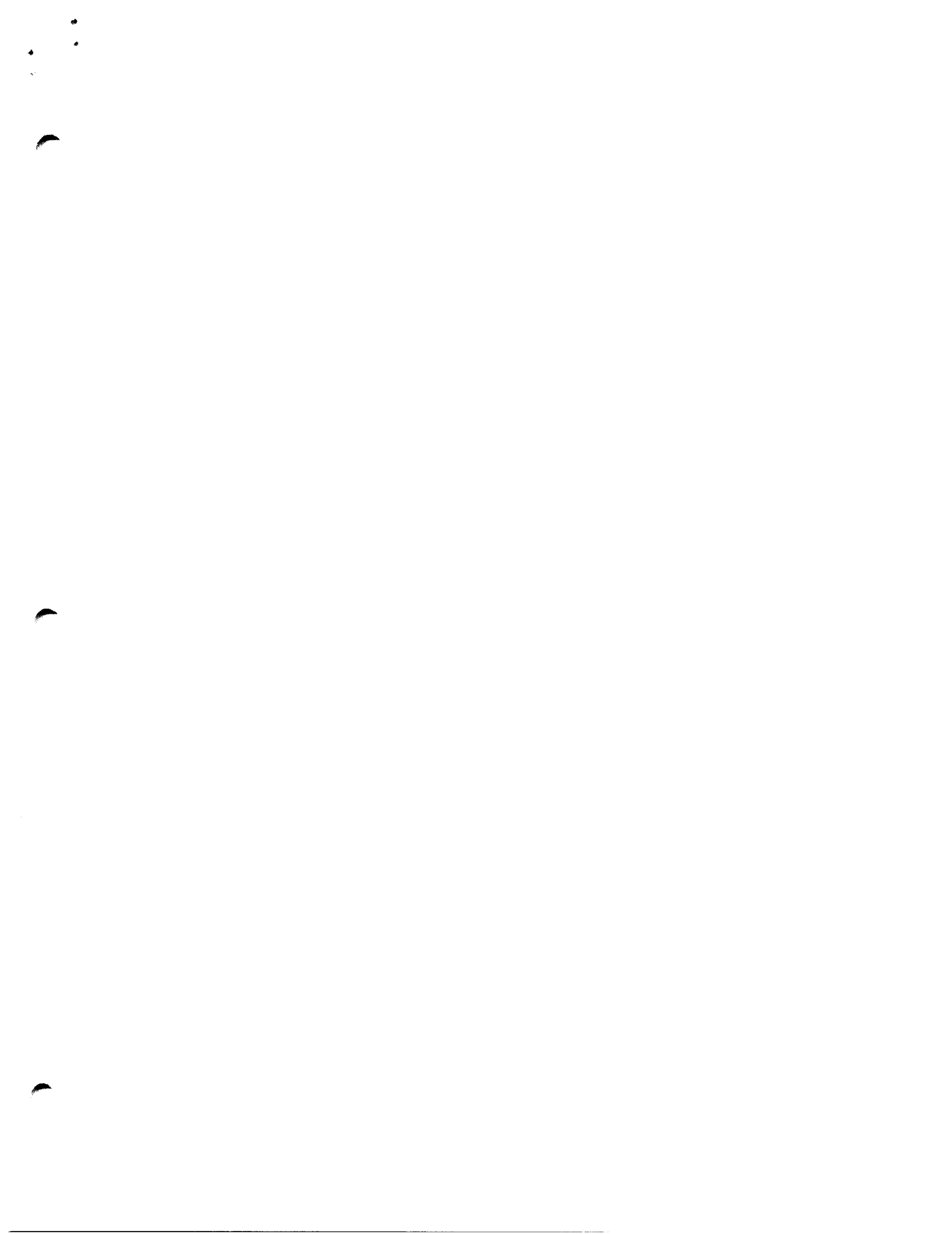
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: Barbara Krowicki -

**Report fails to review NJ DOT design and signaling status**

1. No review of NJ DOT intersection design criteria. The report does not explain why the New Jersey Department of Transportation would create these variations in the first place if they were dangerous or would choke rush hour traffic or why NJDOT was incorrect when it removed the Race Track and Erlton traffic circles from Route 70 and created intersections with the three and four lane road segments that taper to two lanes. NJDOT asserted at the time that such configurations were based on sound engineering and safety and would allow greater volumes of traffic to clear signalized intersections that replaced the circles rather than stacking. The report did not examine or analyze the need for and positive effects of these variations on "traffic calming" through residential and commercial areas with more intense pedestrian and bicycle use, or what would happen if these traffic calming design features were removed.
2. Report ignores NJDOT failure to modernize traffic signals. The report does not explain why NJ DOT has failed to keep its promise to dynamically time traffic signals according to real time traffic flows and continues to maintain antiquated fixed timing signal programs. This is especially inefficient since NJ DOT reportedly can view major intersections from its regional office monitoring center and could remotely modify green signal time manually based on real time feed back. Instead it simply recommends synchronization of traffic lights to speed vehicles through non-stop with precedence over turning and crossing lanes. (Page 12).



Linda Wilson

204  
Lawrence  
St.

1. How will the funds be dispersed?
2. Will any of the funds be appropriated to re-align the traffic intersection at Hampton + Hinchman Roads?
3. Will the grant involve any new construction?
4. Who will oversee the banking of the funds?
5. How will the funding impact my tax rate?
6. What will the financial burden be to any homeowner living in the designated area that does not accept any funds; if any burden?

My home is 204 Lawrence, My phone # is 856. 663. 1445. You are most welcome to use my home for a meeting with the residents.