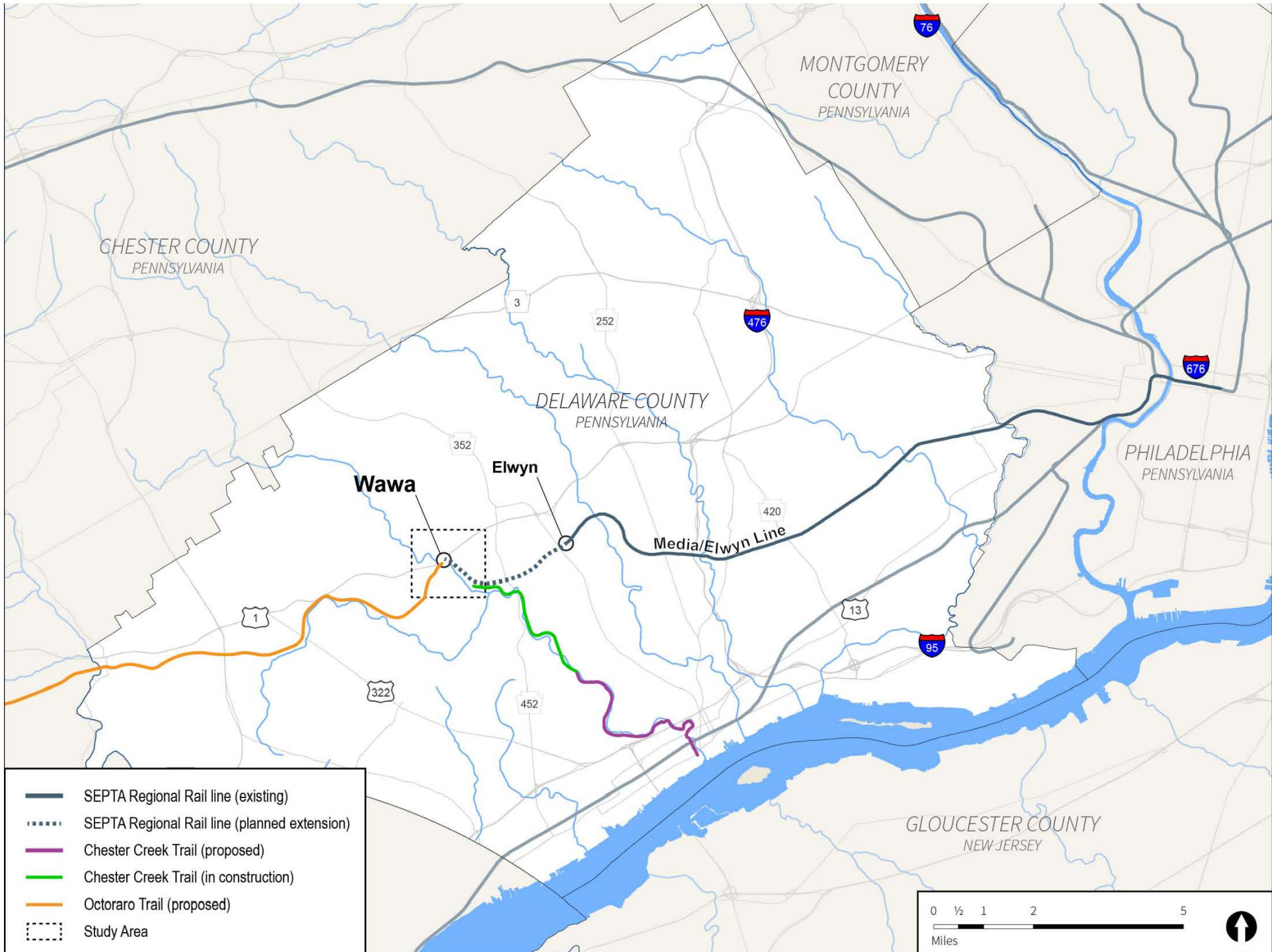


trail access to:

WAWA STATION







- Chester Creek Trail (in construction)
- Chester Creek Trail Extension (proposed)
- Octoraro Trail (proposed)



Railroad Station, Wawa, Del. Co., Pa.













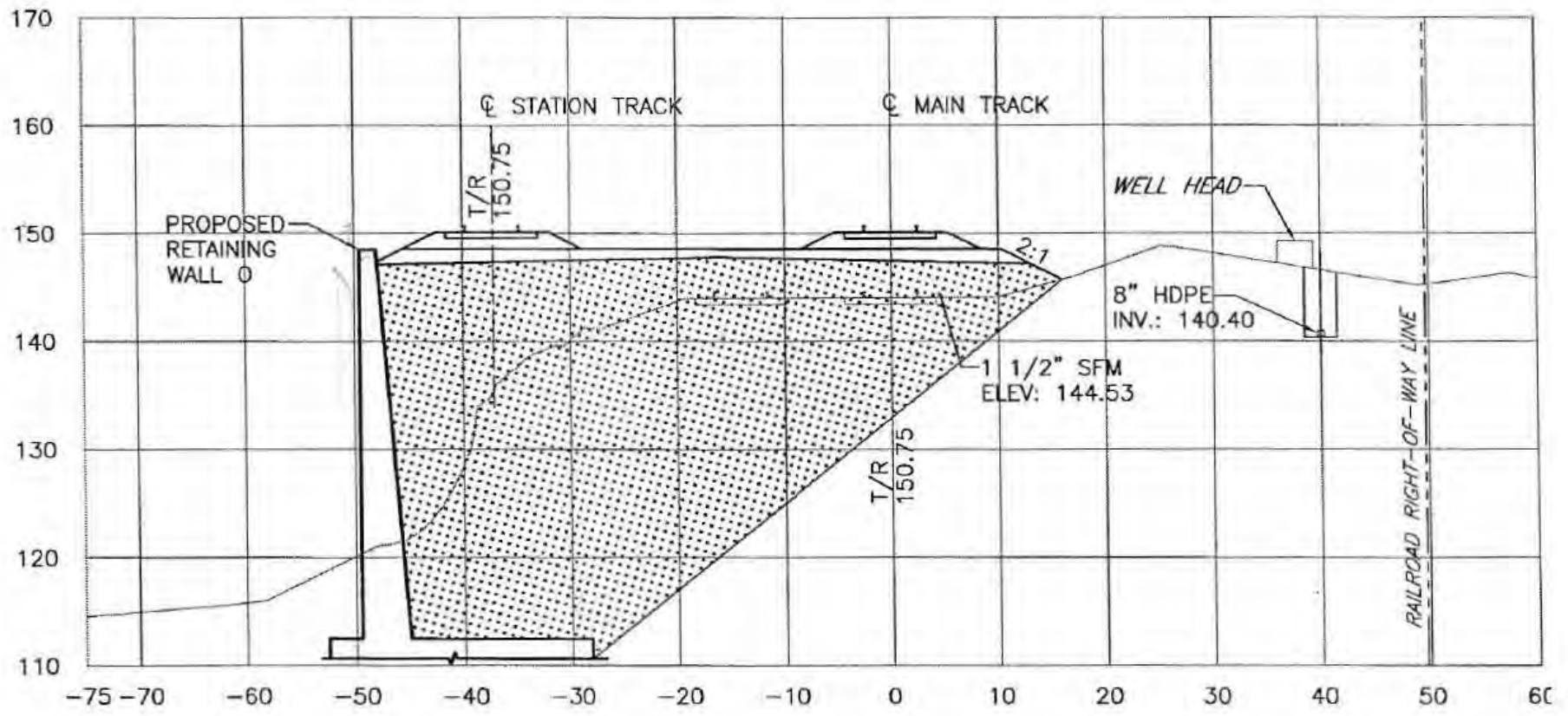














30 ft.



60 ft.

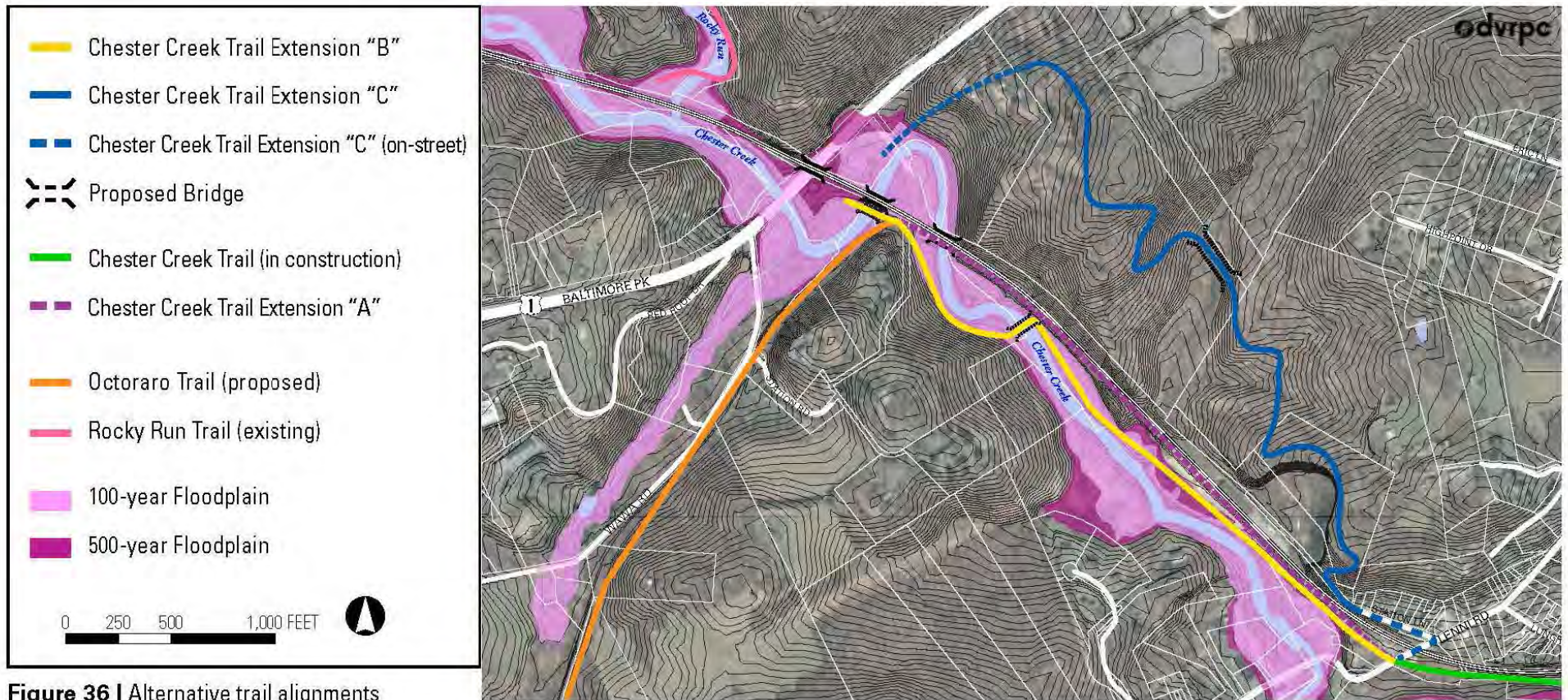


Figure 36 | Alternative trail alignments



Figure 37 | Chester Creek Trail Extension “B” parcel analysis

Parcel Data Source: Delaware County, 2013

Parcel Number	Owner	
1	27-34-001:000	SEPTA
2	06-05-018:000	SEPTA
3	06-05-020:000	Private owner
4	06-05-021:000	Private owner
5	N/A*	SEPTA

* Most transportation rights-of-way in Delaware County do not have parcel numbers, including Parcel 5 and the linear parcel between parcels 3 and 4.

Cost Estimates

Note: Construction costs are presented for a 10-foot-wide paved asphalt path with two-foot margins and associated improvements (including grading, grubbing, and clearing.) The higher unit cost for Extension “C” reflects the steeper and more heavily forested slopes upon which the trail will be constructed, which will increase the difficulty and cost of clearing.

Trail Element	Trail Work			3-to-6 Ft. Retaining Wall			Bridges			Element Total		
	Approximate Length (L.F.)	Unit Cost (\$ per L.F.)	Trail Cost (\$)	Approximate Length (L.F.)	Unit Cost (\$ per L.F.)	Structure Cost (\$)	Approximate Length (L.F.)	Unit Cost (\$ per L.F.)	Bridge Cost (\$)			
Chester Creek Trail Extension “B”												
B1	Segment 1—Trail—Lenni Road to crossing of Chester Creek	Paved Trail	3,000	120	360,000	560	150	84,000				\$444,000
B2	Bridge 1—Crossing over Chester Creek	Bike/ped. Bridge							175	2,000	350,000	\$350,000
B3	Segment 2—Trail—Crossing of Chester Creek to Octoraro Trail/Wawa Station Platform	Paved Trail	960	120	115,200	200	150	30,000				\$145,200
B4	Bridge 2—Bridge over Chester Creek to access the tunnel and station platform	Bike/ped. Bridge							160	2,000	320,000	\$320,000
<i>Chester Creek Trail Extension “B” Total:</i>											\$1,259,200	
Chester Creek Trail Extension “C”												
C1	Segment 1—Trail From Lenni Road to unnamed tributary	Paved Trail	3,400	130	442,000	1,600	150	240,000				\$682,000
C2	Bridge over unnamed tributary and ravine	Bike/ped. Bridge							350	2,000	700,000	\$700,000
C3	Segment 2—Trail from bridge to the Franklin Mint development site	Paved Trail	2,000	130	260,000	900	150	135,000				\$395,000
<i>Chester Creek Trail Extension “C” Total:</i>											\$1,777,000	

Table 1 | Alternative alignments cost estimates



Figure 40 | Rocky Run Trail aerial image

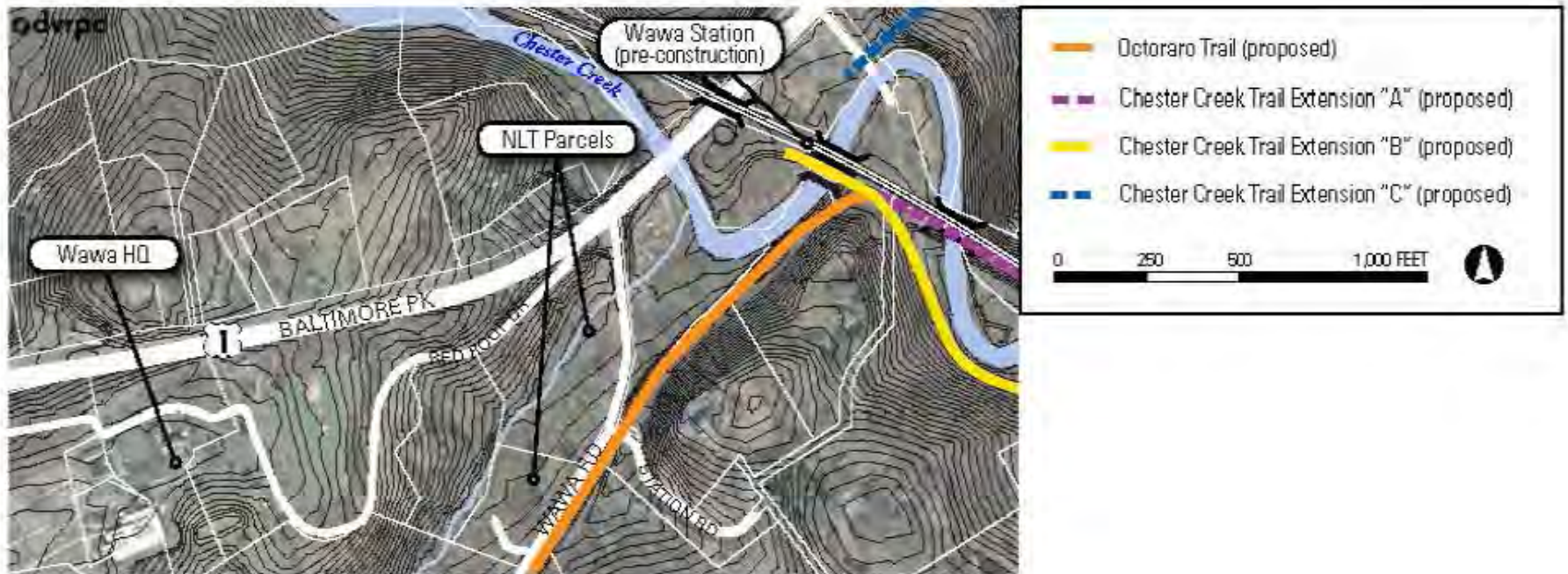
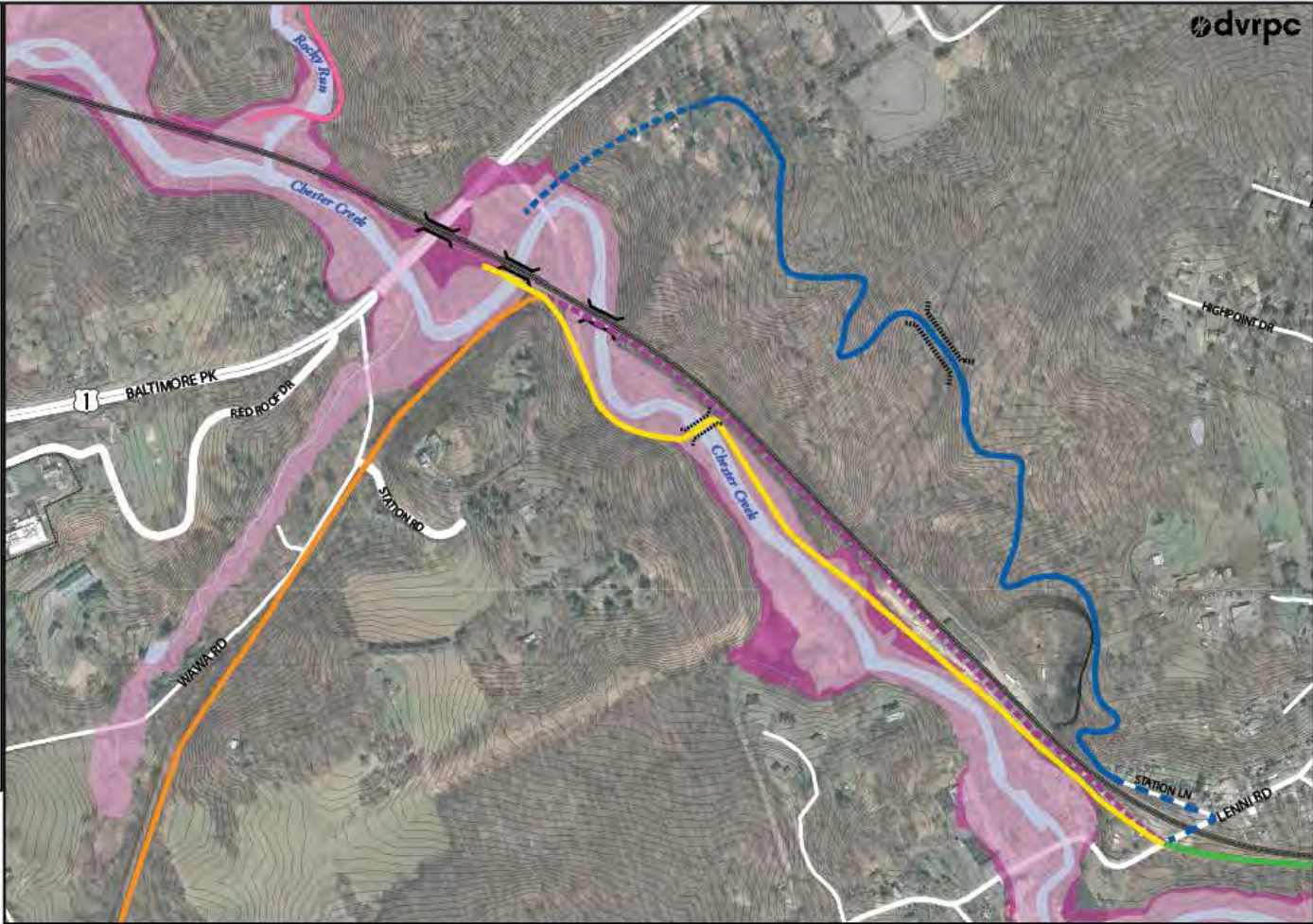
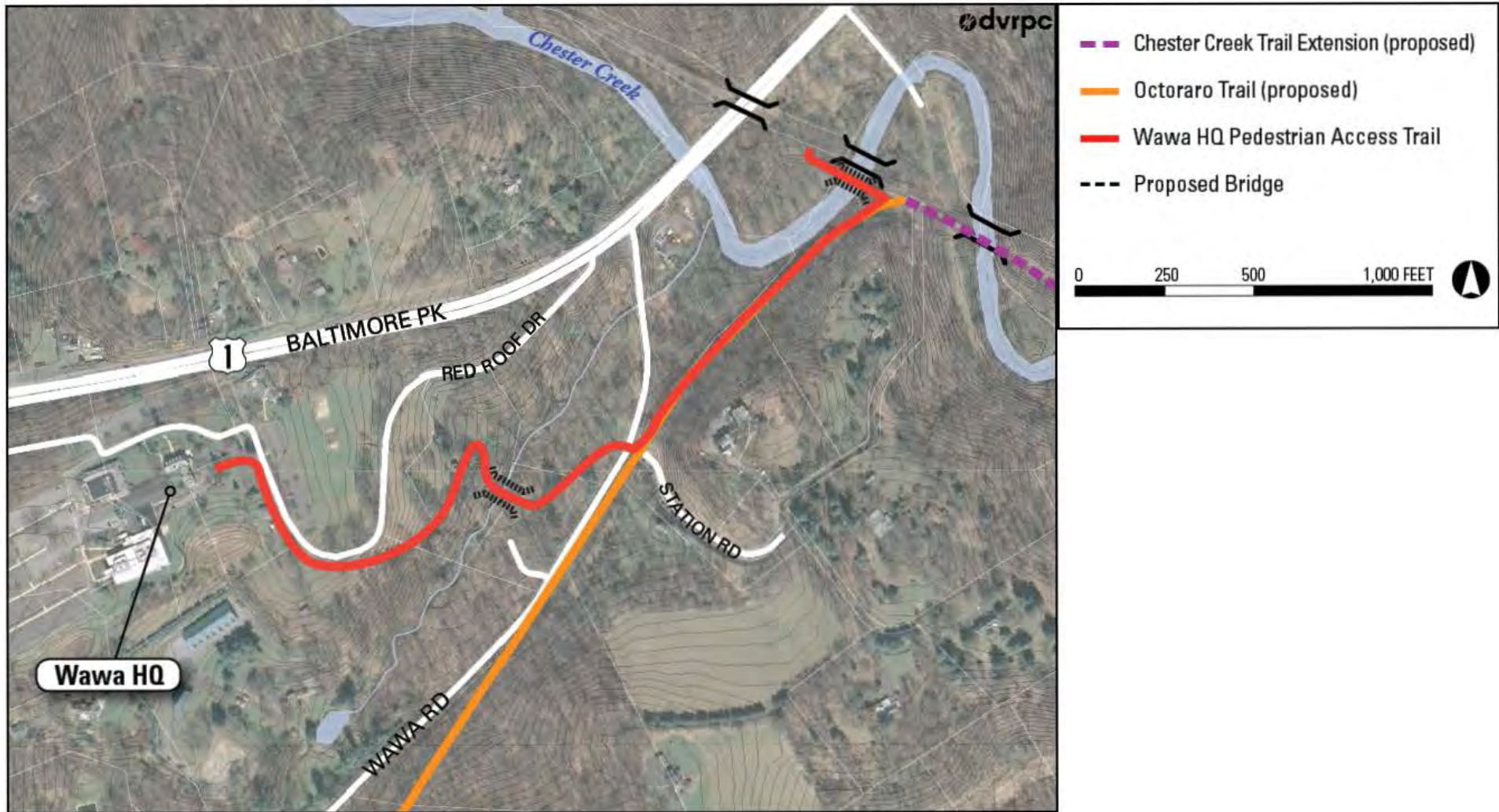


Figure 42 | Wawa corporate headquarters pedestrian access







Transportation
Improvement
Program



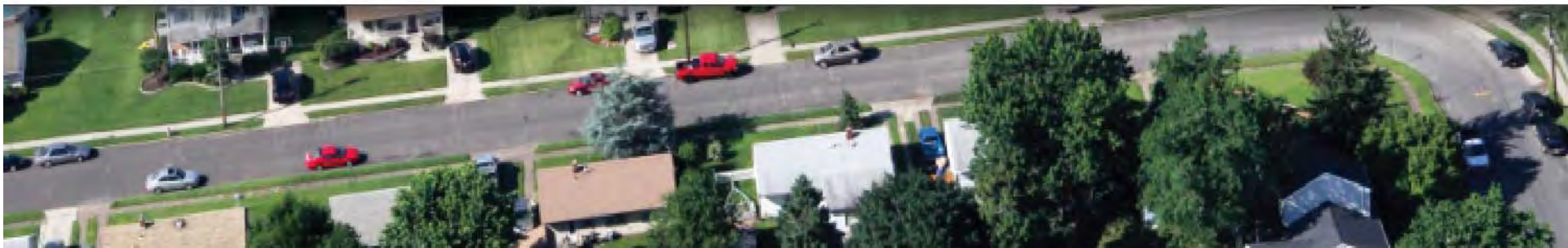
TIP Actions

Transportation Improvement Program

Pennsylvania TIP (FY2015-2018)

New Jersey TIP (FY2016-2019)

April 2016



Chestnut Street Bridges, Ramps, (8) at 30th Street ***City of Philadelphia | Add Phases and Cost Increase***

- ▶ Modify the PA TIP by increasing the overall project cost by \$15,500,000 and add pre-construction phases in FY16 and FY18, accordingly:
 - Add FY16 PE phase - \$164,351 (\$131,481 STU/\$32,870 State 185);
 - Add FY18 PE phase - \$435,649 (\$348,519 STU/\$87,130 State 185);
 - Add FY16 FD phase - \$2,100,000 (\$1,680,200 NHPP/\$419,800 State 185);
 - Increase FY16 ROW by \$8,800,000 State 581 funds from \$1,202,000 to \$10,002,000;
 - Increase FY18 CON by \$4,000,000 STU funds from \$38,914,000 to \$42,914,000;
- ▶ Update project description.
- ▶ Construction is still on schedule with a June 2016 estimated let date.

PA15-82: Chestnut Street Bridges and Ramps at 30th Street



Project will rehabilitate eight structurally deficient bridges.

What will Change:

- Relocate existing bike lane to prevent conflicts with transit.
- Extend project limit from 23rd & 31st St. to 22nd & 34th St.
- Additional repairs to deteriorated bridge structure were found necessary.
- Repairs to existing steel sheeted bulkhead.
- Higher than estimated ROW parcel appraisals.

Proposed TIP Action | PA

Modify the PA TIP for the following project:

Chestnut Street Bridges, Ramps, (8) at 30th Street, City of Philadelphia

- ▶ Increase the overall project cost by \$15,500,000 and add pre-construction phases in FY16 and FY18, accordingly:
 - Add FY16 PE phase - \$164,351 (\$131,481 STU/\$32,870 State 185);
 - Add FY18 PE phase - \$435,649 (\$348,519 STU/\$87,130 State 185);
 - Add FY16 FD phase - \$2,100,000 (\$1,680,200 NHPP/\$419,800 State 185);
 - Increase FY16 ROW by \$8,800,000 State 581 funds from \$1,202,000 to \$10,002,000;
 - Increase FY18 CON by \$4,000,000 STU funds from \$38,914,000 to \$42,914,000.
- ▶ Update project description.

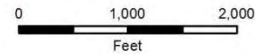
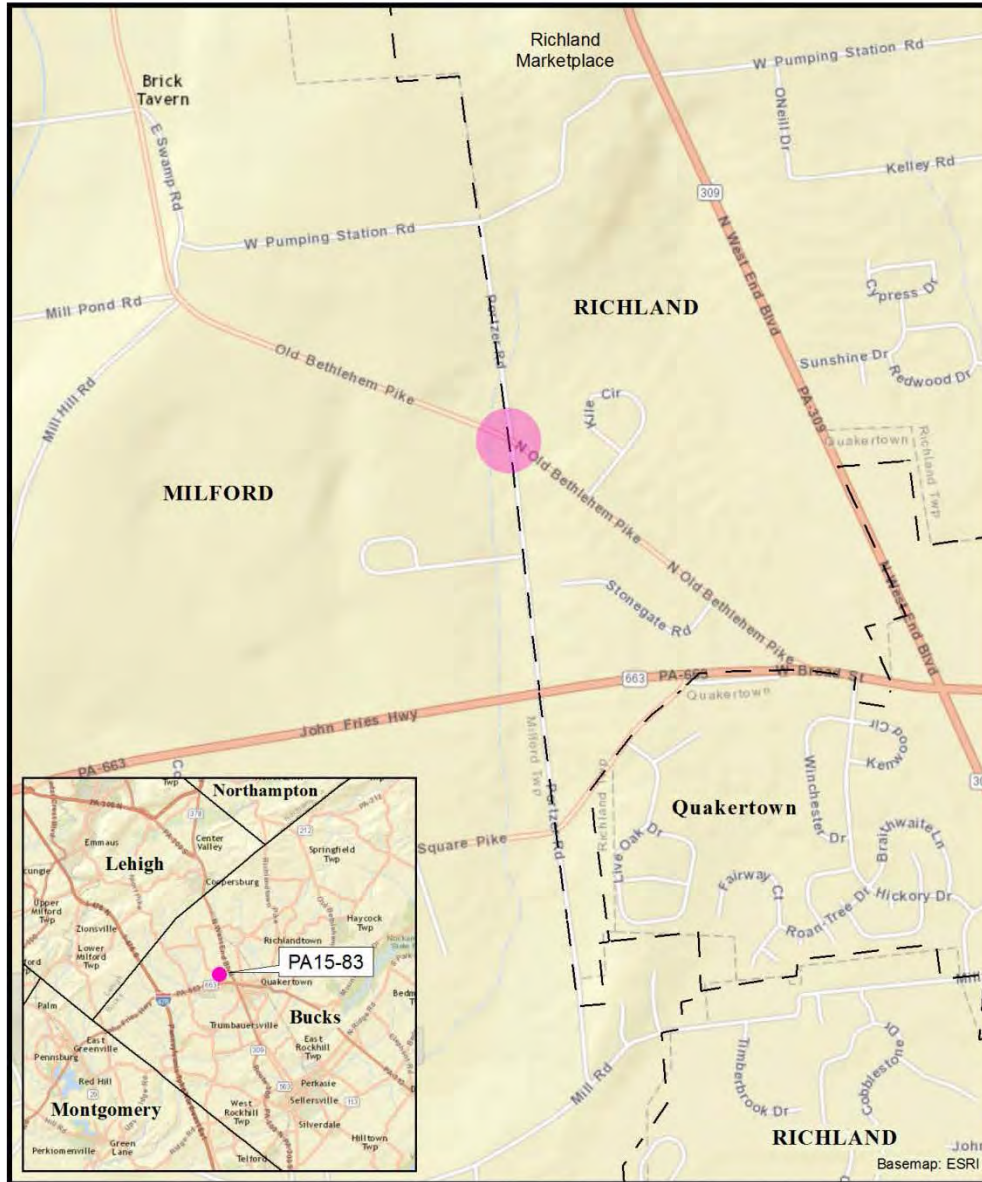


Portzer Road at Old Bethlehem Roundabout

Bucks County | Add Project Back into TIP

- ▶ Amend the PA TIP by adding a \$1,625,000 earmark funded project, Portzer Road at Old Bethlehem Roundabout, back into the TIP, accordingly:
 - FY16 PE - \$100,000 SXF;
 - FY18 FD - \$50,000 SXF;
 - FY18 UTL - \$100,000 SXF;
 - FY18 ROW - \$75,000 SXF;
 - FY19 CON - \$1,300,000 SXF.
- ▶ Construct a roundabout at Portzer Rd. & Old Bethlehem Pike

PA15-83: Portzer Road at Old Bethlehem Roundabout



Proposed TIP Actions | PA

Amend PA TIP for the following project:

Portzer Road at Old Bethlehem Roundabout, Bucks County

- ▶ Add a \$1,625,000 earmark funded project, Portzer Road at Old Bethlehem Roundabout, back into the TIP, accordingly:
 - FY16 PE - \$100,000 SXF;
 - FY18 FD - \$50,000 SXF;
 - FY18 UTL - \$100,000 SXF;
 - FY18 ROW - \$75,000 SXF;
 - FY19 CON - \$1,300,000 SXF.



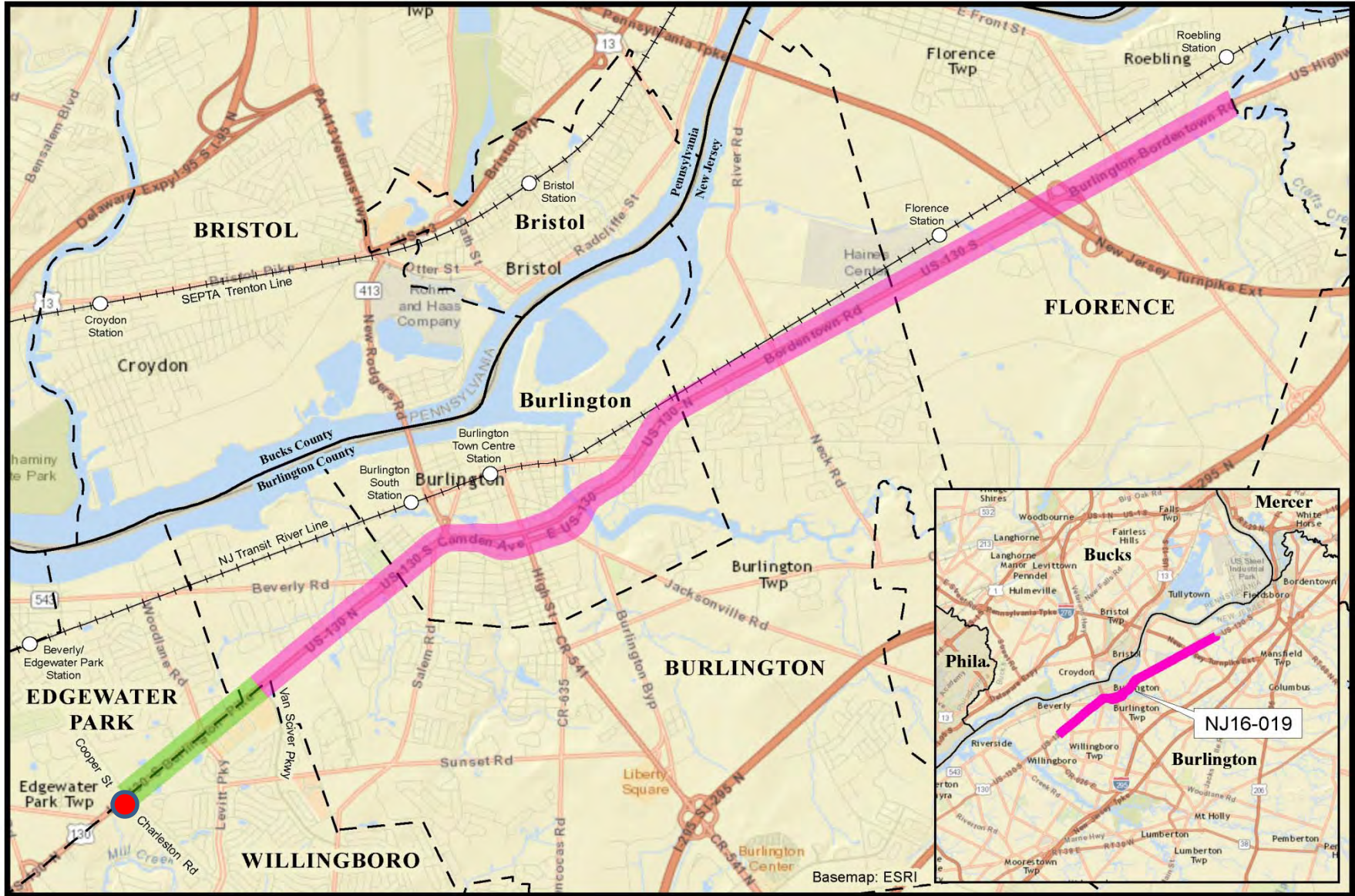
Source: Mainline Media News (Michael Price, April 16, 2014)

Route 130, Van Sciver Parkway to Crafts Creek Burlington County | Add and Delay Phases

- ▶ Modify the NJ TIP by the following:
 - Add a FY17 ROW phase for \$888,000 NHPP funds;
 - Delay the \$12,960,000 NHPP funded CON phase from FY16 to FY18 (\$6,480,000) and FY19 (\$6,480,000);
 - Update project description;
 - Update project title to "Route 130, Charleston Road/Cooper Street (CR 630) to Crafts Creek."
- ▶ Resurfacing along US 130 NB will extend from Van Sciver Parkway to Charleston Road/Cooper Street.
- ▶ Project will now include improvements at the US 130 and Charleston Road/Cooper Street intersection.



NJ16-019: Route 130, Charleston Road/Cooper Street (CR 630) to Crafts Creek



 Intersection will be improved.



Proposed TIP Action | NJ

Modify the NJ TIP for the following project:

- ▶ Route 130, Van Sciver Parkway to Crafts Creek, Burlington County
 - Add a FY17 ROW phase for \$888,000 NHPP funds;
 - Delay the \$12,960,000 NHPP funded CON phase from FY16 to FY18 (\$6,480,000) and FY19 (\$6,480,000);
 - Update project description;
 - Update project title to "Route 130, Charleston Road/Cooper Street (CR 630) to Crafts Creek."

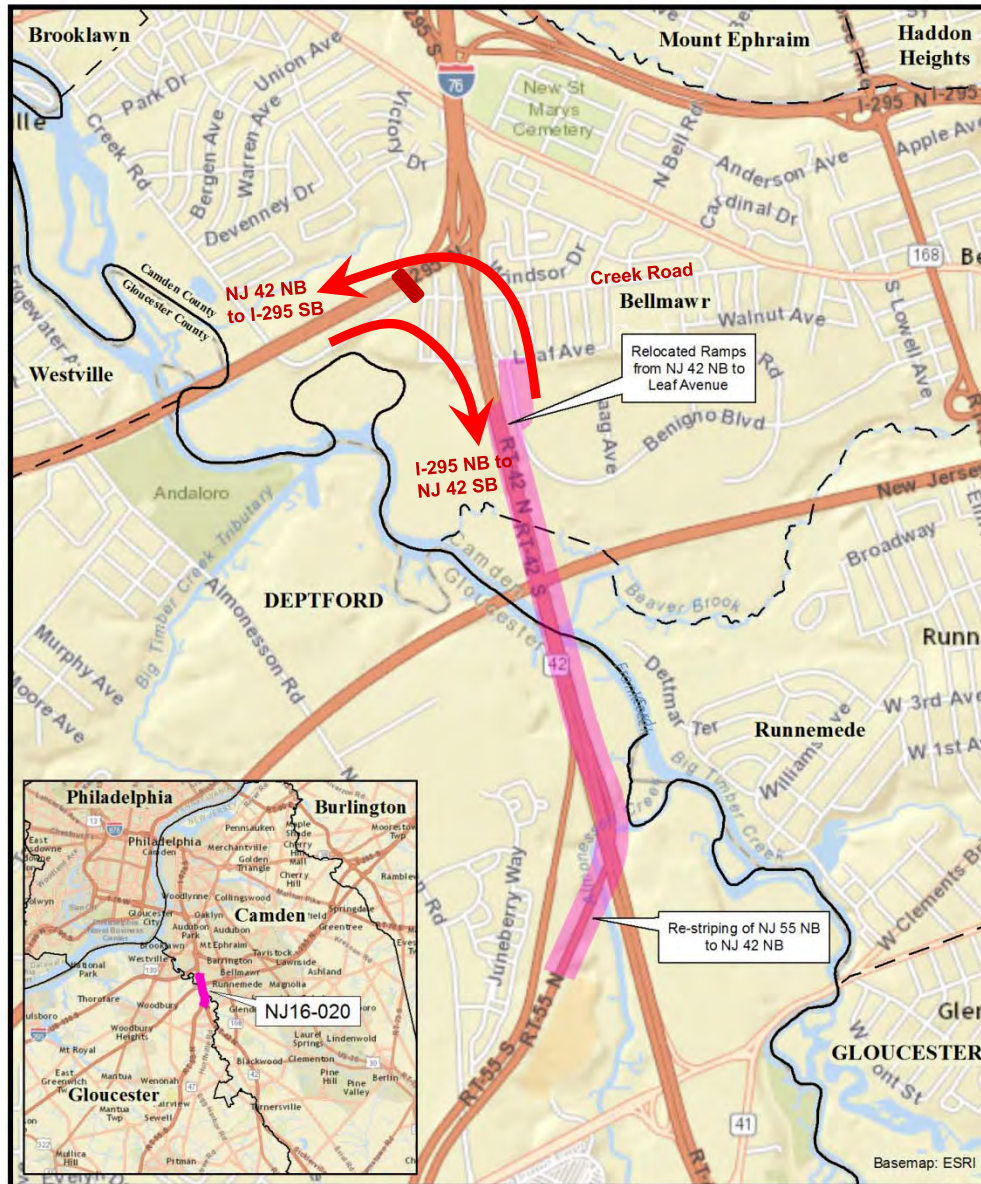


Route 295/42, Missing Moves, Bellmawr Camden County / Cost Increase

- ▶ Modify the NJ TIP by increasing the FY16 Final Design (DES) cost by \$4,459,000 earmark (DEMO) funds from \$5,500,000 to \$9,959,000 DEMO funds.
- ▶ The funding source for \$4,459,000 in FY17 CON will switch from DEMO to federal NHPP funds.
- ▶ CON cost and schedule will not change.
- ▶ Update project description.
- ▶ The DES cost has increased due to updated cost estimates and NJDOT's decision to build the project away from the landfill by shifting the entire alignment on the western side of Route 42 to the east.



NJ16-020: Route 295/42 Missing Moves, Bellmawr



2 new connector ramps, from Route 42 NB to I-295 SB and from I-295 NB to Route 42 SB will enable motorists to make movements between I-295 and Route 42.

What will Change:

- The new ramps will now merge to north of Creek Road (instead of south), thus changing the entrance and exit on I-295 from Route 42.
- The Creek Road Bridge over I-295 will now be replaced (not raised).
- New soil borings and verification of design features will now be required due to new alignment.

Proposed TIP Action | NJ

Modify the NJ TIP for the following project:

- ▶ Route 295/42, Missing Moves, Bellmawr, Camden County
 - Increase the FY16 DES cost by \$4,459,000 earmark (DEMO) funds from \$5,500,000 to \$9,959,000 DEMO funds;
 - The funding source for \$4,459,000 in FY17 CON will switch from DEMO to federal NHPP funds.
 - Update project description.



Route 70, Route 38 to Cropwell Road

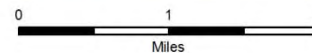
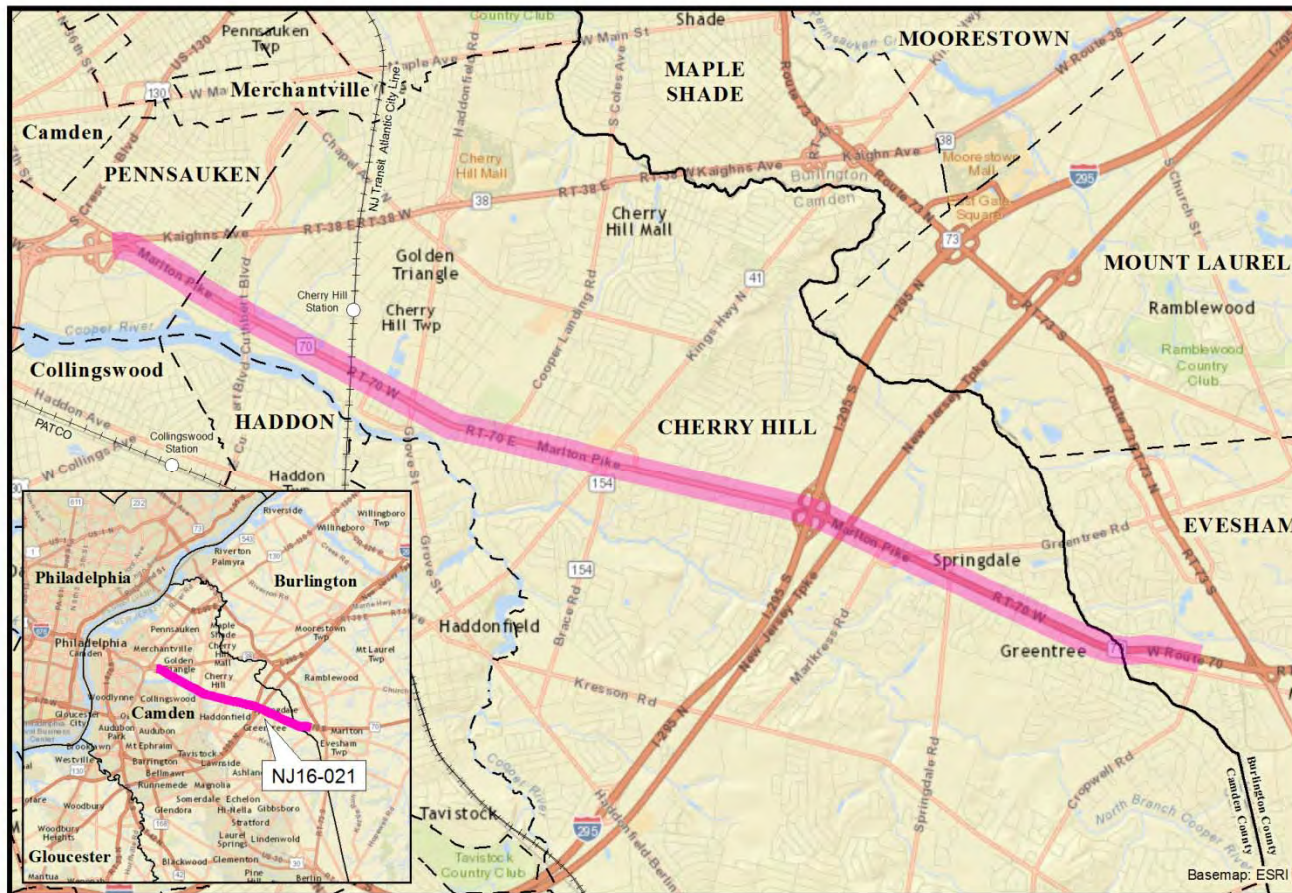
Burlington and Camden Counties

Cost Increase and Advance ROW Phase

- ▶ Modify the NJ TIP by the following:
 - Increase the FY16 DES cost by \$4,100,000 from \$4,000,000 to \$8,100,000 NHPP funds;
 - Advance ROW phase and increasing the ROW cost by \$4,900,000 from FY18 (\$2,000,000 NHPP) to FY17 (\$6,900,000 NHPP).
 - Update project description.
- ▶ Construction schedule and cost have not changed.
- ▶ Cost increases are due to a scope increase that will require additional ROW acquisition.



NJ16-021: Route 70, Route 38 to Cropwell Road



What will Change?

- Include 9 NJDOT jughandles
- Include Cuthbert Blvd (between Route 70 & Route 38)
- Add sidewalks
- Replace 2 additional culverts at Chandlers Run and Pennsauken Creek

Proposed TIP Action | NJ

Modify the NJ TIP for the following project:

- ▶ Route 70, Route 38 to Cropwell Road, Burlington and Camden Counties
 - Increase the FY16 DES cost by \$4,100,000 from \$4,000,000 to \$8,100,000 NHPP funds;
 - Advance ROW phase and increasing the ROW cost by \$4,900,000 from FY18 (\$2,000,000 NHPP) to FY17 (\$6,900,000 NHPP).
 - Update project description.





Transportation
Improvement
Program

TIP

Thank You!

www.dvrpc.org/TIP

DVRPC Regional Cyclical Bicycle Count Program Summary

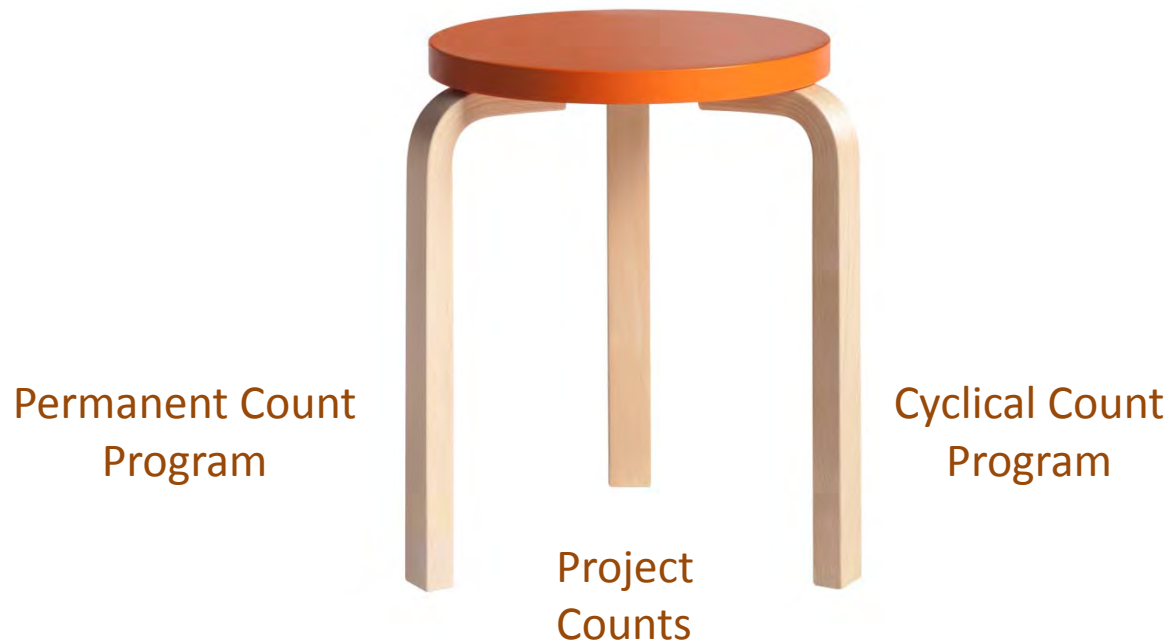
2014/2015

Cassidy Boulan, AICP



Why have a cyclical program?

The FHWA Traffic Monitoring Guide identifies three main types of count programs



The Cyclical Program

For motorized travel monitoring, cyclical program data is used for:

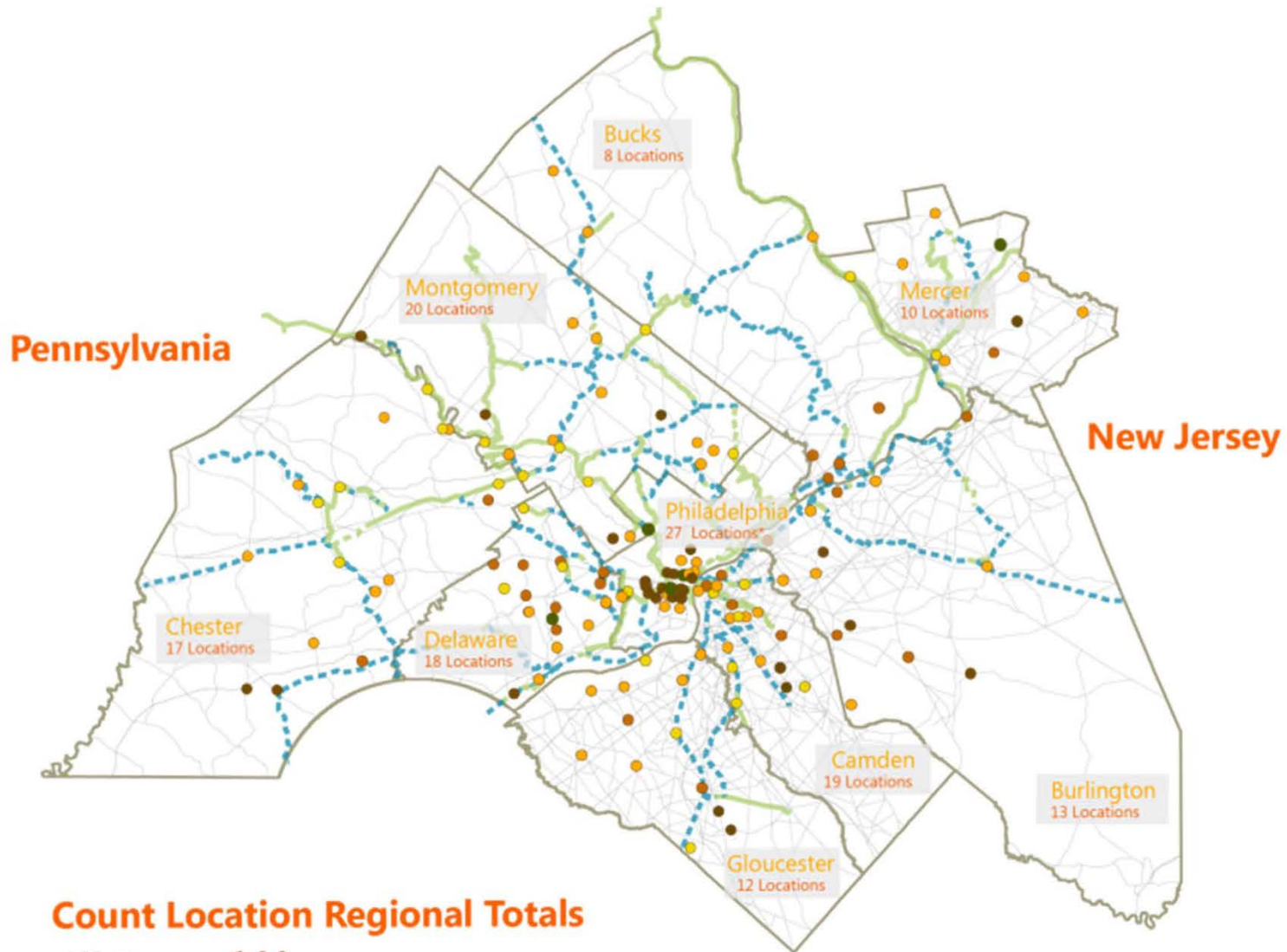
- **Federal gas tax state reimbursements**
- **Travel trend analysis**
- **Vehicle Miles of Travel (VMT) estimation**
- **Air quality modeling inputs**

For non-motorized travel monitoring, we are now thinking about the uses of the data, but some ideas:

- **Travel trend analysis**
- **Carbon credits?**

Program Development

- 1. Requested count location suggestions from counties, transit agencies, advocates, and TMAs**
- 2. Mapped all submitted locations and removed any that were redundant**
- 3. Asked stakeholders to review and make changes, as necessary**



Count Location Regional Totals

All Types: **144**

Trails and Sidepaths **29**

Bicycle Lanes **30**

Sharrows **5**

Striped Shoulders **24**

Mixed Traffic **56**

LEGEND

Circuit Trail Network

- Existing Trail Facility
- - - Proposed Trail Facility
- - - Planned Trail Facility

Types of Facilities

Trail or Sidepath



Striped Shoulder



Sharrow



Bicycle Lane



Mixed Traffic




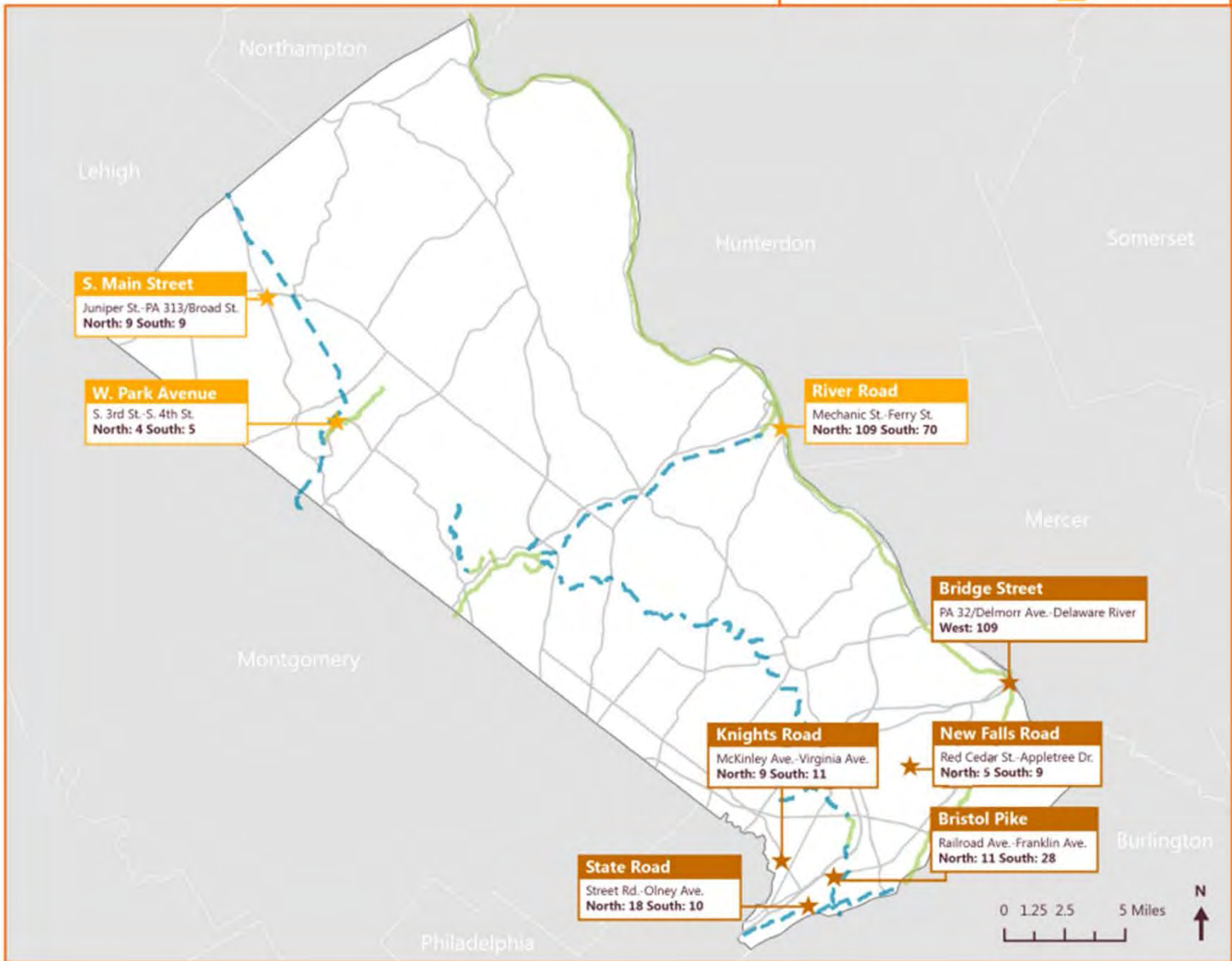
Bucks County

Annual Average Daily Bicycle Traffic Volumes (AADB) for Cyclical Bicycle Count Locations

Counts Taken July and August 2014

LEGEND

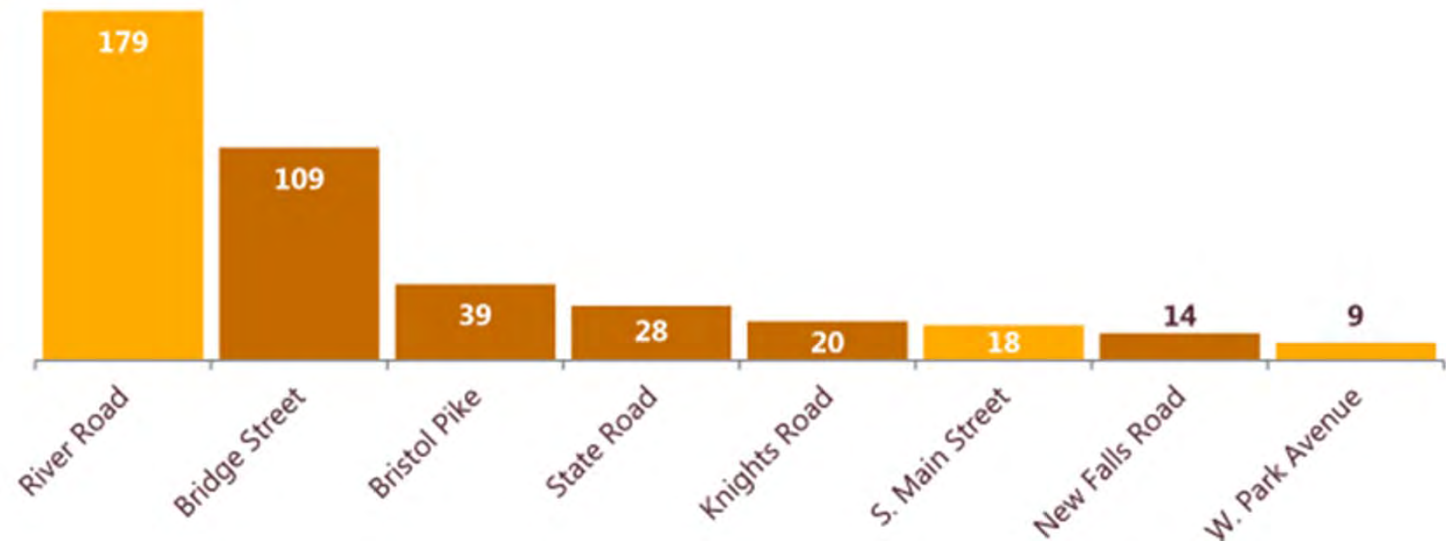
 Trail/Sidepath Cyclical Count	 Bicycle Lane
 Existing Trail Facility	 Sharrow
 Proposed Trail Facility	 Striped Shoulder
 Planned Trail Facility	 Mixed Traffic



Bucks County

ON-ROAD FACILITIES

Bidirectional Total



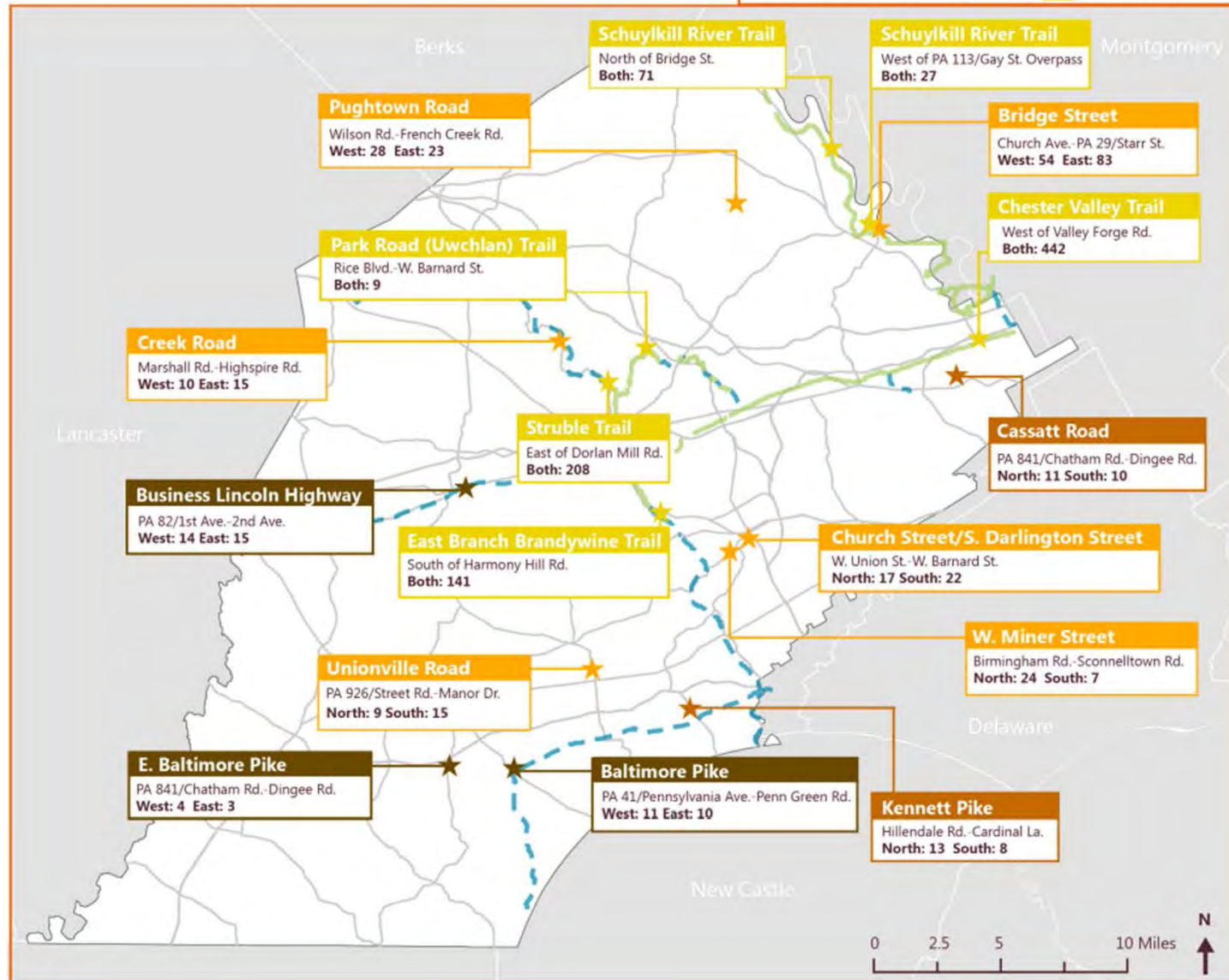
Chester County

Annual Average Daily Bicycle Traffic Volumes (AADB) for Cyclical Bicycle Count Locations

Counts Taken June 2015

LEGEND

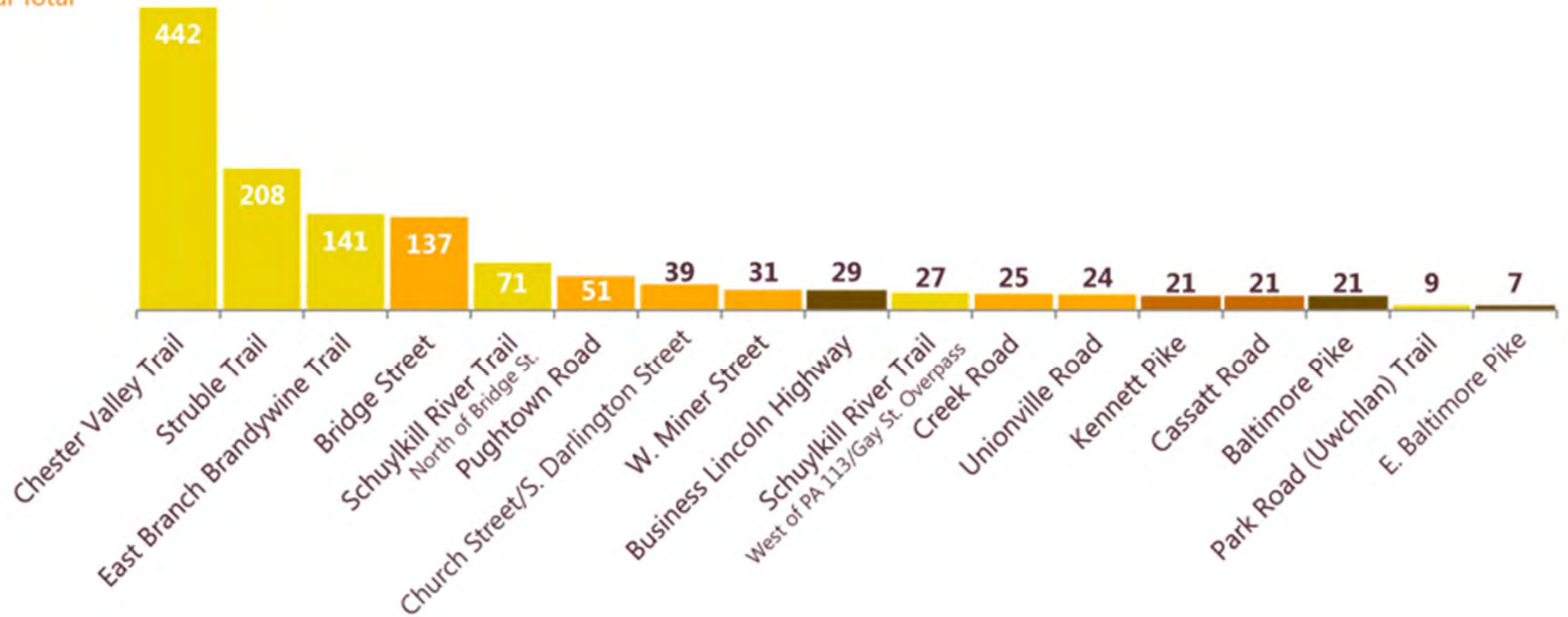
- | | |
|-------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------|
|  Trail/Sidepath Cyclical Count |  On-Road Cyclical Count |
|  Existing Trail Facility |  Bicycle Lane |
|  Proposed Trail Facility |  Sharrow |
|  Planned Trail Facility |  Striped Shoulder |
| |  Mixed Traffic |



Chester County

ON-ROAD AND TRAIL FACILITIES

Bidirectional Total











Delaware County

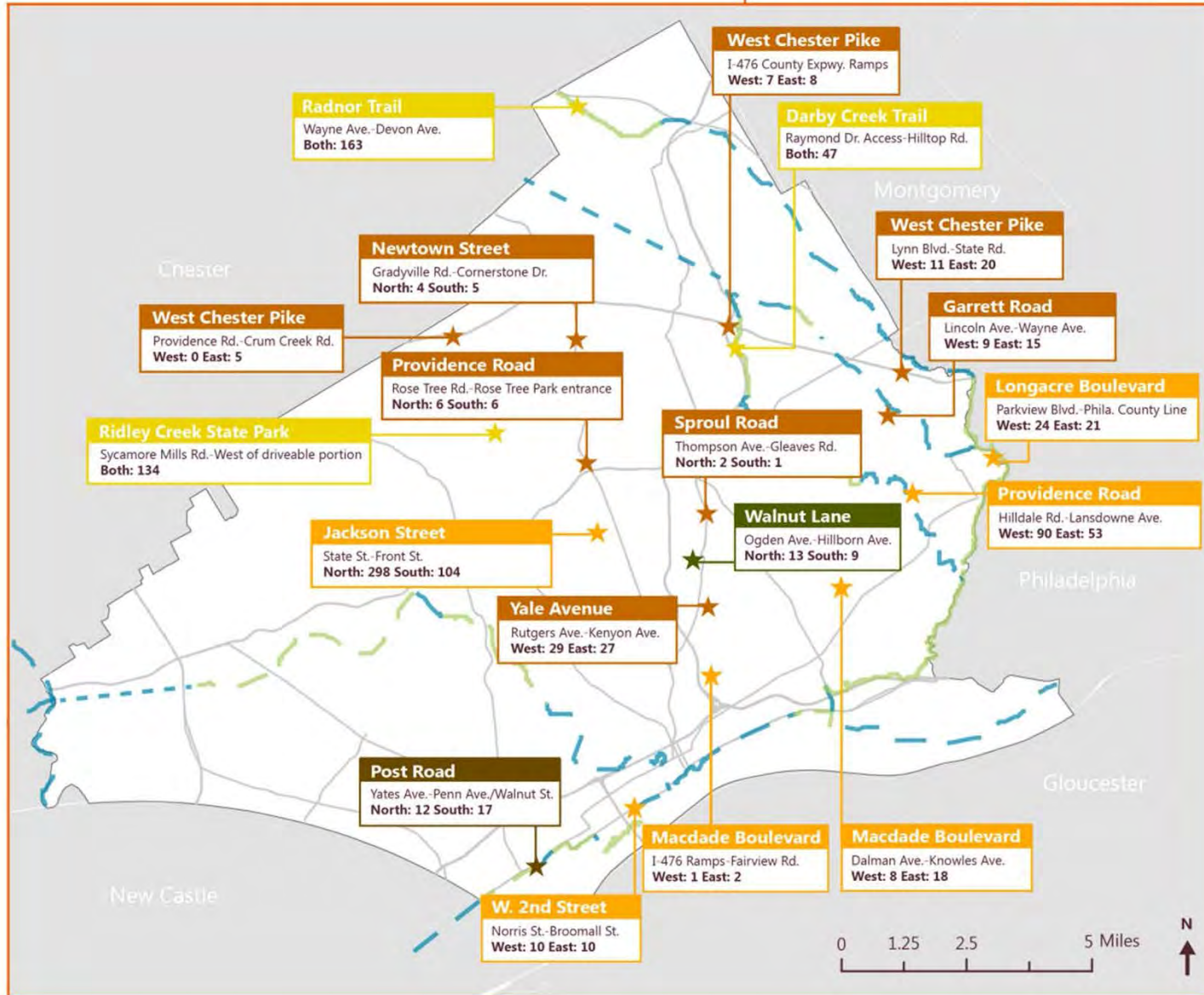
Annual Average Daily Bicycle Traffic Volumes (AADB) for Cyclical Bicycle Count Locations

Counts Taken August and September 2015

LEGEND

 Trail/Sidepath Cyclical Count	 Bicycle Lane
 Existing Trail Facility	 Sharrow
 Proposed Trail Facility	 Striped Shoulder
 Planned Trail Facility	 Mixed Traffic

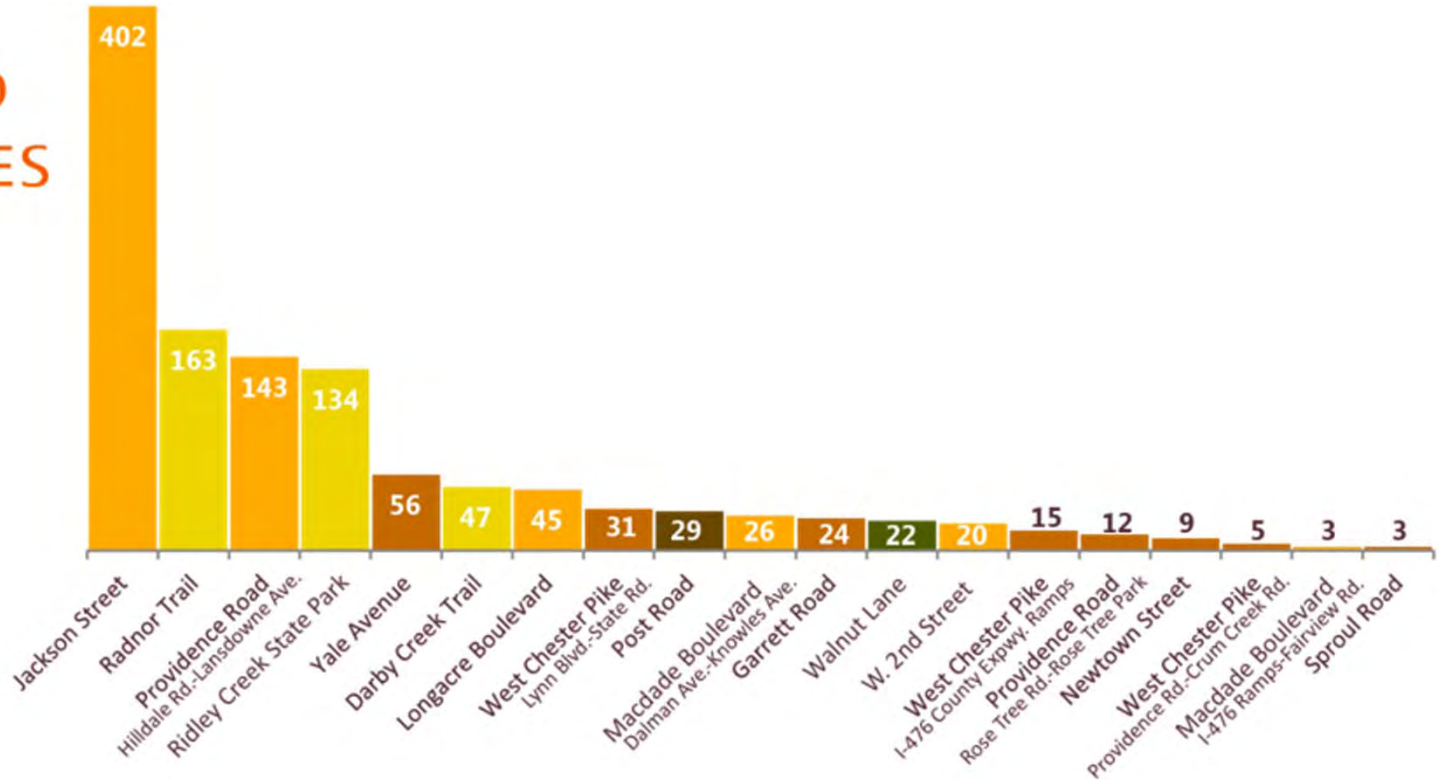
On-Road Cyclical Count



Delaware County

ON-ROAD AND TRAIL FACILITIES

Bidirectional Total



Montgomery County

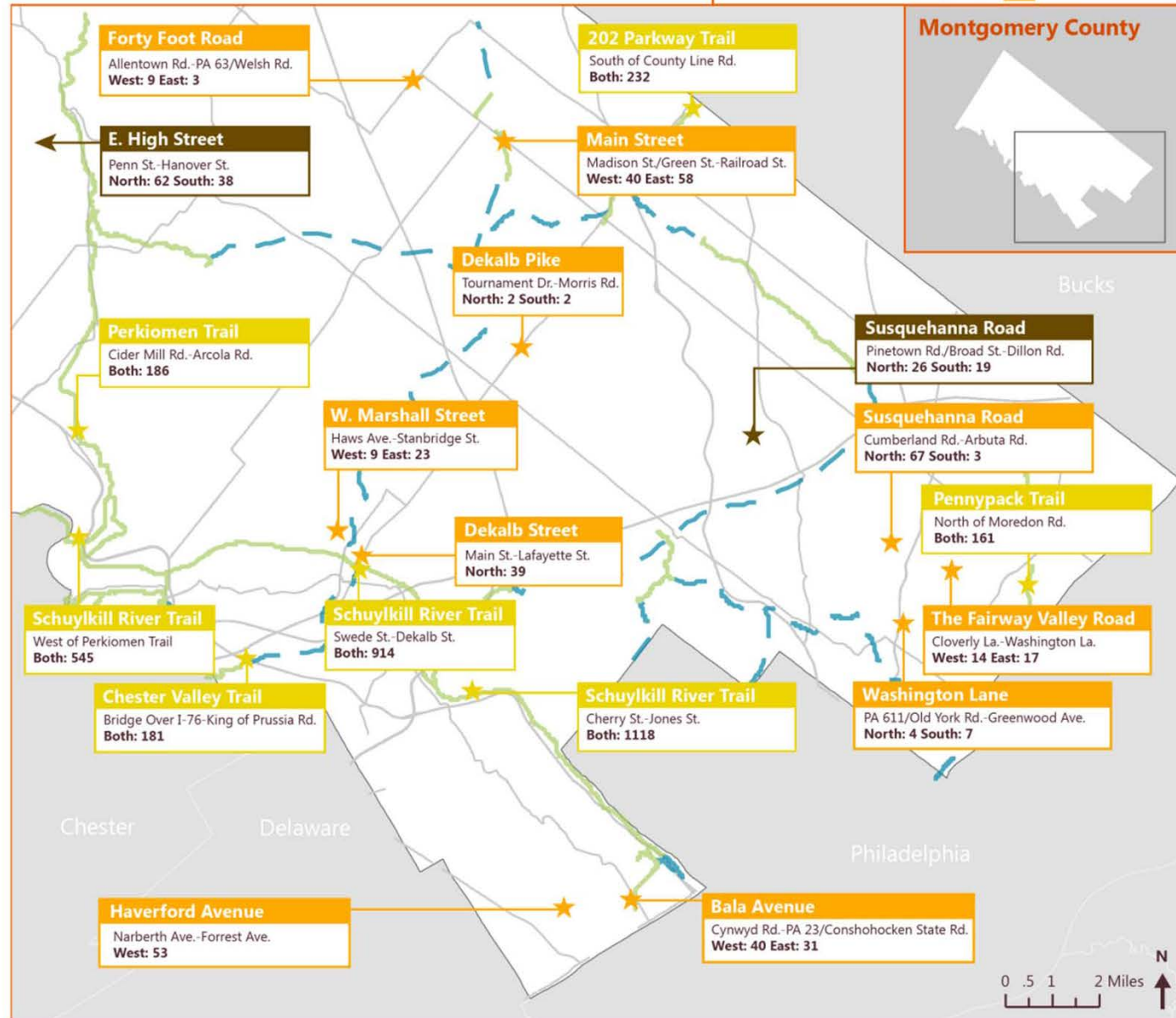
Annual Average Daily Bicycle Traffic Volumes (AADB) for Cyclical Bicycle Count Locations

Counts Taken May and June 2015

LEGEND

- | | |
|-------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------|
|  Trail/Sidepath Cyclical Count |  Bicycle Lane |
|  Existing Trail Facility |  Sharrow |
|  Proposed Trail Facility |  Striped Shoulder |
|  Planned Trail Facility |  Mixed Traffic |

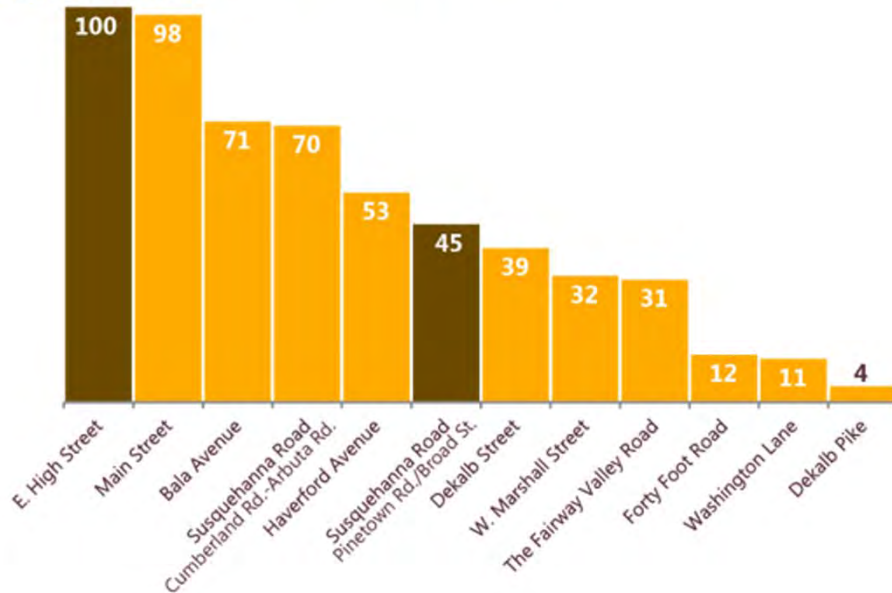
On-Road Cyclical Count



Montgomery County

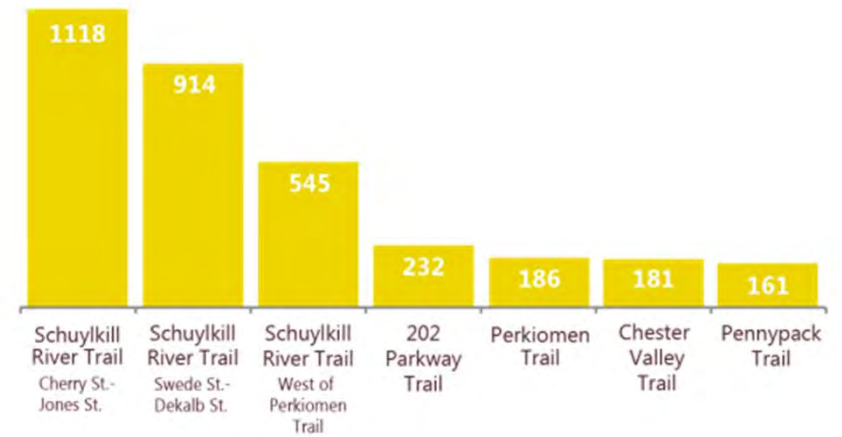
ON-ROAD FACILITIES

Bidirectional Total



TRAIL FACILITIES

Bidirectional Total



City of Philadelphia

Annual Average Daily Bicycle Traffic Volumes (AADB) for Cyclical Bicycle Count Locations

Counts Taken July and August 2015

LEGEND

- | | |
|-------------------------------|------------------|
| Trail/Sidepath Cyclical Count | Bicycle Lane |
| Existing Trail Facility | Sharrow |
| Proposed Trail Facility | Striped Shoulder |
| Planned Trail Facility | Mixed Traffic |



Trails

- 1 Cobbs Creek Trail Sidepath**
Hadfield St.-Whitby Ave.
Both: 53

Bicycle Lanes

- 2 Walnut Street**
44th St.-45th St.
West: 225
- 3 S. 44th Street**
Spruce St.-Locust St.
South: 122
- 4 Baltimore Avenue**
43rd St.-44th St.
West: 317 East: 359
- 5 Spruce Street**
34th St.-36th St. Walk
West: 574 East: 725
- 6 S. 34th Street**
Chestnut St.-Walnut St.
South: 263
- 7 South Street**
Convention Blvd.-I-76 Ramps
West: 832 East: 841

- 8 South Street**
24th St.-25th St.
West: 830
- 9 Spring Garden Street**
Eakins Oval-Pennsylvania Ave.
West: 270
- 10 Washington Avenue**
19th St.-20th St.
West: 269 East: 227
- 11 Spruce Street**
18th St.-19th St.
West: 912
- 12 Pine Street**
18th St.-19th St.
East: 1049
- 13 Spring Garden Street**
17th St.-18th St.
West: 429 East: 436
- 14 Washington Avenue**
6th St.-7th St.
West: 192 East: 218
- 15 Spring Garden Street**
7th St.-8th St.
West: 522 East: 540

- 16 Spruce Street**
6th St.-7th St.
West: 732
- 17 Pine Street**
5th St.-6th St.
East: 544
- 18 Lehigh Avenue**
5th St.-Orkney St.
West: 103 East: 107
- 19 Grays Ferry Ave Bridge**
34th St.-47th St.
West: 99 East: 104
- 20 Main Street**
Jamestown Ave.-Shurs La.
West: 261 East: 335
- 21 S. 25th Street**
Spruce St.-Locust St.
North: 367
- 22 N. 13th Street**
Spring Garden St.-Ridge Ave.
North: 161

Sharrows

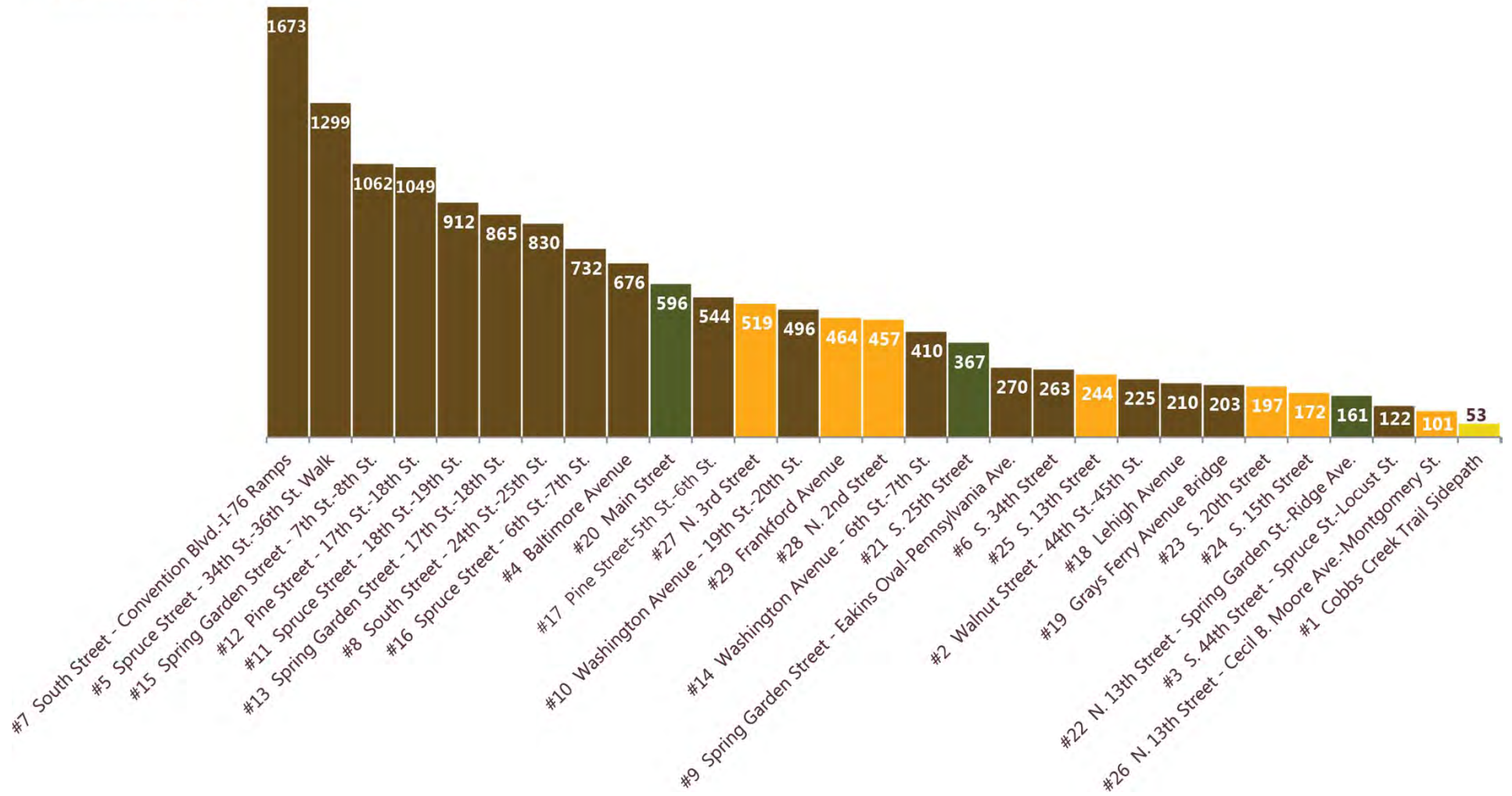
Mixed Traffic

- 23 S. 20th Street**
Washington Ave.-Carpenter St.
North: 197
- 24 S. 15th Street**
Mifflin St.-Moore St.
South: 172
- 25 S. 13th Street**
Moore St.-Morris St.
North: 244
- 26 N. 13th Street**
Cecil B. Moore Ave.-Montgomery St.
North: 101
- 27 N. 3rd Street**
Fairmount Ave.-Brown St.
North: 519
- 28 N. 2nd Street**
Poplar St.-Brown St.
South: 457
- 29 Frankford Avenue**
Montgomery Ave.-Berks St.
North: 212 South: 252

Philadelphia County

ON-ROAD AND TRAIL FACILITIES

Bidirectional Total











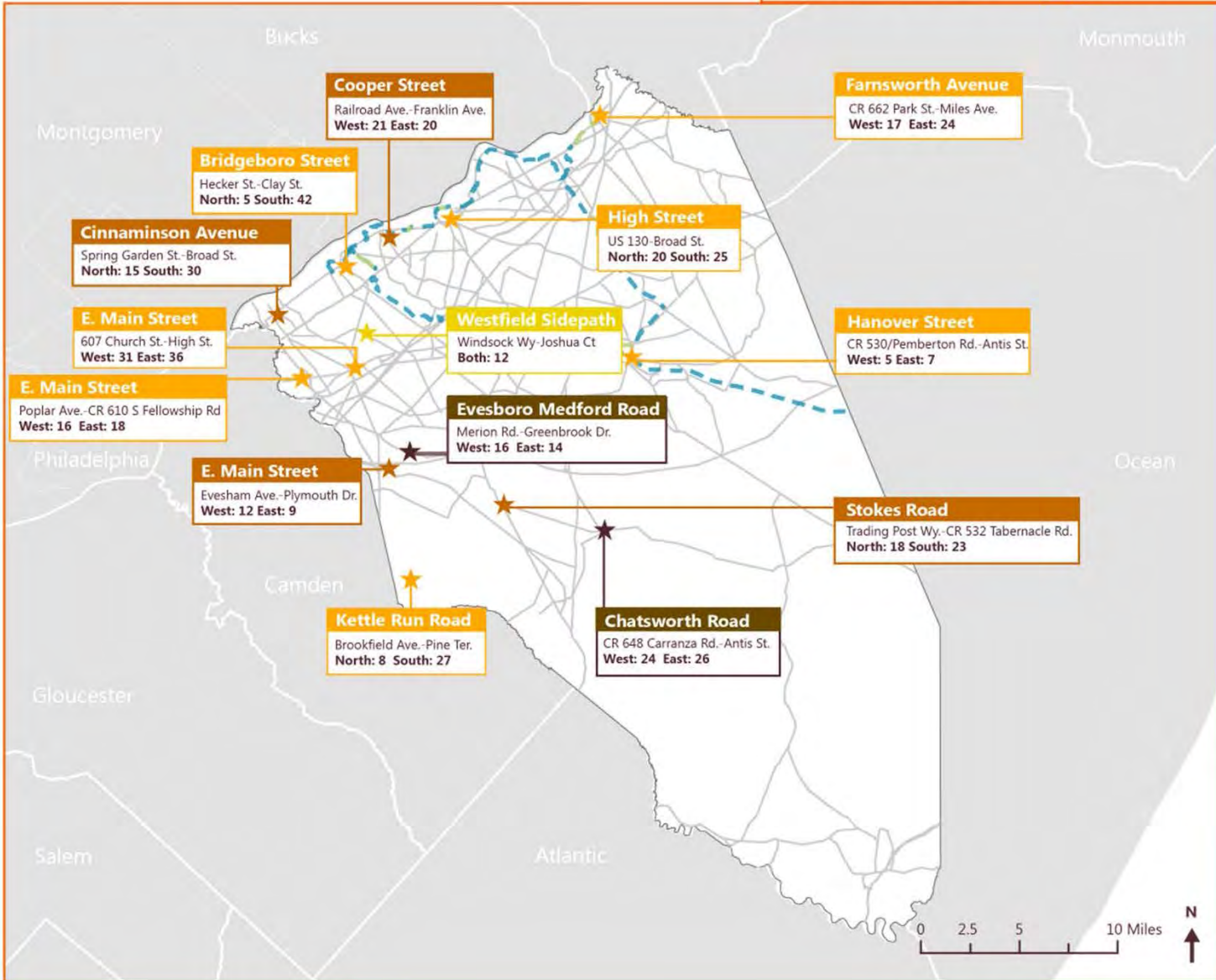
Burlington County

Annual Average Daily Bicycle Traffic Volumes (AADB) for Cyclical Bicycle Count Locations

Counts Taken August 2014

LEGEND

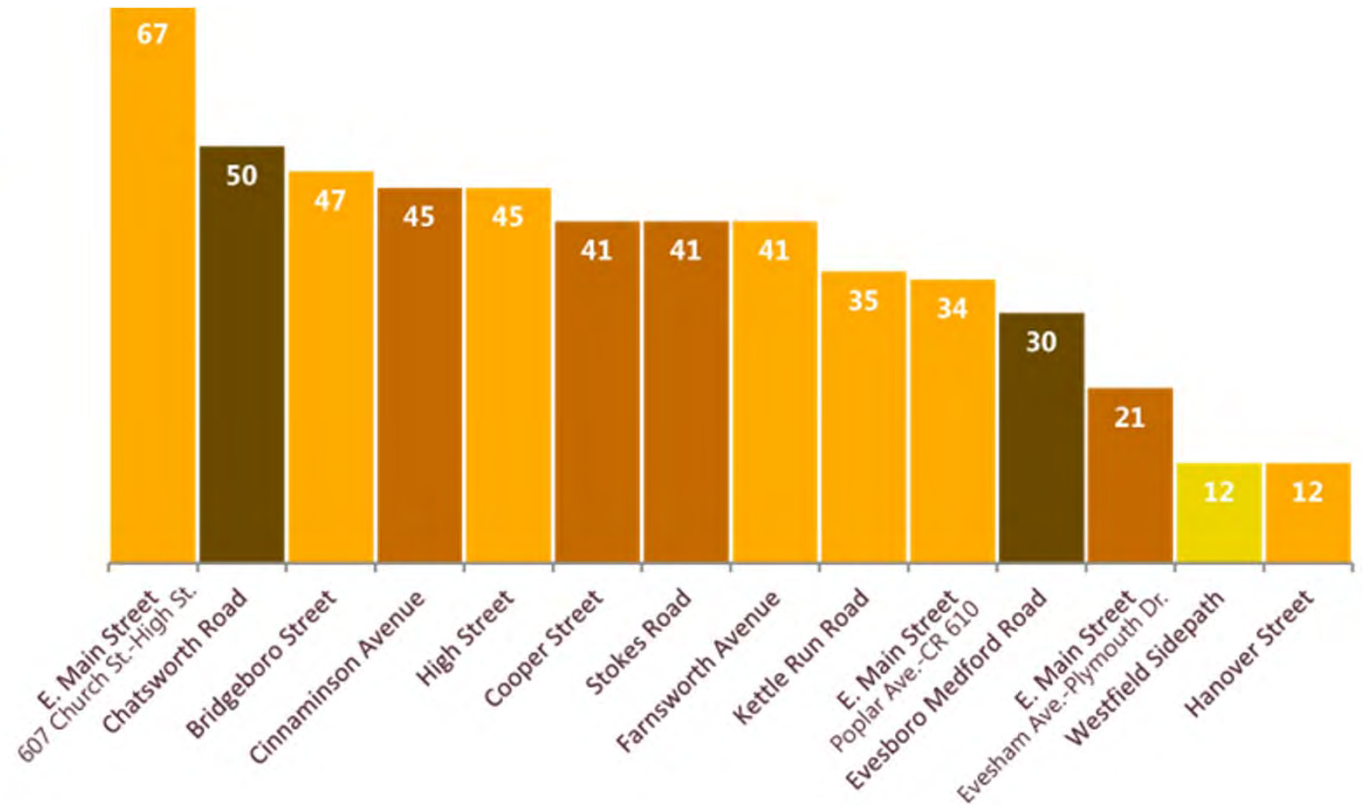
- | | |
|-------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------|
|  Trail/Sidepath Cyclical Count |  Bicycle Lane |
|  Existing Trail Facility |  Sharrow |
|  Proposed Trail Facility |  Striped Shoulder |
|  Planned Trail Facility |  Mixed Traffic |



Burlington County

ON-ROAD AND TRAIL FACILITIES

Bidirectional Total



Camden County

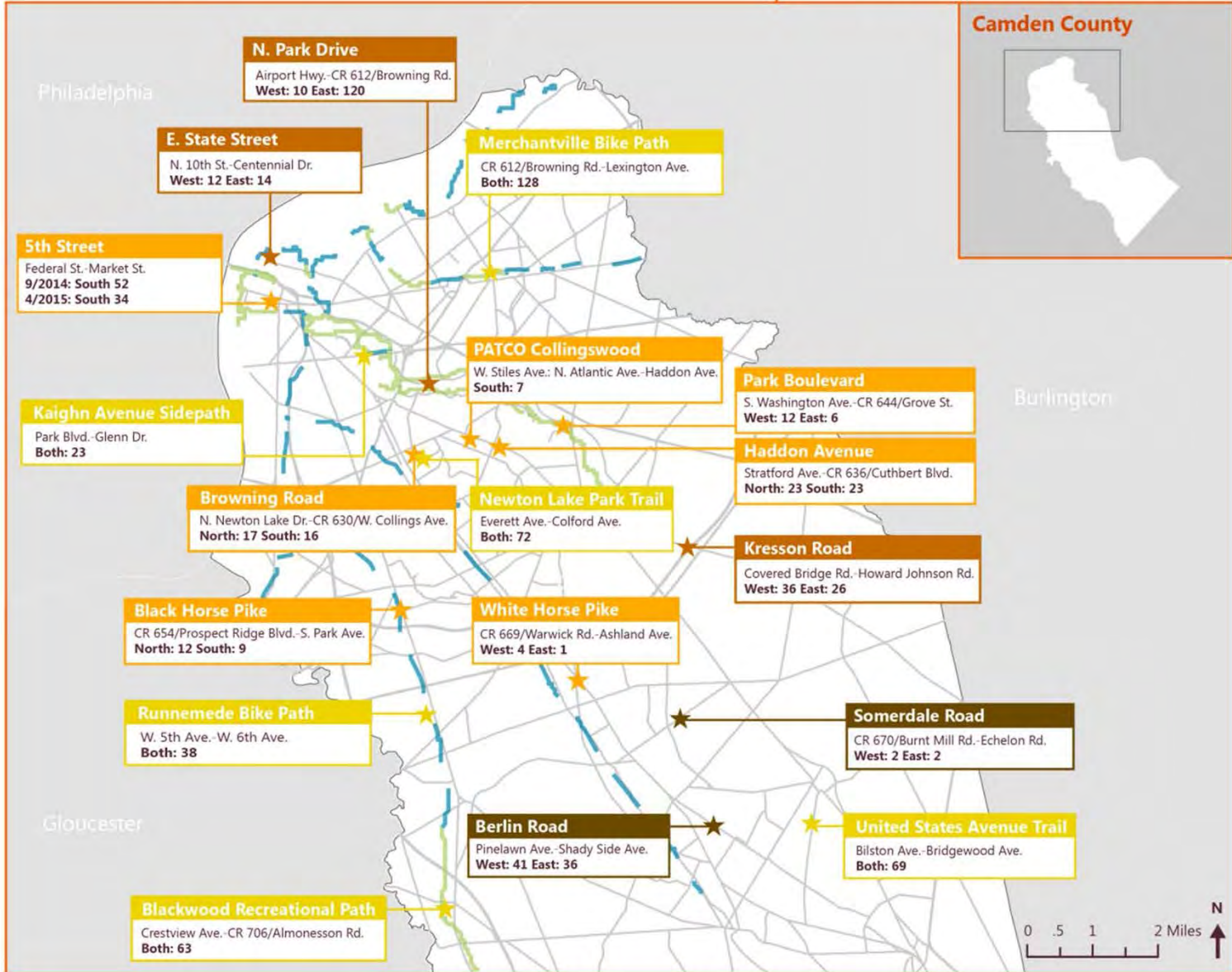
Annual Average Daily Bicycle Traffic Volumes (AADB) for Cyclical Bicycle Count Locations

Counts Taken September 2014 and April 2015

LEGEND

 Trail/Sidepath Cyclical Count	 Bicycle Lane
 Existing Trail Facility	 Sharrow
 Proposed Trail Facility	 Striped Shoulder
 Planned Trail Facility	 Mixed Traffic

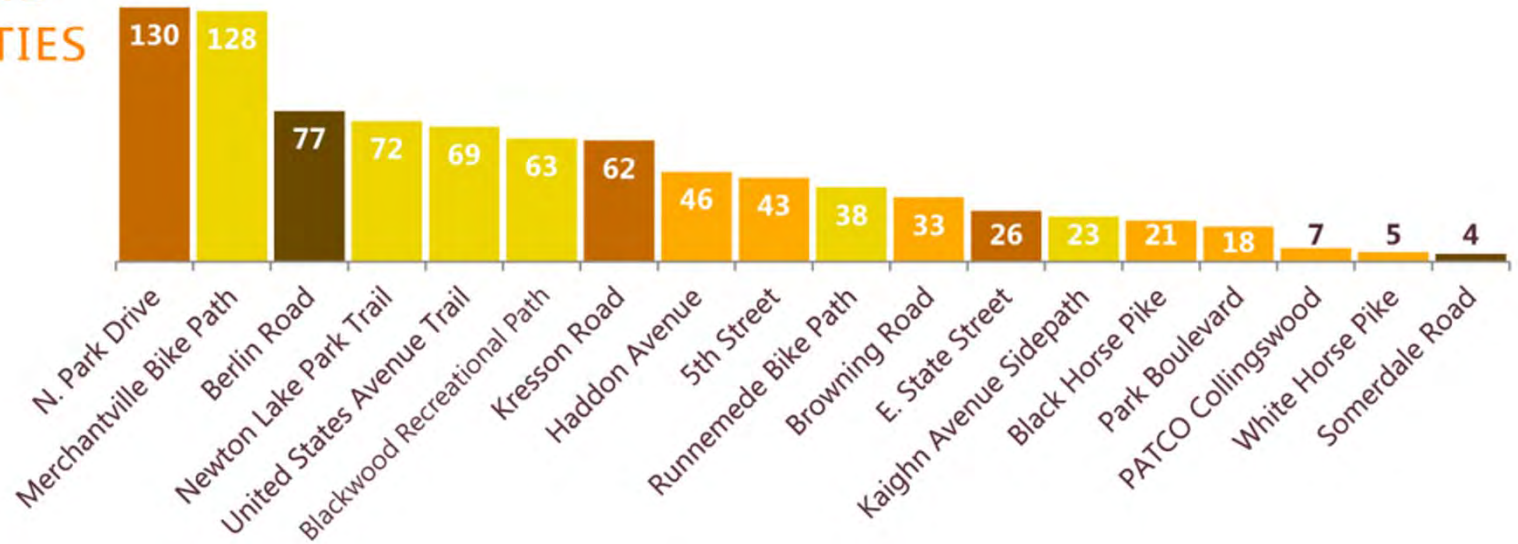
On-Road Cyclical Count



Camden County

ON-ROAD AND TRAIL FACILITIES

Bidirectional Total



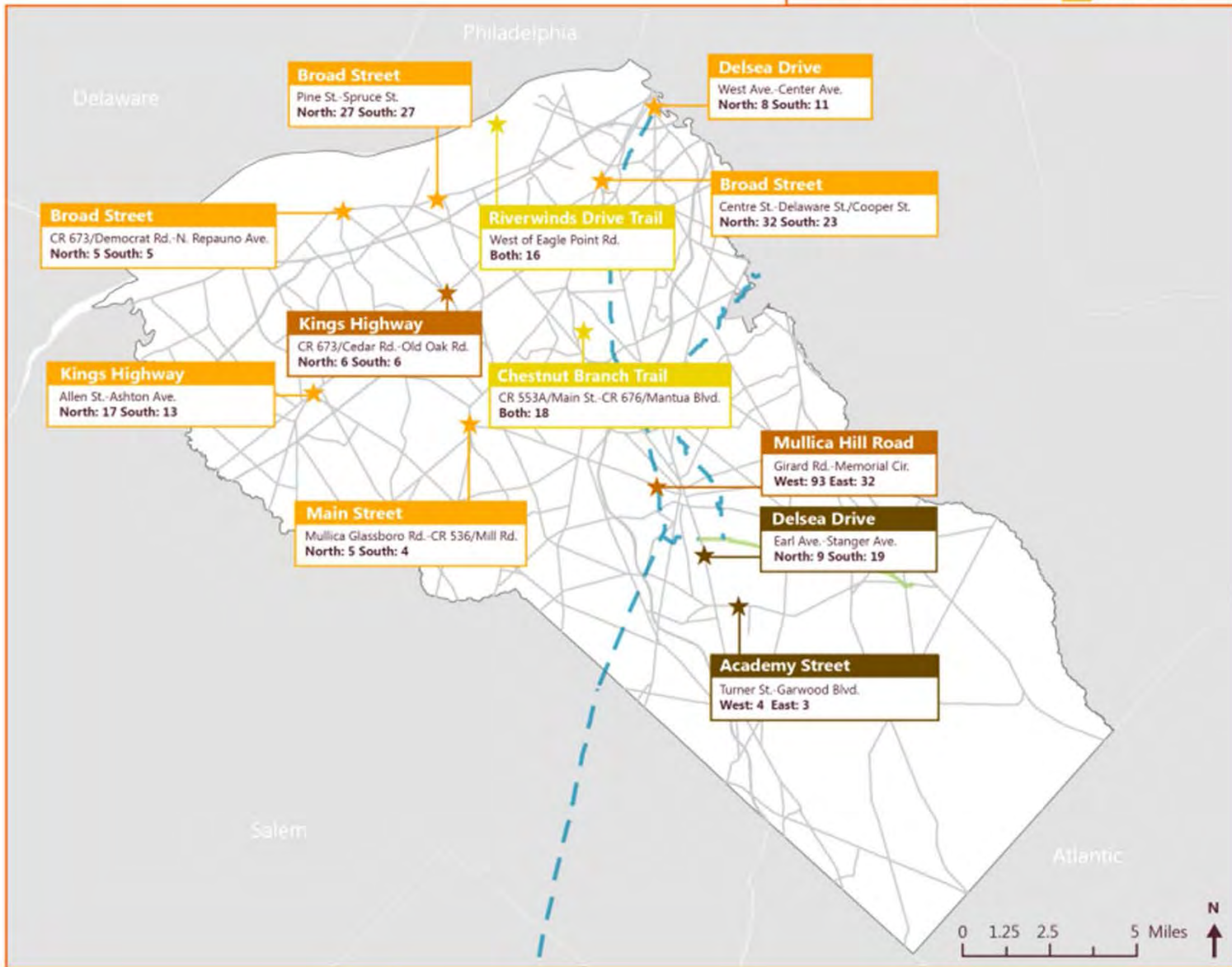
Gloucester County

Annual Average Daily Bicycle Traffic Volumes (AADB) for Cyclical Bicycle Count Locations

Counts Taken September 2014 and April 2015

LEGEND

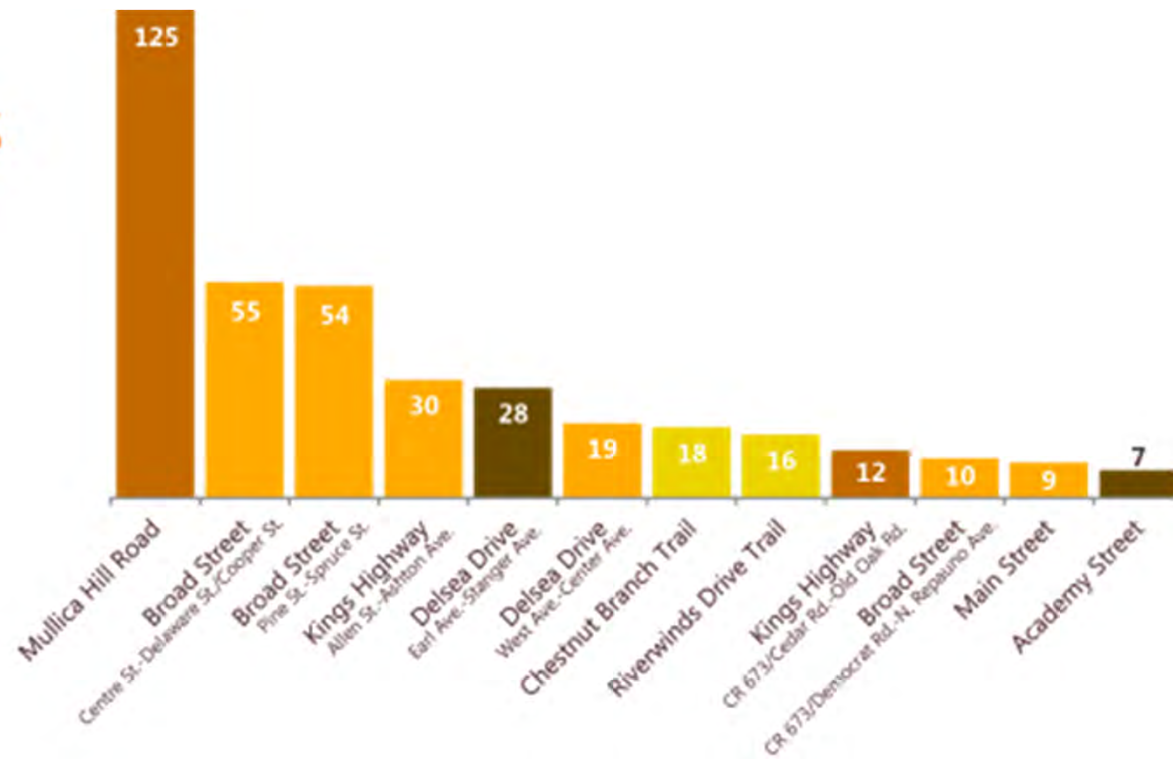
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|-------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------|
|  Trail/Sidepath Cyclical Count |  Bicycle Lane |
|  Existing Trail Facility |  Sharrow |
|  Proposed Trail Facility |  Striped Shoulder |
|  Planned Trail Facility |  Mixed Traffic |



Gloucester County

ON-ROAD AND TRAIL FACILITIES

Bidirectional Total



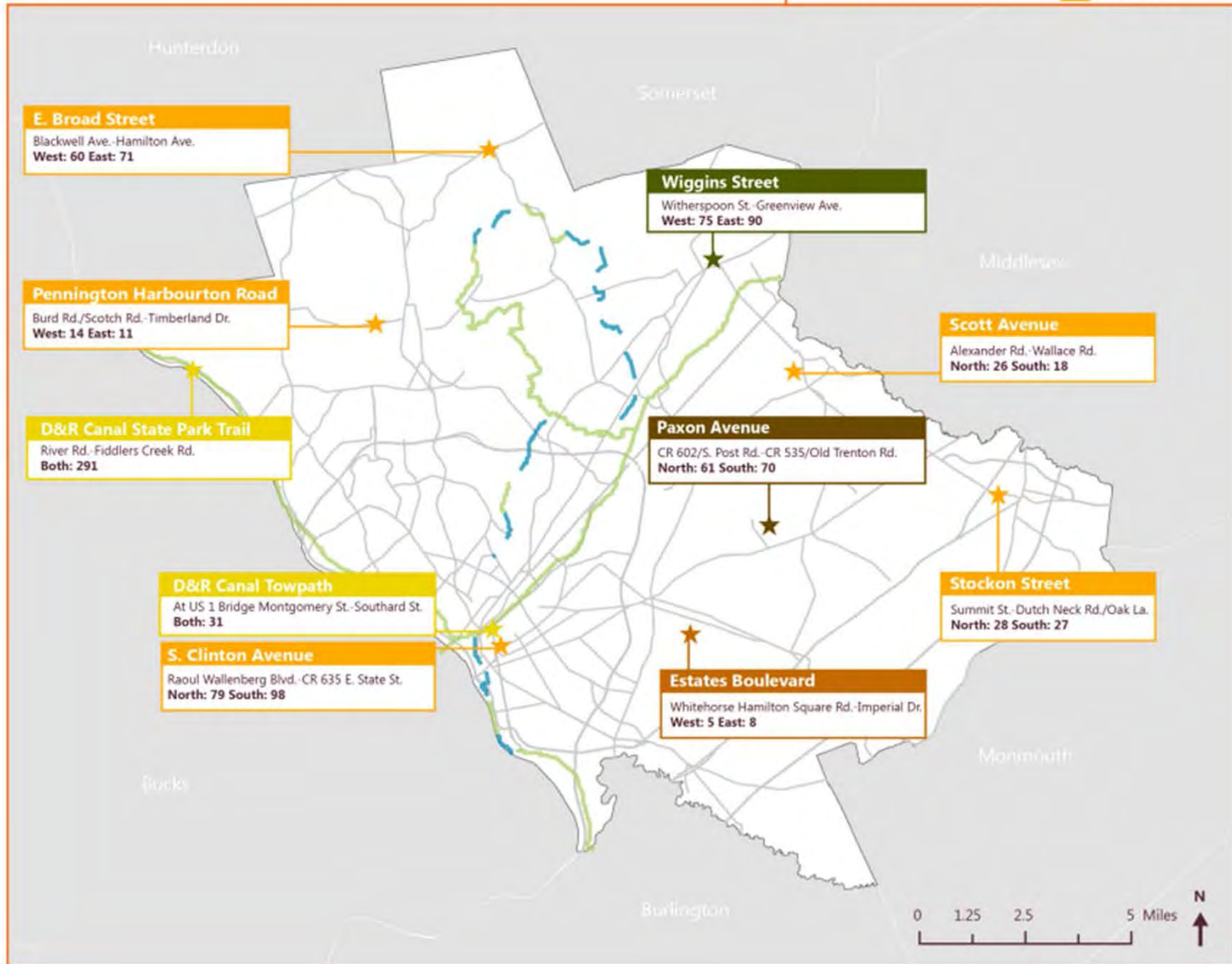
Mercer County

Annual Average Daily Bicycle Traffic Volumes (AADB) for Cyclical Bicycle Count Locations

Counts Taken April and May 2015

LEGEND

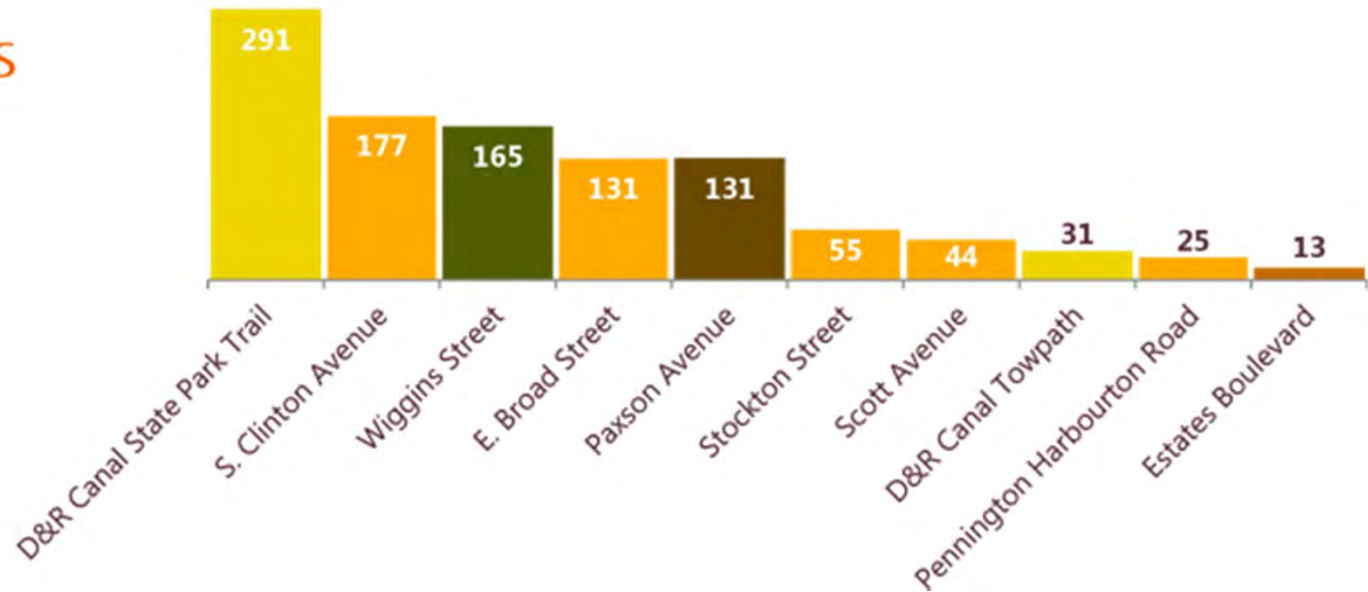
- | | |
|-------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------|
|  Trail/Sidepath Cyclical Count |  On-Road Cyclical Count |
|  Existing Trail Facility |  Bicycle Lane |
|  Proposed Trail Facility |  Sharrow |
|  Planned Trail Facility |  Striped Shoulder |
| |  Mixed Traffic |



Mercer County

ON-ROAD AND TRAIL FACILITIES

Bidirectional Total



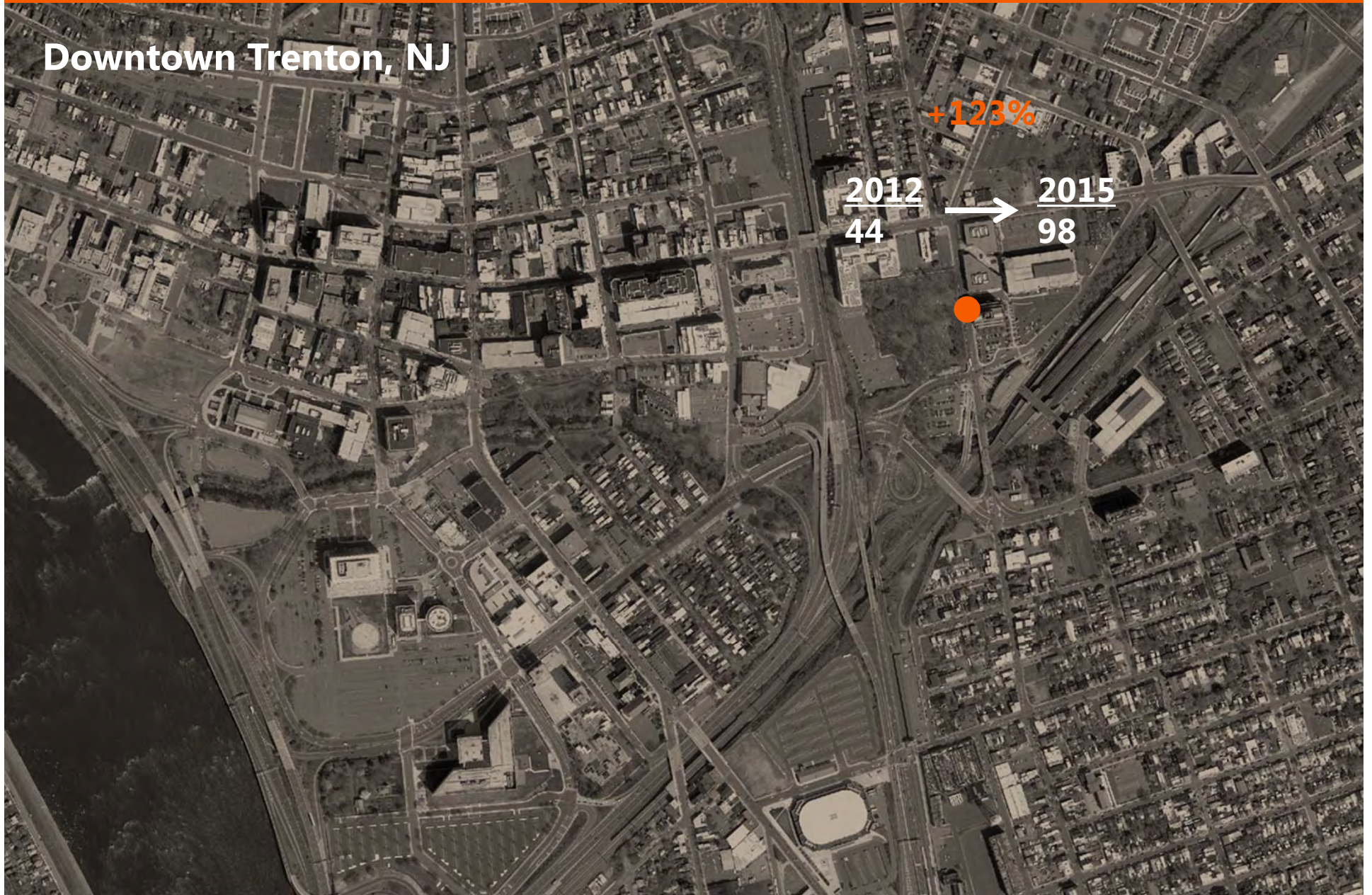
Preliminary Results

Center City, Philadelphia



Preliminary Results

Downtown Trenton, NJ



Next Steps

- **Assess and revise count locations**
 - Remove locations very low volumes
 - Remove locations with high variability
- **Conduct first cyclical cycle of counts**
- **Combine multiple data sets for more in depth analysis**
- **Use counts to begin to understand bicyclist safety and exposure rates**
- **Explore formation of a pedestrian cyclical count program**

DVRPC Regional Cyclical Bicycle Count Program Summary

2014/2015

Cassidy Boulan, AICP



Requested Action

Staff requests the RTC to recommend authorization to open a minimum 30-day public comment period for the purpose of gathering public and agency comments for:

- The amendment to the *Connections 2040* Long-Range Plan,
- Draft FY 2017 TIP for Pennsylvania, and
- The Draft Conformity Determination of the *Connections 2040* Long-Range Plan, FY 2016 TIP for New Jersey, and Draft FY 2017 TIP for Pennsylvania;

to issue proper public notifications; to publish the draft documents of the respective Plan amendment, TIP, and conformity findings on the internet; to make copies available at certain public libraries; and to hold public meetings.

In-Street Biking: It's not just for city hipsters and suburban spandex enthusiasts anymore!

Treatments, projects, plans, & pilots

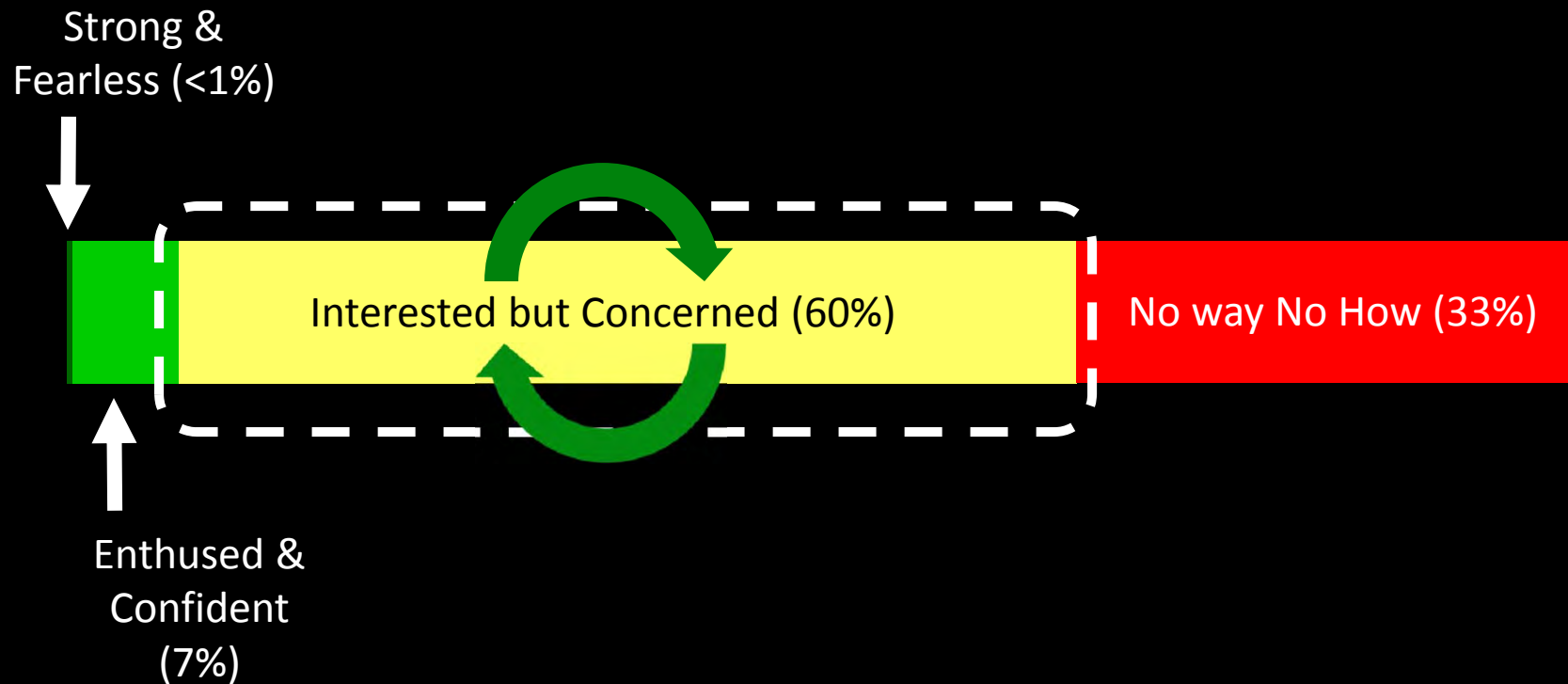
Gregory R. Krykewycz, PP, AICP



DVRPC Regional Technical Committee
April 12, 2016



4 groups of (would-be) cyclists for transportation







Source: Robert Burchfield, City of Portland

BICYCLE NETWORK PLAN

To get sharrows installed, a street must be in the Bicycle Network Plan.



ENCOURAGE SPECIFIC STREETS FOR BICYCLE USE

Sharrows can encourage bicyclists to use streets that have fewer conflicts than other streets. For example, 13th and 15th Streets are used as an alternative to Broad Street, which has more auto traffic.

GUIDE BICYCLISTS ALONG A BIKE ROUTE

Sharrows can be used to guide bicyclists through a confusing street pattern, or to link trails and bike lanes. Two examples are:



- Sharrows on S. 59th St which guide cyclists between the Cobbs Creek Trail & the 58th St Greenway
- The new sharrows in Memphis, Tulip, Columbia & Malborough Streets in Fishtown

WHERE DO SHARROWS GET PLACED & WHY?



GUIDE CYCLISTS AWAY FROM BUS STOPS OR MARKED CARS

Sharrows are placed 11 to 13 feet away from the curb to encourage bicyclists to ride outside of the "door zone", where parked cars may be opening their doors, and away from the curb where buses stop. On streets with only one side of parking, sharrows direct cyclists to ride away from parked vehicles.

FILL GAPS IN THE BIKE NETWORK

The Bicycle Network Plan identifies a network of streets & trails that bicyclists can use. Where no good streets are available for bike lanes, sharrows fill in the gaps, especially where there is demand. One example is Main Street in Manayunk.



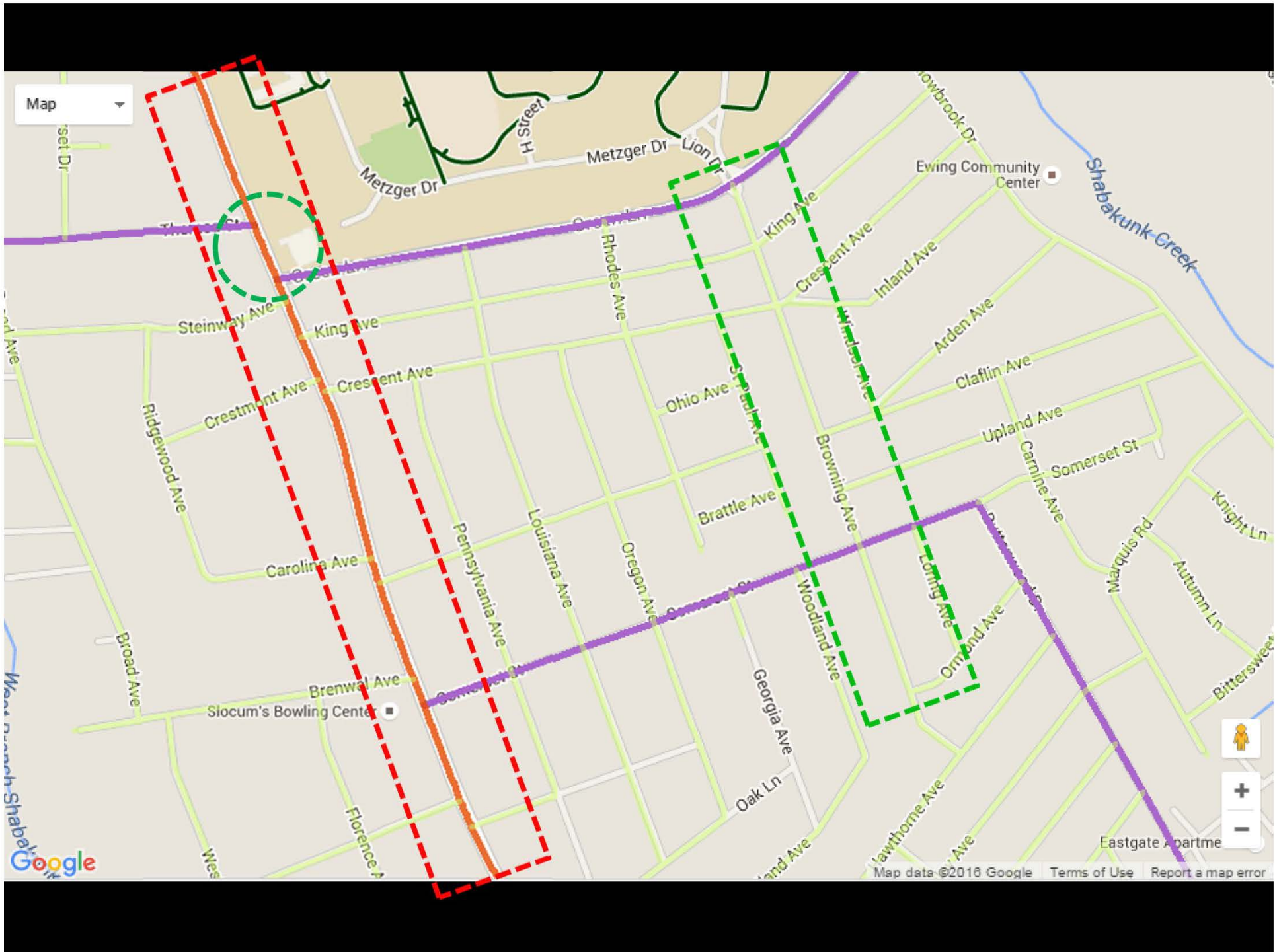
PROVIDE CONTINUITY

Sharrows allow the continuation of bike lanes where it is not possible to include a bike lane. Some examples are:

- 66th Ave between 10th & 12th Sts
- Berks St



Source: Robert Burchfield, City of Portland

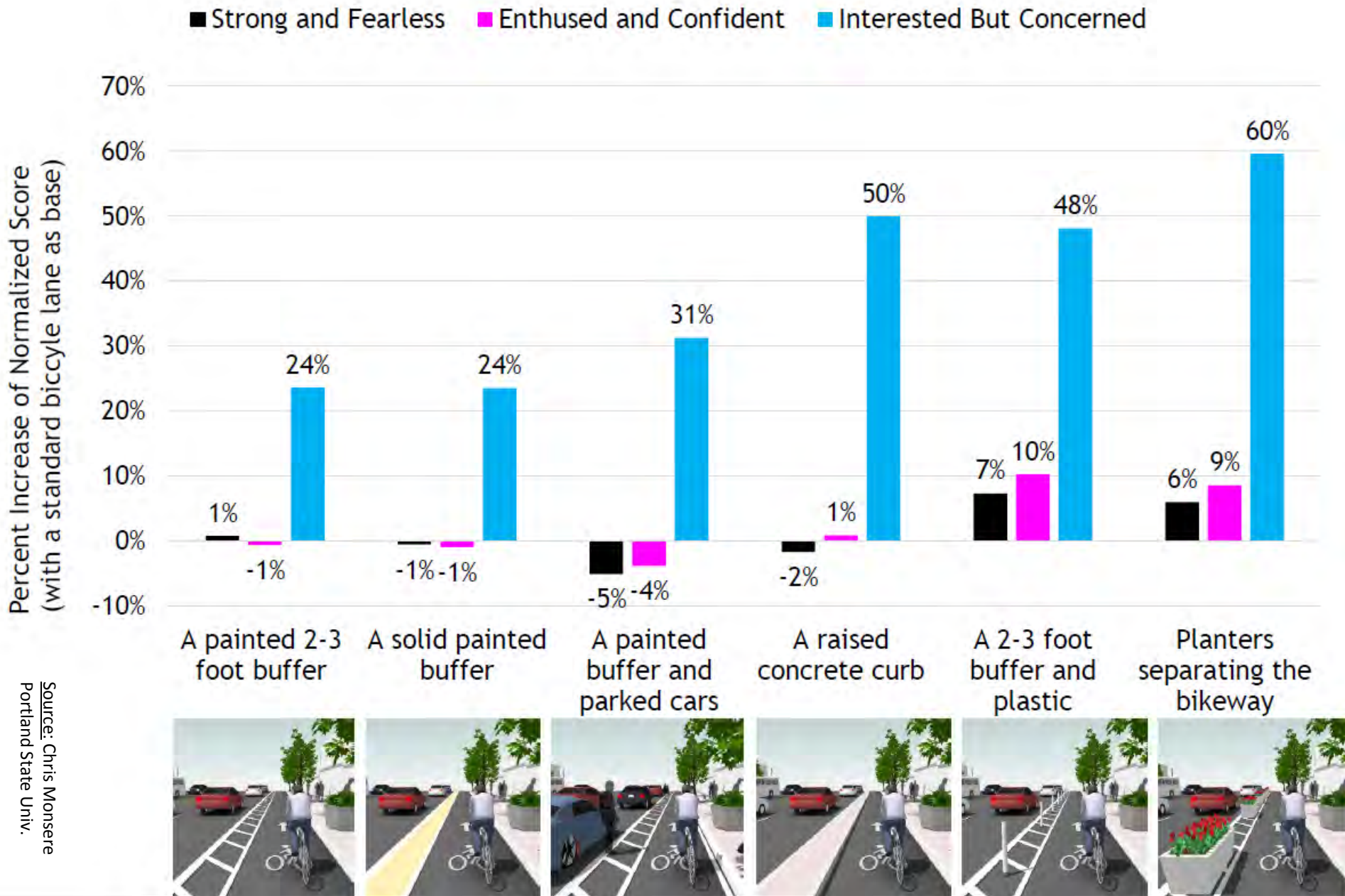


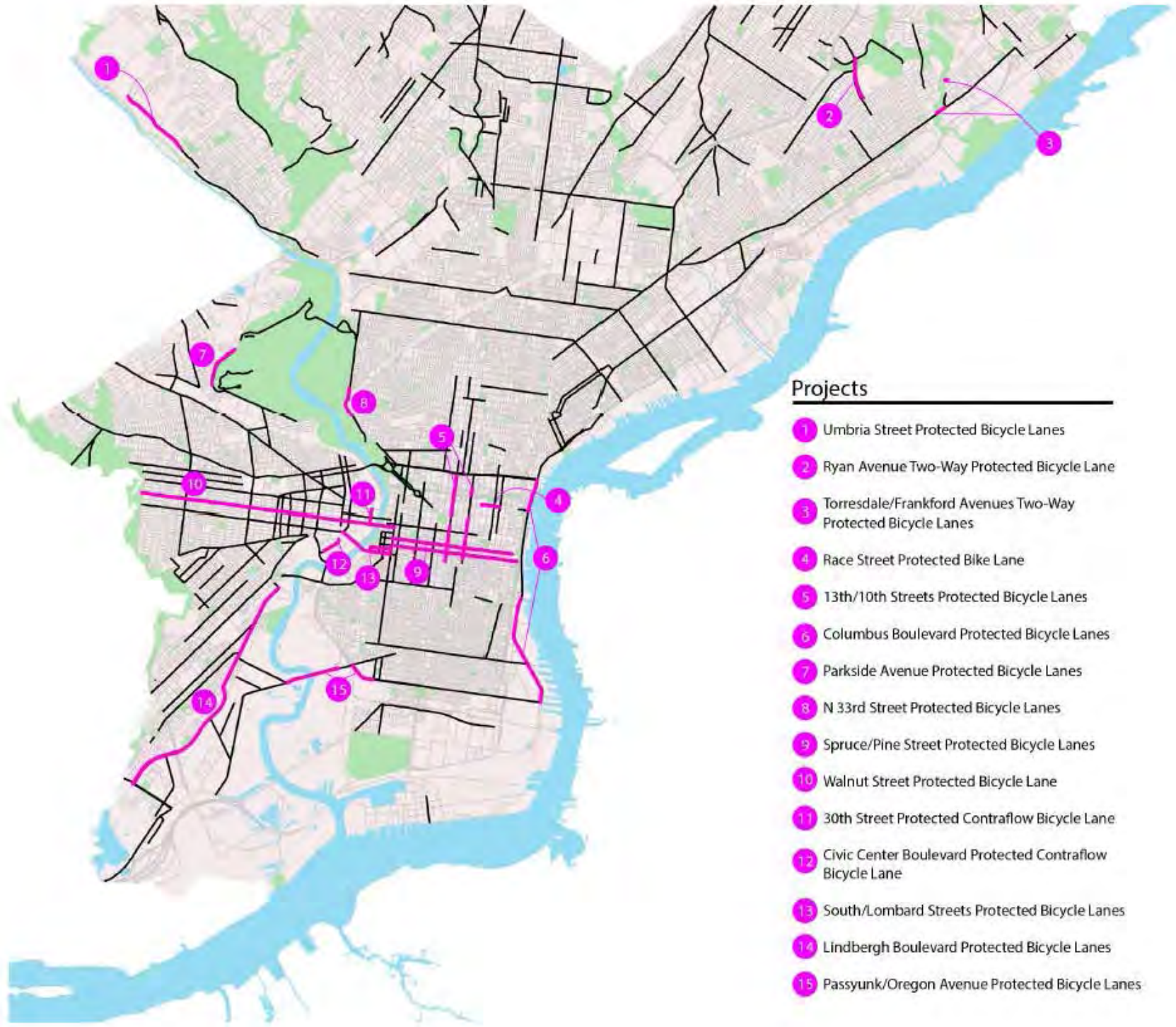
Map

Google

Map data ©2016 Google Terms of Use Report a map error

Change in Stated Comfort (from a bike lane), by bicyclist type





WAY CYCLE TRACK

PROPOSED RECTANGULAR RAPID FLASHING BEACONS, SIGNS DESIGNATED BY ASTERISK AND DASHED STRIPING TO BE CONSTRUCTED UNDER THE POTTSVILLE SIGNALS PROJECT SR 4031 SECTION PSS, MPMS NO. 48186

R3-17B
30"X12"

R3-9CP
24"X12"



R3-17
30"X24"



SPECIAL
9"X12"
*PSS



R5-1
30"X30"
EXCEPT BICYCLES
SPECIAL

10' OFF-ROAD SHARED USE PATH

10' TWO-WAY CYCLE TRACK
3' BUFFER LANE
17' TRAVEL LANE
7' PARKING

PROPOSED PUSH BUTTON



R1-1
30"X30"



SPECIAL
9"X12"



W16-101
30"X30"



SPECIAL
9"X12"
*PSS

LEFT LANE
MUST
TURN LEFT

R3-7L
30"X30"
*PSS

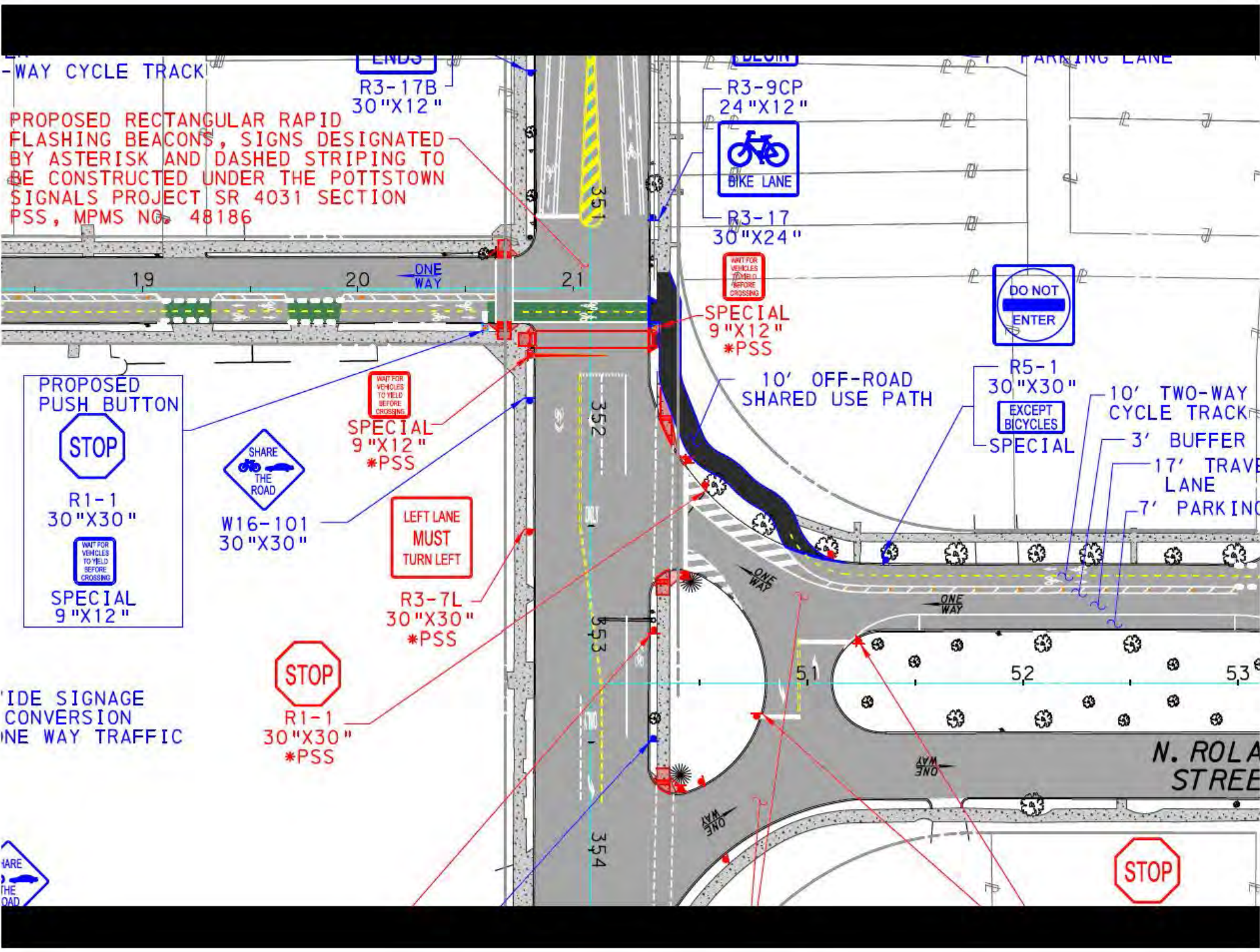


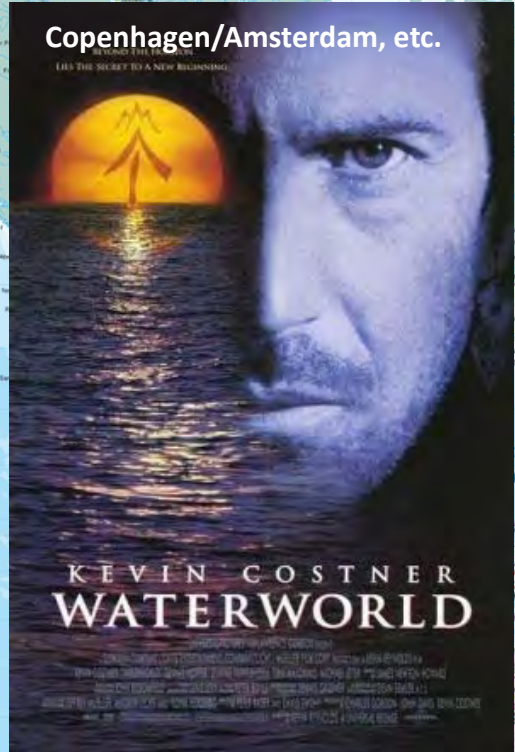
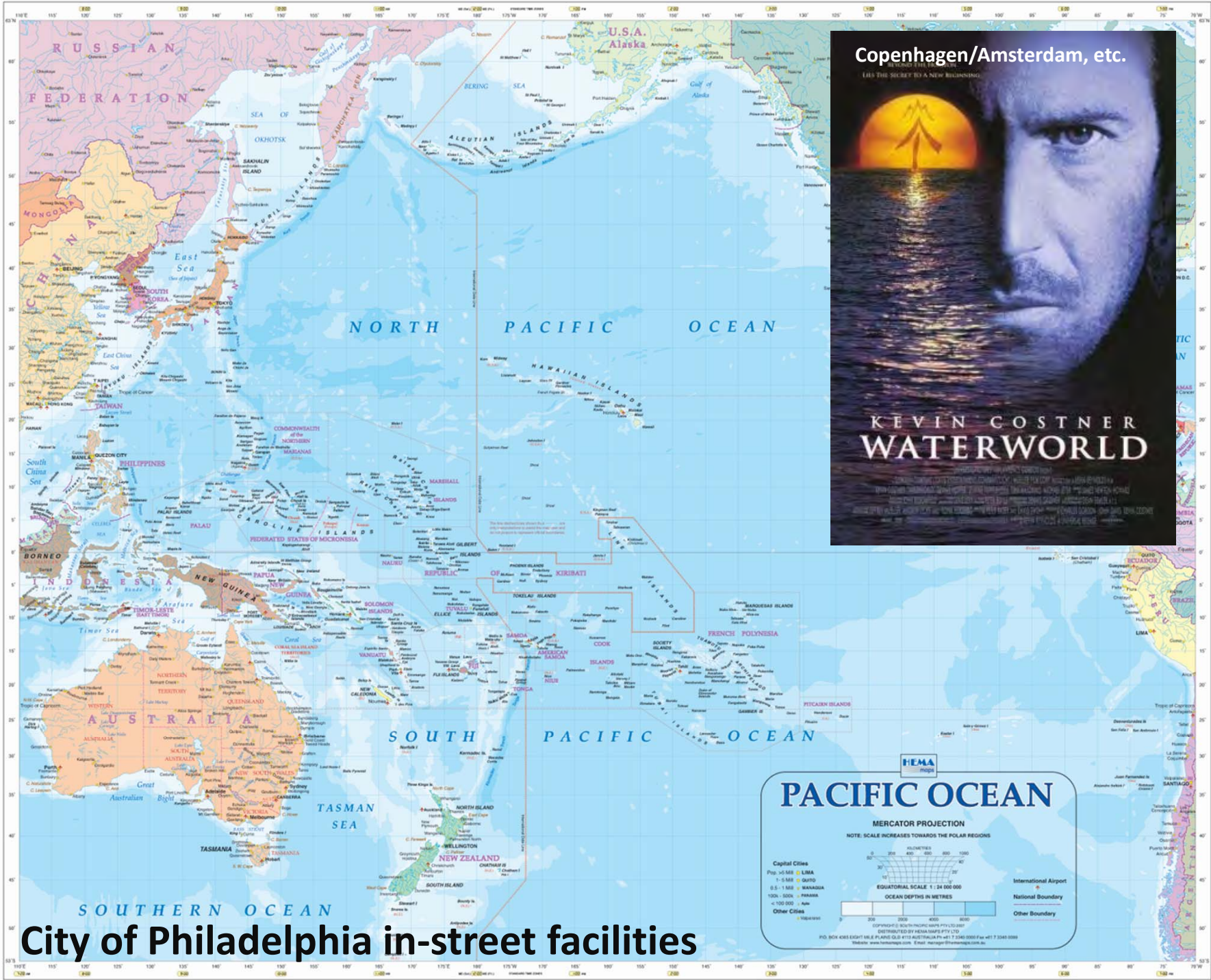
R1-1
30"X30"
*PSS

SIDE SIGNAGE
CONVERSION
ONE WAY TRAFFIC



N. ROLA STREET





HEMA
PACIFIC OCEAN

MERCATOR PROJECTION
NOTE: SCALE INCREASES TOWARDS THE POLAR REGIONS

0 200 400 600 800 1000
KILOMETRES

0 200 400 600 800
EQUATORIAL SCALE 1 : 24 000 000
OCEAN DEPTHS IN METRES

0 200 400 600 800
METRES

Capital Cities
Pop. > 5 MILL. ○ LIMA
1-5 MILL. ○ QUITO
0.5-1 MILL. ○ MANAGUA
100K-500K ○ PANAMA
< 100 000 ○ AIN
Other Cities ○

International Airport
National Boundary
Other Boundary

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City of Philadelphia in-street facilities



New Jersey suburban county in-street facilities



Pennsylvania suburban county in-street facilities

TE-700 (10/88) (Reproduced Locally)	BIKEWAY OCCUPANCY PERMIT	PERMIT NO. _____																		
<p>WHEREAS, It is desired to designate Bikeways on or along certain Highways as shown on the sketch attached hereto and made a part hereof, and</p> <p>WHEREAS, It is desired to have such Bikeways established and marked in accordance with the standards, rules and regulations of the Pennsylvania Department of Transportation.</p> <p>NOW THEREFORE, BE IT RESOLVED,</p> <p>That the following routes are hereby established for Bikeways:</p> <table style="width: 100%; border-collapse: collapse; margin-top: 10px;"> <thead> <tr> <th style="text-align: center; width: 15%;"><u>ROUTE</u></th> <th style="text-align: center; width: 15%;"></th> <th style="text-align: center; width: 15%;"></th> <th style="text-align: center; width: 15%;"></th> <th style="text-align: center; width: 15%;"></th> <th style="text-align: center; width: 15%;"></th> </tr> <tr> <th style="text-align: center;"><u>VIA</u></th> <th style="text-align: center;"><u>FROM</u></th> <th style="text-align: center;"><u>TO</u></th> <th style="text-align: center;"><u>TYPE OF BIKEWAY</u></th> <th style="text-align: center;"><u>DESCRIPTIVE LOCATION</u></th> <th style="text-align: center;"><u>TYPE OF SEPARATION (IF ANY)</u></th> </tr> </thead> <tbody> <tr> <td style="height: 40px;"> </td> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table> <p style="margin-top: 10px;">Said Bikeway to be established and maintained under and subject to the following items and conditions:</p> <p>(a) The _____ of _____ County of _____ shall be responsible for the policing*, maintenance (including snow removal), and proper traffic signing and marking of the bikeway.</p> <p style="margin-left: 40px;">*Including the enactment of a local ordinance to ban all motorized vehicles other than maintenance vehicles and snowmobiles when snow conditions and local ordinances permit.</p> <p>(b) The Department maintains the right to cancel this permit upon thirty (30) day written notification to the permittee.</p> <p>(c) Shall provide and annually repair the necessary signs and markings in accordance with the standards as prescribed by the Secretary of Transportation.</p> <p>(d) The Bikeway hereby established shall be discontinued and all signs and markings thereon shall be removed therefrom if changes in physical or traffic conditions make such Bikeway impracticable or hazardous in the judgement of the Secretary of Transportation.</p> <p style="text-align: right; margin-top: 20px;">Sheet 1 of 2</p>			<u>ROUTE</u>						<u>VIA</u>	<u>FROM</u>	<u>TO</u>	<u>TYPE OF BIKEWAY</u>	<u>DESCRIPTIVE LOCATION</u>	<u>TYPE OF SEPARATION (IF ANY)</u>						
<u>ROUTE</u>																				
<u>VIA</u>	<u>FROM</u>	<u>TO</u>	<u>TYPE OF BIKEWAY</u>	<u>DESCRIPTIVE LOCATION</u>	<u>TYPE OF SEPARATION (IF ANY)</u>															

FIGURE 16.3
BIKEWAY OCCUPANCY PERMIT

PennDOT Post-BOP Pilot

One of two PennDOT/MPO regional pilots statewide (with Harrisburg area) to try a new approach.

- **Regional identification of priority bike routes**
 - Possibilities here: District 6-0 suburban bike lane working group restriping locations; FY2017 low-stress network priority locations; others (county/local submittals)
- **Concept development and implementation pilot to establish installation and maintenance costs and approaches**
 - PennDOT financial support for pilot installations is uncertain
- In the future, **PennDOT proposes to maintain regional priority bike facilities** on state routes



In-Street Biking: It's not just for city hipsters and suburban spandex enthusiasts anymore!

Treatments, projects, plans, & pilots

Gregory R. Krykewycz, PP, AICP



DVRPC Regional Technical Committee
April 12, 2016



April 12, 2016 | Regional Technical Committee (RTC)

Transportation Alternatives Program (TAP)



DVRPC Office of Project Implementation
PENNDOT Project & Program Management



Board Approved Action

- ▶ That the Board approve the list of projects identified to be funded with the DVRPC regional sub-allocation of Transportation Alternatives Program funds, and that these projects be amended into the FY 2015 TIP (TIP Action PA15-80) for \$7,600,000 TAU (funding for individual projects will be drawn down at the appropriate time), and that the Board approve the TAP subcommittee recommended list of projects be sent to PennDOT for their consideration for funding as part of the statewide TAP selection process.
- ▶ Note that the TAP Line Item (MPMS (#64984) will be updated to reflect the FAST Act's TAP funding allocation to the region.

Regionally Selected Projects

TAP Projects Selected for Regional Funds	
Project	Amount
Neshaminy Greenway Trail (Bristol to Upper State)	\$1,225,000
Paoli Pike Trail, Segment C	\$1,000,000
Moore Road Sidewalk Project	\$825,000
Springfield Township Sidewalk Improvements	\$280,000
FWOP, Cross County Trail Final Segment	\$750,000
Powerline Trail Connection – Phase 1	\$850,000
Cheltenham-Greene Plaza Reconstruction	\$370,000
City of Philadelphia SRTS (Non-Infrastructure)	\$450,000
Make Way for Children, Expanding Ped. Infrastructure in Phila. Schools	\$950,000
Manayunk Bridge Trail Site Amenities	\$600,000
Safe Spaces for Cyclists: Building a Protected Bicycle Network	\$300,000
Total	\$7,600,000

Statewide Recommendations

TAP Projects Recommended for Statewide Funds	
Highly Recommended Projects	Amount
Neshaminy Greenway Trail (Bristol to Upper State)	\$375,000
McFarlan Road Sidewalks in Kennett Twp.	\$700,000
Avenue of the States Streetscape	\$913,488
Tookany Creek Trail Phase III	\$700,000
Demand-Driven Indego Expansion	\$984,692
Kensington and Tacony Trail Phase 2	\$1,000,000
S. 53 rd St & Baltimore Ave Safety Project	\$600,000
Subtotal	\$5,273,180

Statewide Recommendations

TAP Projects Recommended for Statewide Funds	
Recommended Projects	
Moland Park Trail	\$500,000
Woodbine Road Multi-Use Trail	\$916,600
Radnor Township Trail	\$1,000,000
Abington Township Trail	\$450,000
York Road Streetscape Expansion	\$999,000
City Ave Project	\$425,000
Historic Street Restoration	\$300,000
Safe Spaces for Cyclists: Building a Protected Bicycle Network	\$250,000
Subtotal	\$4,840,600
Statewide Total	\$10,113,780



Thank You!
Questions, Comments?

Joe Banks

DVRPC Office of Project Implementation
PENNDOT Project & Program Management
215.238.2898 | jbanks@dvrpc.org

For More Information:

www.dvrpc.org/TAP/PA

