

TRAFFIC SAFETY INITIATIVES IN THE CITY OF PHILADELPHIA

*May 10, 2016
DVRPC RTC Meeting*

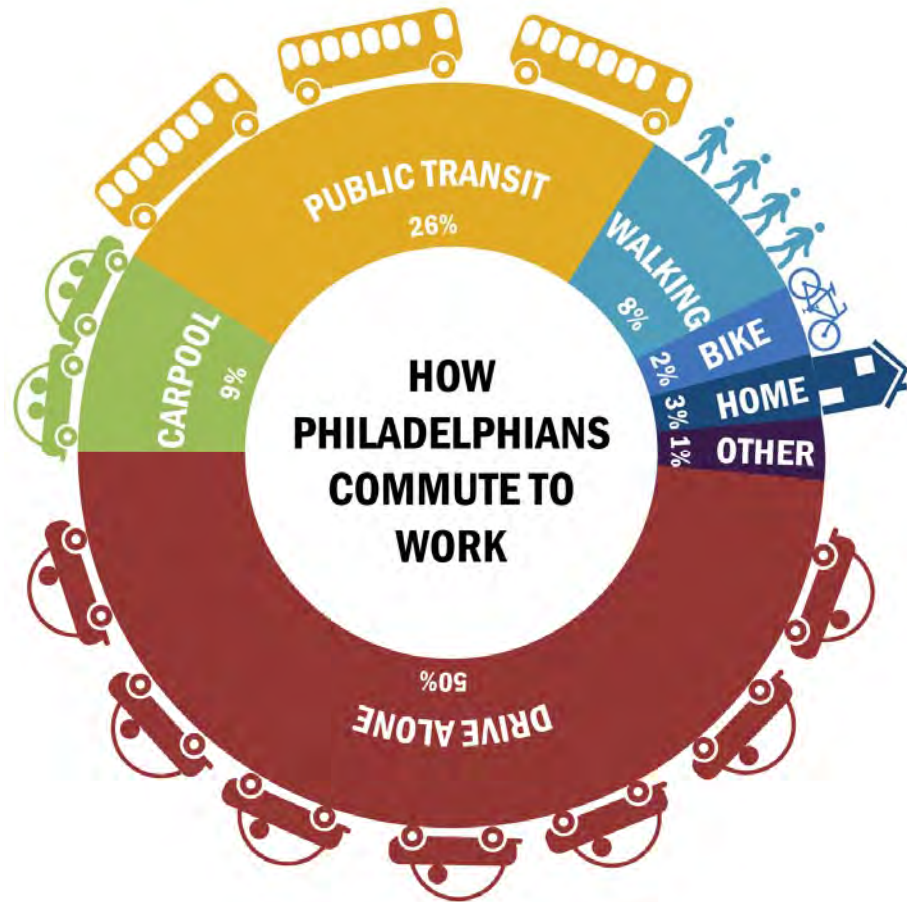
Presented by Charlotte Castle and Ema Carol Yamamoto
Philadelphia Office of Transportation & Infrastructure Systems (oTIS) & Streets Department



AGENDA

- Citywide trends
- National Highway Traffic Safety Administration (NHTSA) Focus Cities Grant
 - Engagement
 - Enforcement
 - Education
- Transportation Alternatives Program (TAP)
 - Make Way for Children
- Traffic Safety Knowledge & Behavior Study
- Next steps

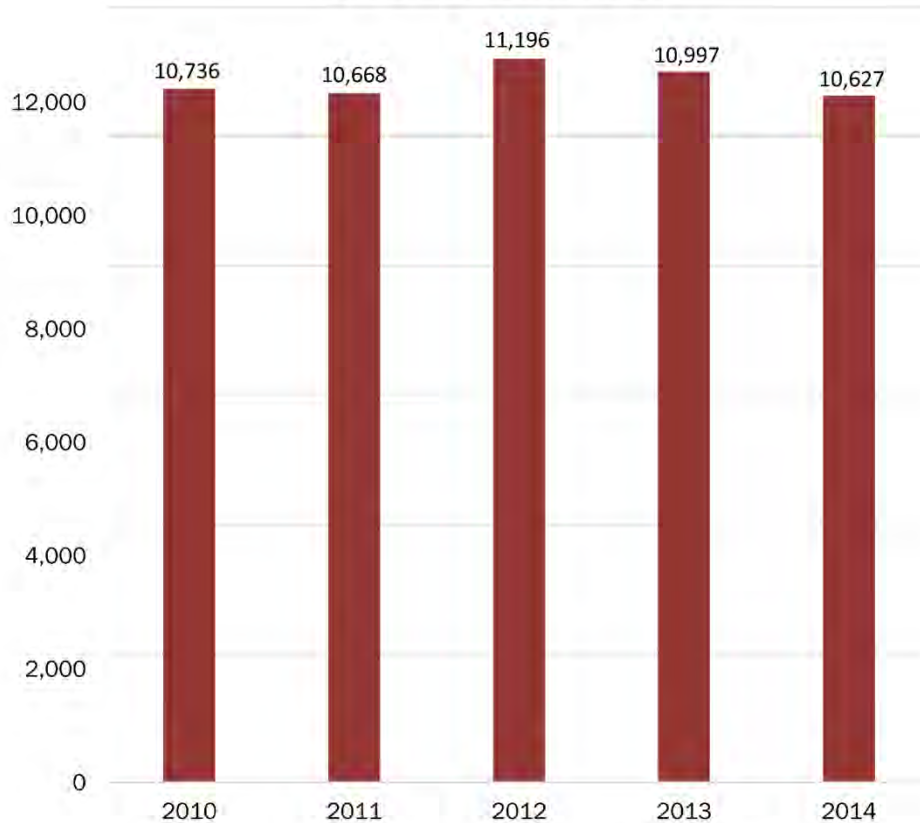
CITYWIDE TRENDS



- Philadelphia is multimodal city

CITYWIDE TRENDS

NUMBER OF CRASHES

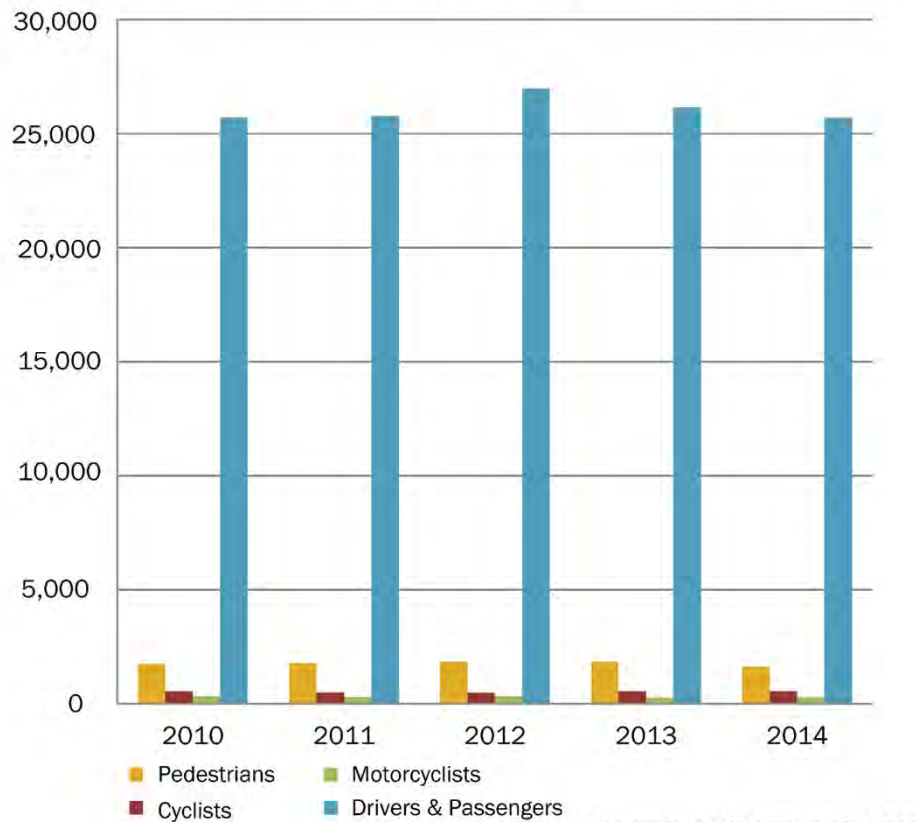


Source: PennDOT Crash Data, 2010-2014

- Philadelphia is multimodal city
- Since 2010, over 10,600 crashes have occurred every year

CITYWIDE TRENDS

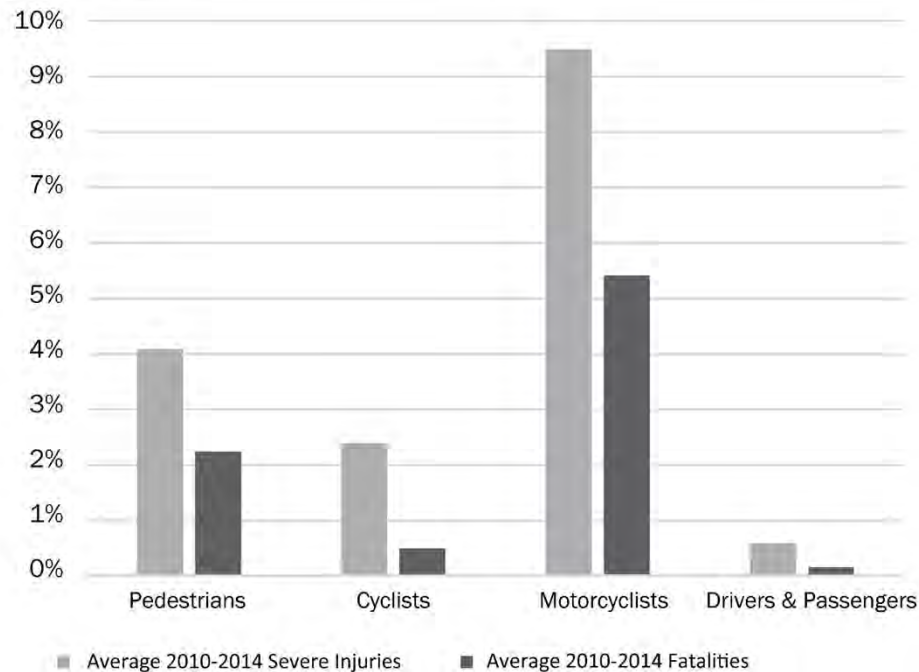
NUMBER OF PEOPLE INVOLVED IN CRASHES BY MODE



- Philadelphia is multimodal city
- Since 2010, over 10,600 crashes have occurred every year
- While drivers and passengers make up the majority of people involved in crashes...

CITYWIDE TRENDS

PERCENT OF PEOPLE INVOLVED IN CRASHES BY MODE WHO WERE SEVERELY INJURED OR DIED AS A RESULT, 2010-2014

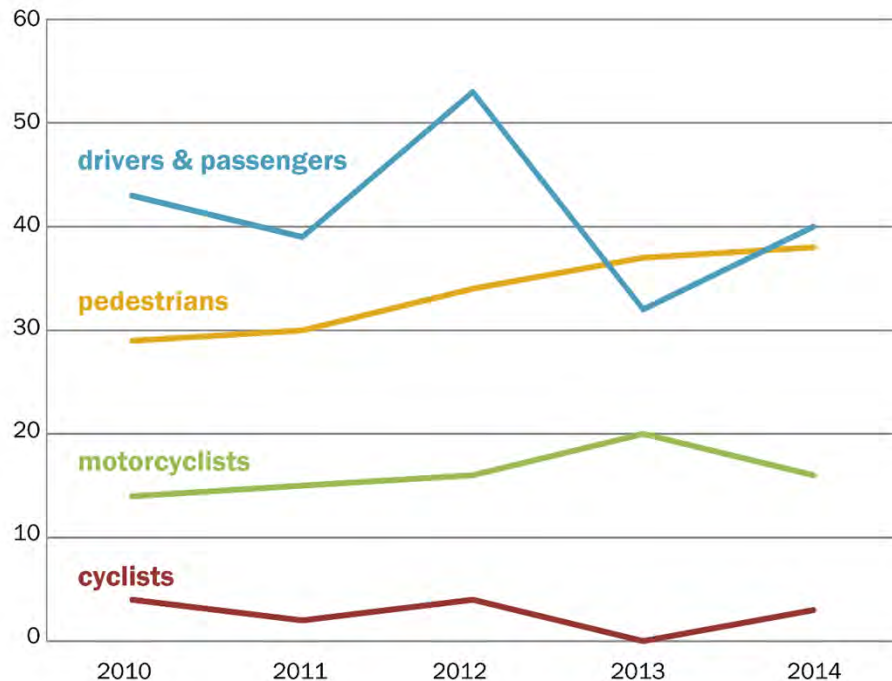


Source: PennDOT Crash Data, 2010-2014

- Philadelphia is multimodal city
- Since 2010, over 10,600 crashes have occurred every year
- While drivers and passengers make up the majority of people involved in crashes...
- Other modes are more likely to be severely injured or killed if involved in a crash

CITYWIDE TRENDS

TRAFFIC FATALITIES BY MODE



Source: PennDOT Crash Data, 2010-2014

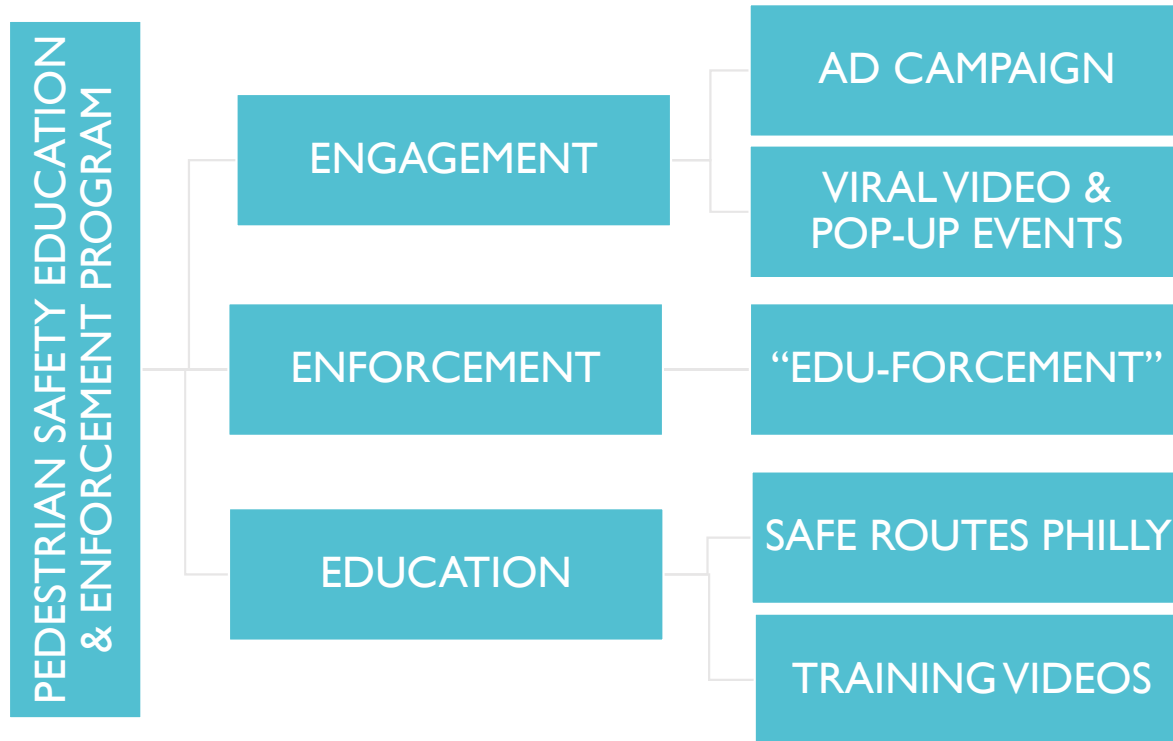
- Philadelphia is multimodal city
- Since 2010, over 10,600 crashes have occurred every year
- While drivers and passengers make up the majority of people involved in crashes...
- Other modes are more likely to be severely injured or killed if involved in a crash
- We have seen pedestrian fatalities continue to rise every year since 2010

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION (NHTSA)

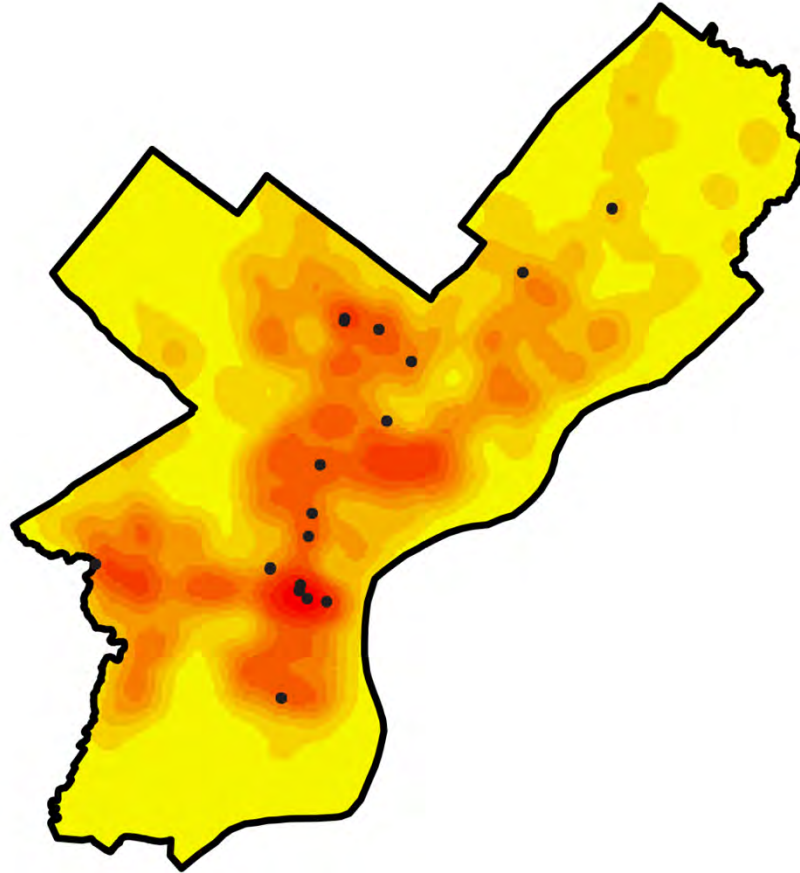
2014 Focus Cities Grant Recipient



PEDESTRIAN SAFETY EDUCATION & ENFORCEMENT PROGRAM



PEDESTRIAN SAFETY EDUCATION & ENFORCEMENT PROGRAM

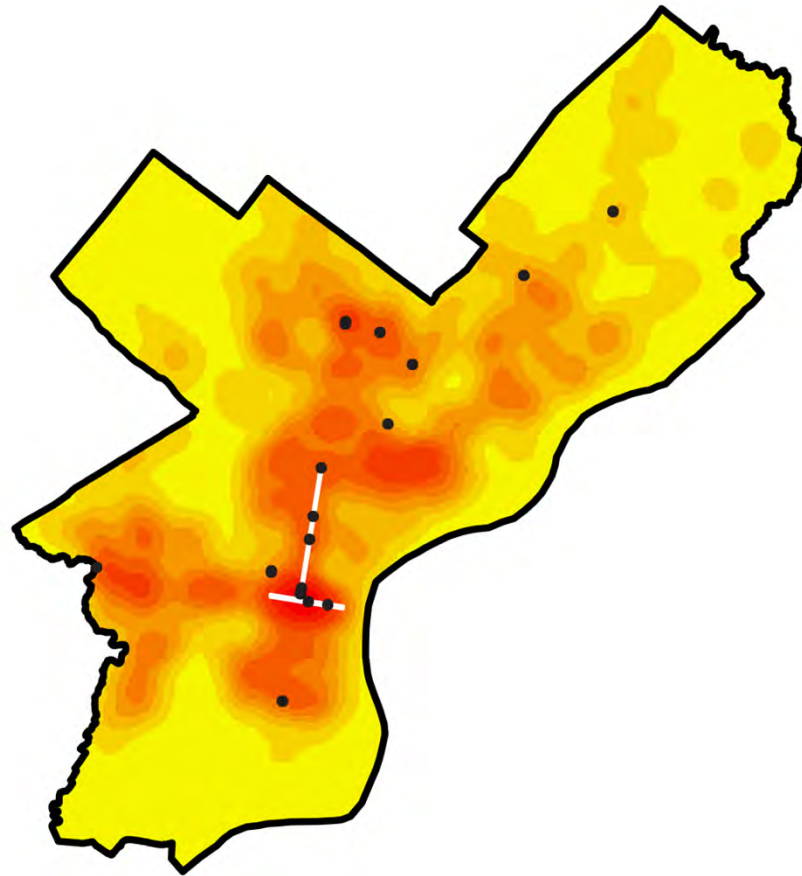


(PennDOT 2010-2012)

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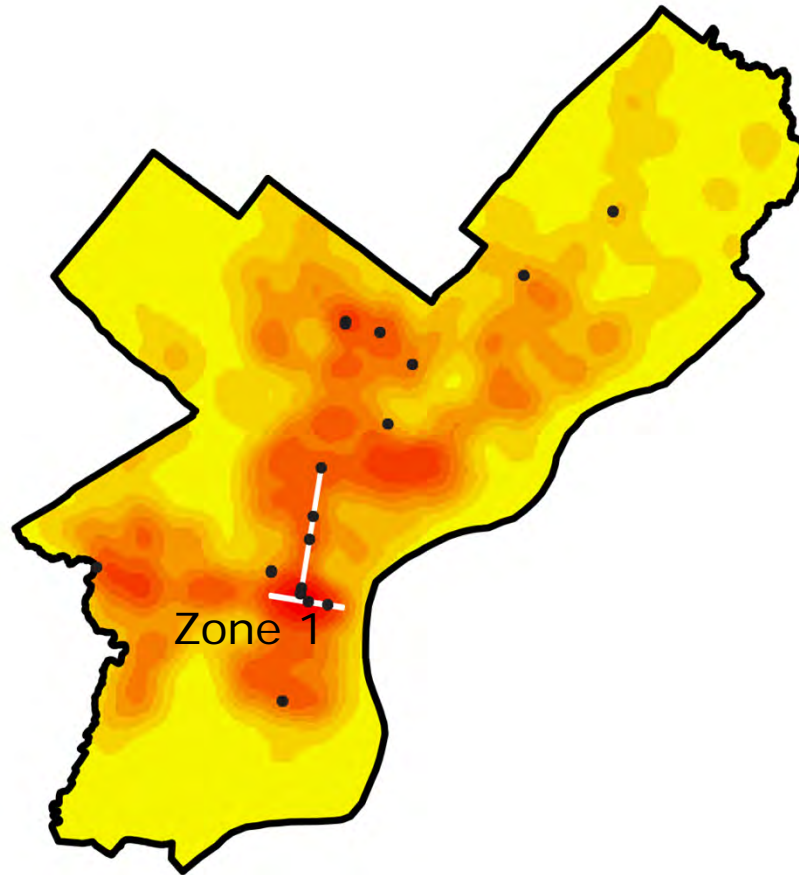


(PennDOT 2010-2012)

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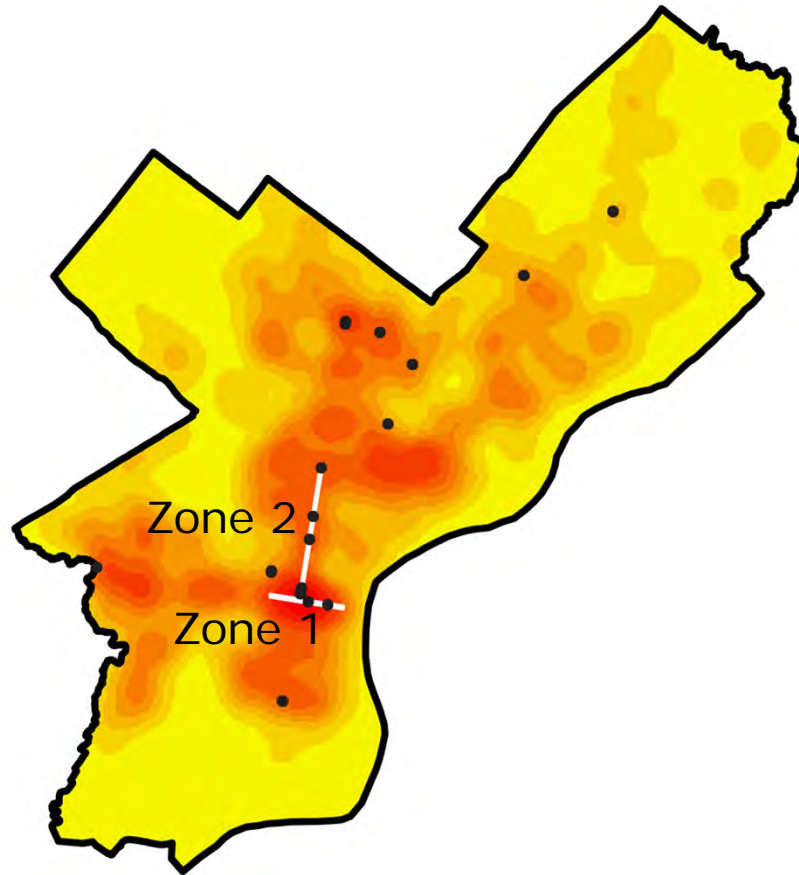
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- **Zone 1:**
Market Street
between 5th &
22nd

(PennDOT 2010-2012)

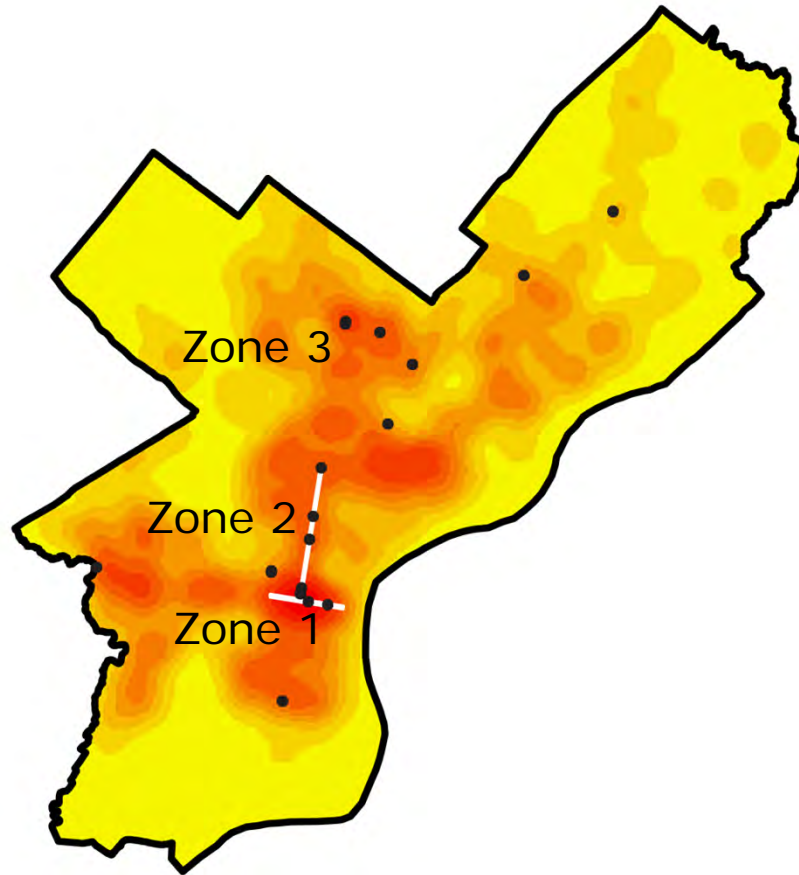
PEDESTRIAN SAFETY EDUCATION & ENFORCEMENT PROGRAM



- **Zone 1:**
Market Street
between 5th &
22nd
- **Zone 2:**
N. Broad Street
between Race
Street & Lehigh
Avenue

(PennDOT 2010-2012)

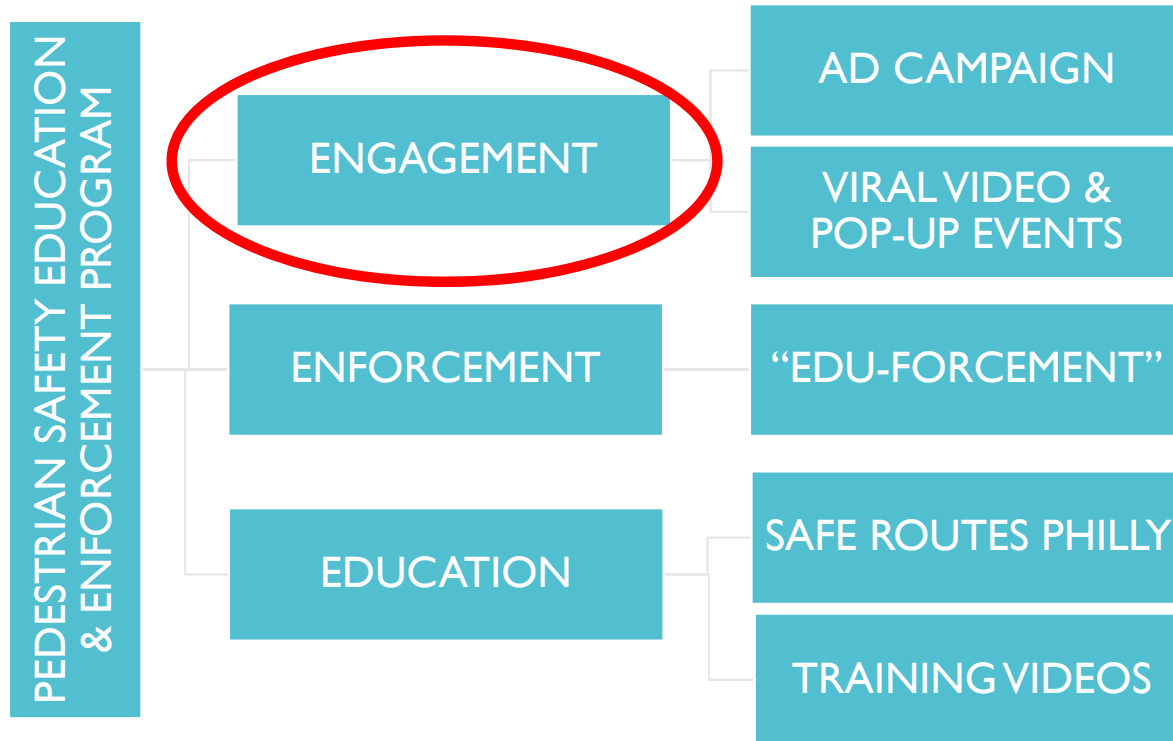
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- **Zone 1:**
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- **Zone 2:**
N. Broad Street
between Race
Street & Lehigh
Avenue
- **Zone 3:**
N. Broad Street
around Olney
Transportation
Center

(PennDOT 2010-2012)

PEDESTRIAN SAFETY EDUCATION & ENFORCEMENT PROGRAM



IT'S ROAD SAFETY NOT ROCKET SCIENCE.

AGE BREAKDOWN OF PEOPLE HIT BY DRIVERS IN PHILADELPHIA



30%
are **UNDER** the age of 18

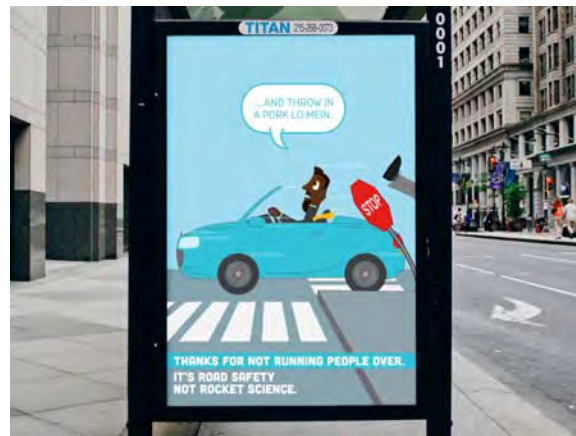


30%
are **BETWEEN** 18 and 35



40%
are 35 and **OLDER**

PEDESTRIAN SAFETY EDUCATION & ENFORCEMENT PROGRAM



PRINT MEDIA

- (4) Custom furniture wraps
- (3) transit shelter wraps
- (60) Transit shelter posters
- (75) Bus tail ads
- (1,200) Interior car cards
- 94,889,000 impressions

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SOCIAL MEDIA

- Pandora
- Millennial Media
- Local news portals
- YouTube
- Facebook
- Twitter

- 12,2018,401 impressions



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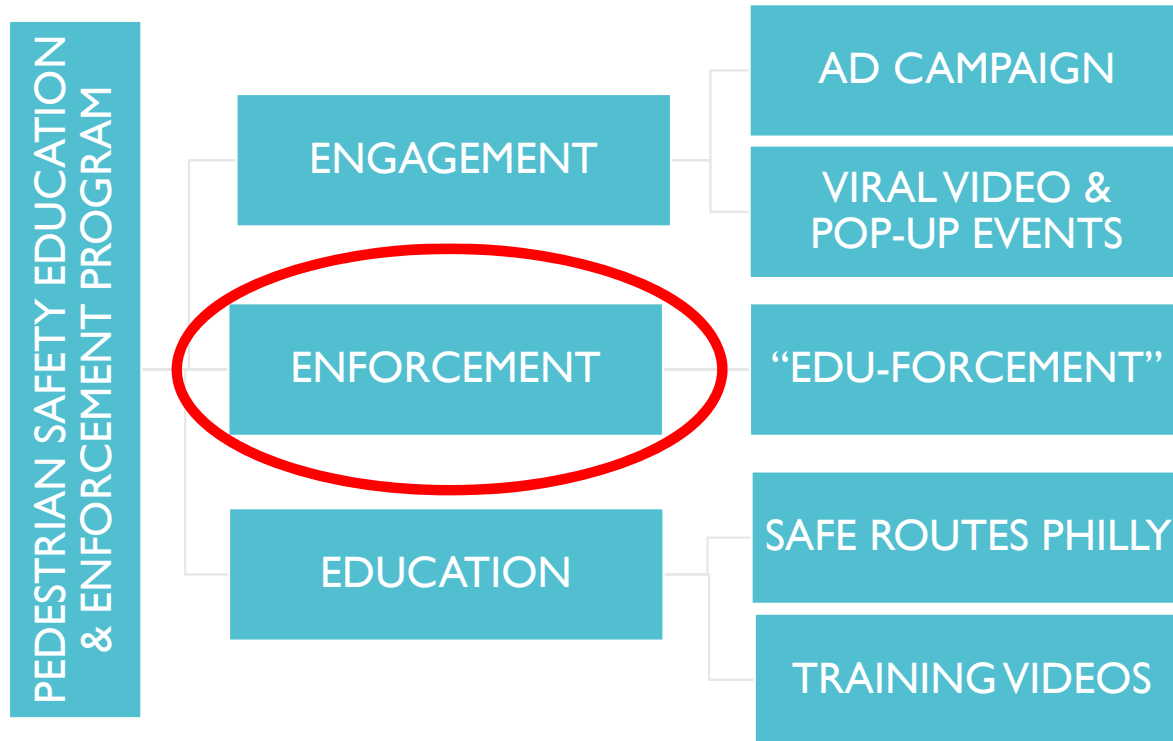
INTERSECTION-TARGETED MOBILE BANNERS



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PEDESTRIAN SAFETY EDUCATION & ENFORCEMENT PROGRAM



**CITY OF PHILADELPHIA POLICE
WRITTEN WARNING**

Offense: _____ Date: _____ Time: _____

PEDESTRIAN	DRIVER	
<input type="checkbox"/> Crossing against signal	<input type="checkbox"/> Distracted driving	<input type="checkbox"/> Illegal/careless backing
<input type="checkbox"/> Midblock crossing	<input type="checkbox"/> Improper/careless turn	<input type="checkbox"/> Illegal U-Turn
<input type="checkbox"/> Juring into traffic	<input type="checkbox"/> Red light/Stop sign running	
<input type="checkbox"/> Distracted walking		

Officer Name: _____

Nearest Intersection: _____



**CITY OF PHILADELPHIA POLICE
WRITTEN WARNING**


DRIVERS,
Drive now. Text later.
PAY ATTENTION.


PEDESTRIANS,
Walk now. Text later.
PICK YOUR HEAD UP.

*This is not a real ticket, but it could've been.
Reckless driving & careless walking
is subject to a fine.*

**IT'S ROAD SAFETY
NOT ROCKET SCIENCE**



**DID YOU
KNOW**

A car hits a pedestrian
IN PHILADELPHIA
**ONCE EVERY
FIVE
HOURS**

**SHARE THE ROAD.
RESPECT THE SIGNS.
SURVIVE.**

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PEDESTRIAN SAFETY EDUCATION & ENFORCEMENT PROGRAM


CITY OF FORT LAUDERDALE POLICE
WARNING OF VIOLATION

As a courtesy of the Fort Lauderdale Police Department, you have received a written warning for violating Florida motor vehicle law(s). This is not a real ticket, but if it was, you would be responsible for the fine(s) listed below.

PEDESTRIAN: \$63.50	BICYCLIST: \$63.50
<input type="checkbox"/> Disobeying traffic signal	<input type="checkbox"/> Riding against traffic
<input type="checkbox"/> Crossing street midblock	<input type="checkbox"/> No bike lights
<input type="checkbox"/> Failure to use sidewalk	<input type="checkbox"/> Failure to yield to pedestrians

DRIVER:

<input type="checkbox"/> Running a red light (\$265)	<input type="checkbox"/> Unlawful speed (\$130 - \$605)
<input type="checkbox"/> Running a stop sign (\$165)	<input type="checkbox"/> Blocking a crosswalk (\$165)
<input type="checkbox"/> Failure to yield to pedestrian in crosswalk (\$165)	

Other: _____

Officer Name: _____

Location: _____



DRIVERS
Slow down. Pay attention.
 Traffic crashes with injuries or fatalities occur 19 times per day.



BICYCLISTS
Be visible. Be predictable.
 A bicyclist is severely injured every 4 days.



PEDESTRIANS
Cross at a crosswalk. Watch for turning vehicles.
 A pedestrian is severely injured every 2 days.

FORT LAUDERDALE IS RANKED
#2 IN THE NATION
FOR PEDESTRIAN FATALITIES
(PER CAPITA)

Fort Lauderdale Data Source: Signal Four Analytics (2009-2014)


CITY OF PHILADELPHIA POLICE
WRITTEN WARNING

Offense: _____ Date: _____ Time: _____

PEDESTRIAN	DRIVER
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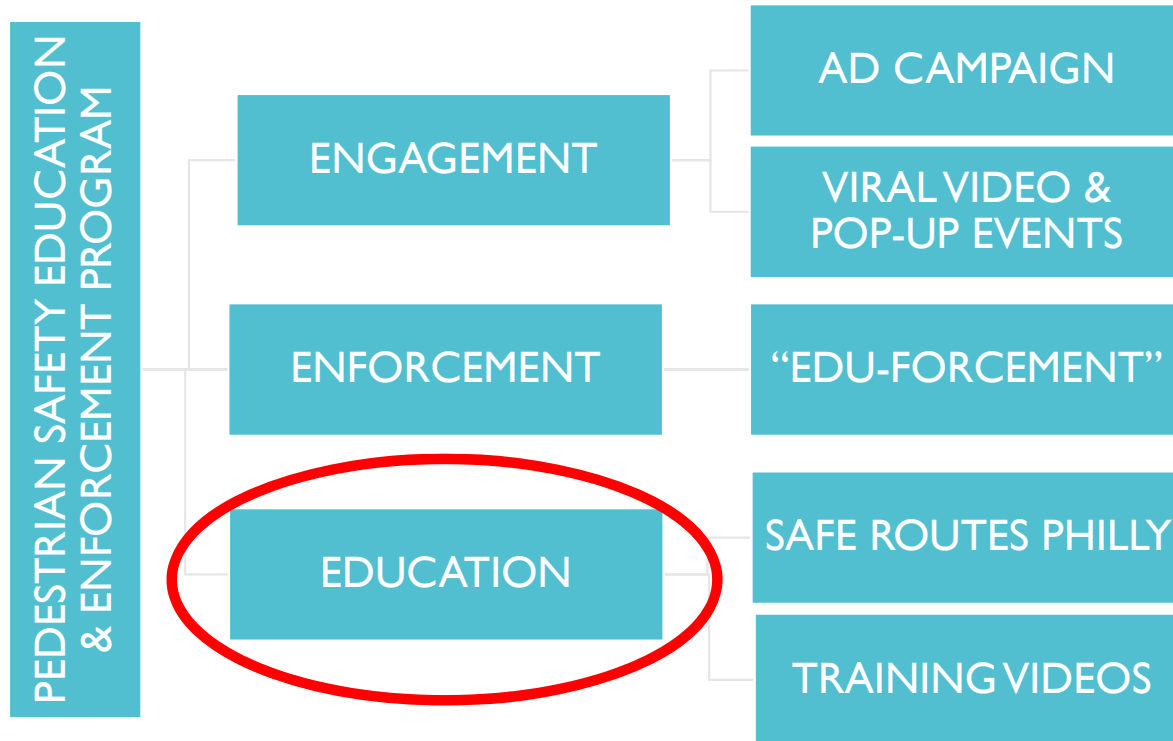

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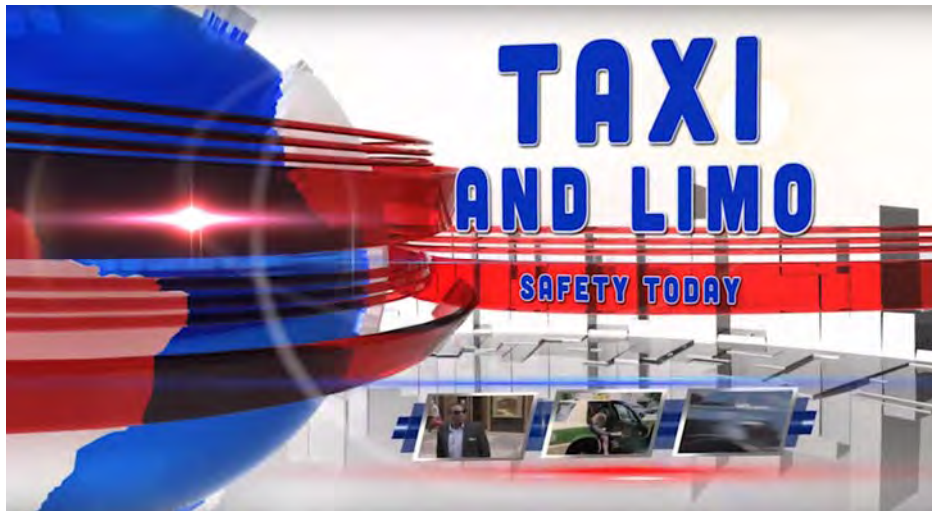
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RESPECT THE SIGNS.
SURVIVE.

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TRANSPORTATION ALTERNATIVES PROGRAM (TAP)

2016 Recipient



TAP APPLICATION: MAKE WAY FOR CHILDREN (SRTS Infrastructure)

- 30% of all pedestrians hit by drivers are under 18 years old

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30%

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40%

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TAP APPLICATION: MAKE WAY FOR CHILDREN (SRTS Infrastructure)

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- Since 2010, 24 walkability audits have been conducted

Safe Routes to School Infrastructure Plan



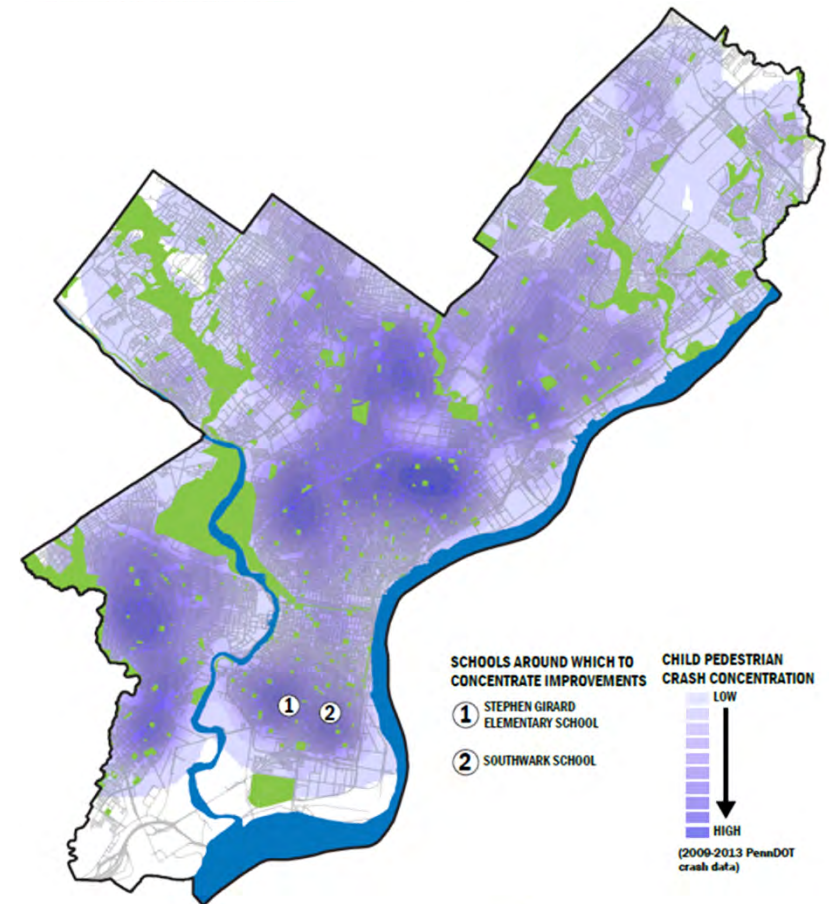
GW Childs Elementary School
School District of Philadelphia, Philadelphia County, PA



School District of Philadelphia

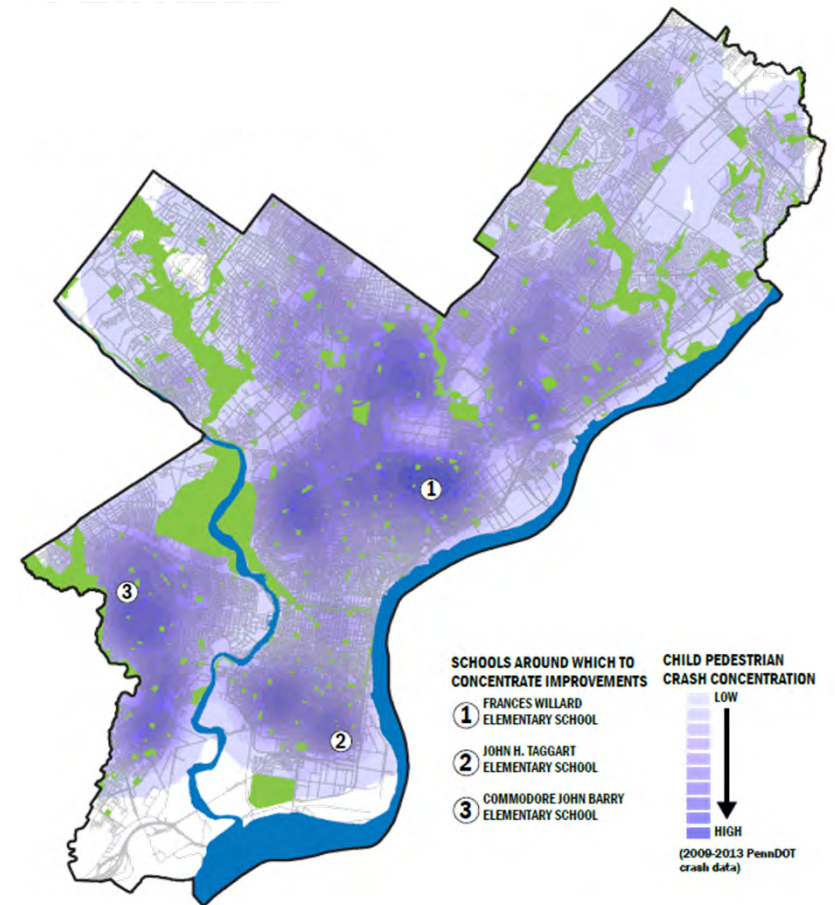
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- Two walkability audits selected for implementation:
 - Stephen Girard School (South Philly)
 - Southwark School (South Philly)



TAP APPLICATION: MAKE WAY FOR CHILDREN (SRTS Infrastructure)

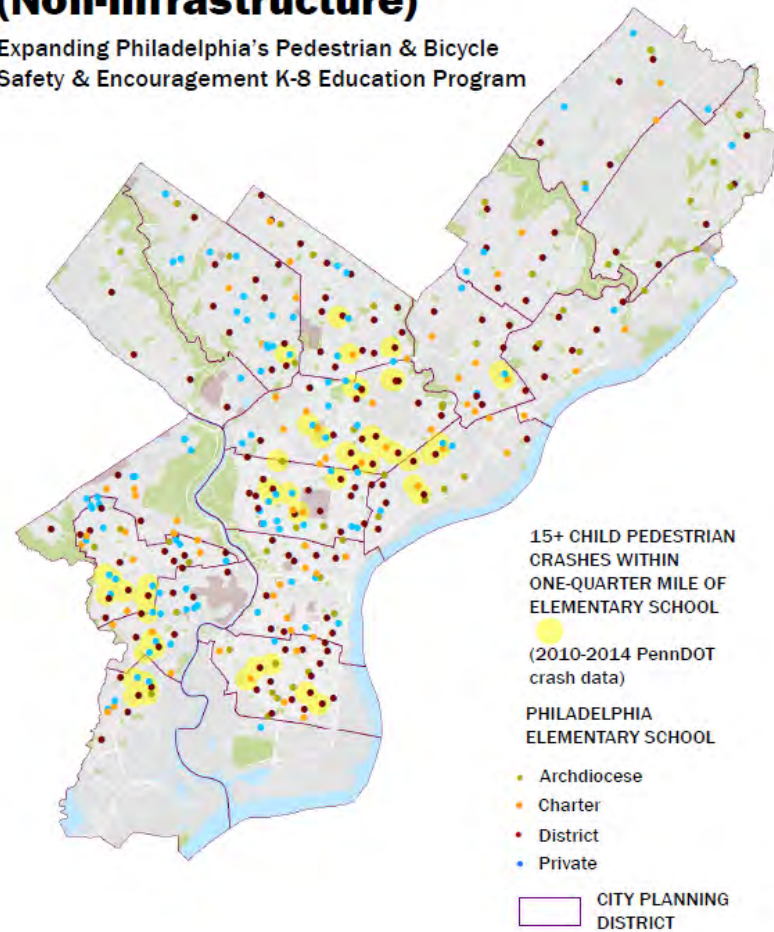
- 30% of all pedestrians hit by drivers are under 18 years old
- Since 2010, 24 walkability audits have been conducted
- Two walkability audits selected for implementation:
 - Stephen Girard School (South Philly)
 - Southwark School (South Philly)
- We applied to implement findings from three more walkability audits (PennDOT MTF):
 1. Frances Willard Elementary (Kensington)
 2. John H. Taggart Elementary (South Philly)
 3. Commodore John Barry Elementary (West Philly)



TAP APPLICATION: SRTS Non- Infrastructure

SAFE ROUTES TO SCHOOLS (Non-Infrastructure)

Expanding Philadelphia's Pedestrian & Bicycle Safety & Encouragement K-8 Education Program



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TRAFFIC SAFETY KNOWLEDGE & BEHAVIORS STUDY



TRAFFIC SAFETY KNOWLEDGE AND BEHAVIORS STUDY

- \$32,000 procurement pilot opportunity



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Seeking creative research on Philadelphians' traffic knowledge and behavior

Posted on [December 16, 2015](#) by [Ema Yamamoto](#) — [15 Comments](#) ↓

The Philadelphia Streets Department, in partnership with the Office of Innovation & Technology (OIT) and the Mayor's Office, is seeking proposals to understand the gaps in traffic knowledge in Philadelphia to inform future policy and projects that will reduce and eliminate traffic injuries and fatalities. This project is supported by funding from Bloomberg Philanthropies.

TRAFFIC SAFETY KNOWLEDGE AND BEHAVIORS STUDY

- \$32,000 procurement pilot opportunity
- Challenge based procurement



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- Funded via Bloomberg Philanthropies' FastFWD



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- Selected: Temple University Institute of Survey Research



HOME ABOUT ISR SERVICES CURRENT PROJECTS SSDL CONTACT BEHEARDPHILLY

WHO

Founded in 1967, Temple University Institute for Survey Research (ISR) is one of the oldest and most prestigious academic survey research centers in the U.S., with more than 40 years of experience conducting national, state, and local surveys, statistical research, focus group research, needs assessments, and program evaluations. The ISR is one of only three academic survey research centers in the U.S. with the historical experience of implementing national computer-assisted in-person surveys. ISR occupies 12,000 feet of newly renovated space in the ECEC building on Cecil B. Moore that includes a 35-seat call center.

For immediate assistance, contact Keisha Miles at 215-204-4926.

TRAFFIC SAFETY KNOWLEDGE AND BEHAVIORS STUDY

- \$32,000 procurement pilot opportunity
- Challenge based procurement
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- Competitive response rate (8 total responses)
- Selected: Temple University Institute of Survey Research
- Study goals:
 - Provide a baseline understanding of traffic safety:
 - Behaviors
 - Knowledge
 - Attitudes
 - Direct traffic safety investments through alternative datasets

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 - Direct traffic safety investments through alternative datasets
- Study has three parts:
 - Online survey
 - Focus groups
 - Intercept surveys / behavior observation

Next steps



QUESTIONS?

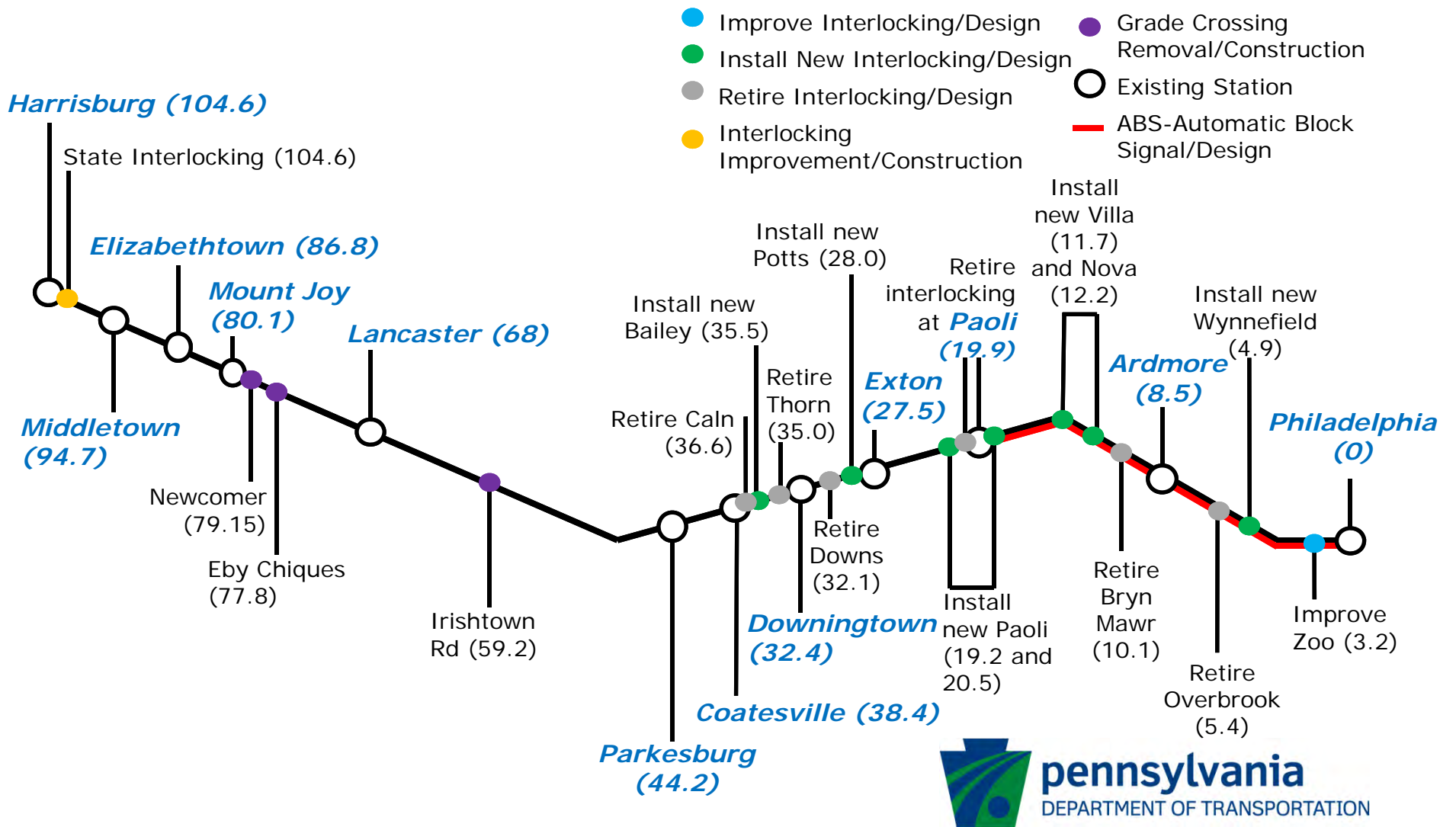




Keystone Corridor - Downingtown Station for DVRPC Regional Technical Committee

May 10, 2016

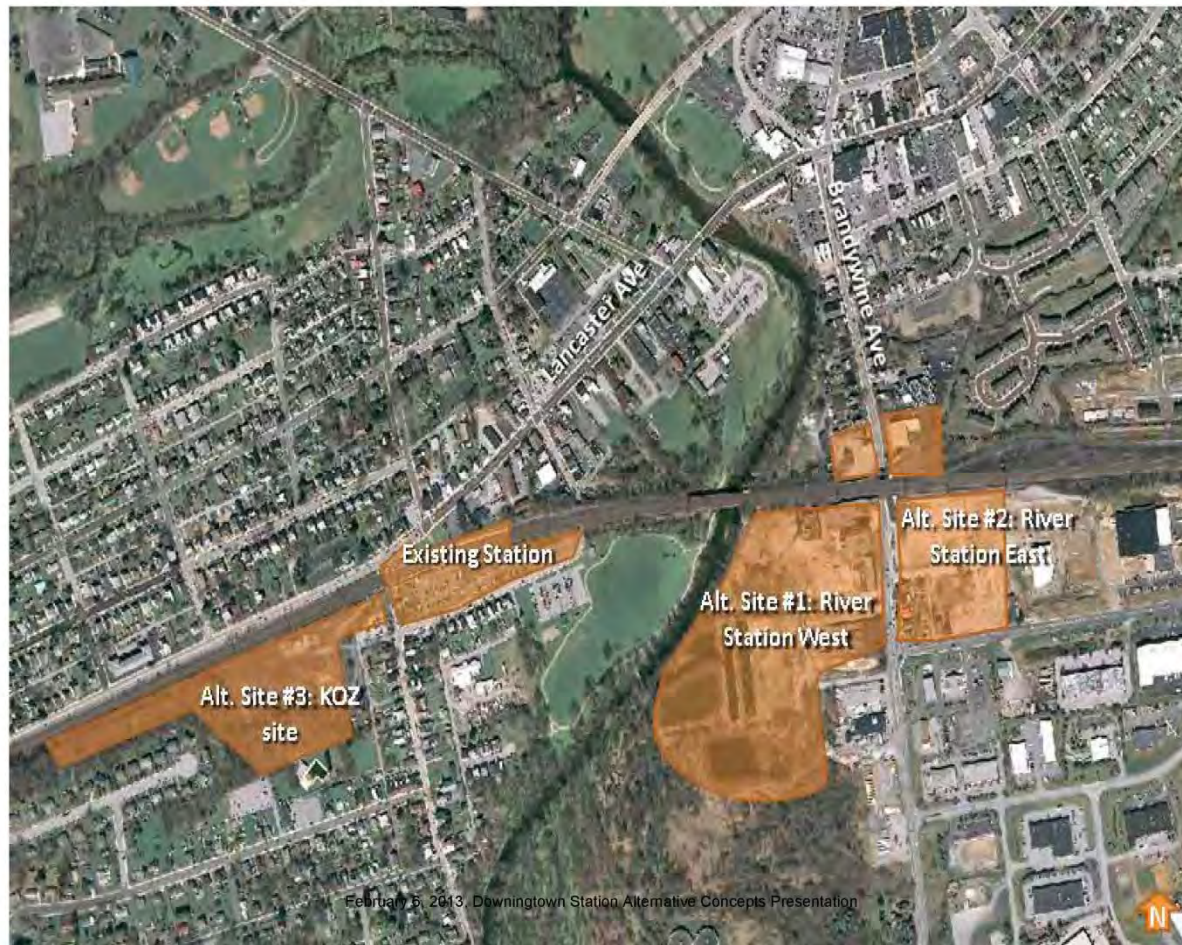
Keystone Corridor



History

- 2011 – Planning Charrette
- 2012 – Study of conceptual alternatives
- 2013 – Identified preferred alternative that met criteria
 - ADA compliant
 - High, level-boarding platforms on tangent track
 - Access/parking availability
 - Opportunities for Transit Oriented Development (TOD)
- Since 2013
 - Advanced conceptual plans to 30% design
 - FTA environmental clearance
 - Right of way plans

▶ Alternatives



February 5, 2013, Downtown Station Alternative Concepts Presentation

Plan overview

- Multimodal connection including
 - Bridge over Brandywine Creek
 - Covered bicycle racks
 - Kiss and ride for buses/taxis
- Bridge replacement (Amtrak over US 322)
 - Improve pedestrian safety
 - Improve connection to downtown
- Adequate parking for Amtrak and SEPTA (2040)
- Stormwater controls
 - sensitive to intermittent stream tributary & wetlands
- Safety/Security (lights/fencing/cameras)

> Funding

Phase	Dollars (Millions)
Phase I (FD, ROW, Utilities)*	\$20.4
Phase II (approximate construction cost)	\$55.0
Total	\$75.4

Questions

King of Prussia Rail Project

An Extension of the Norristown High Speed Line



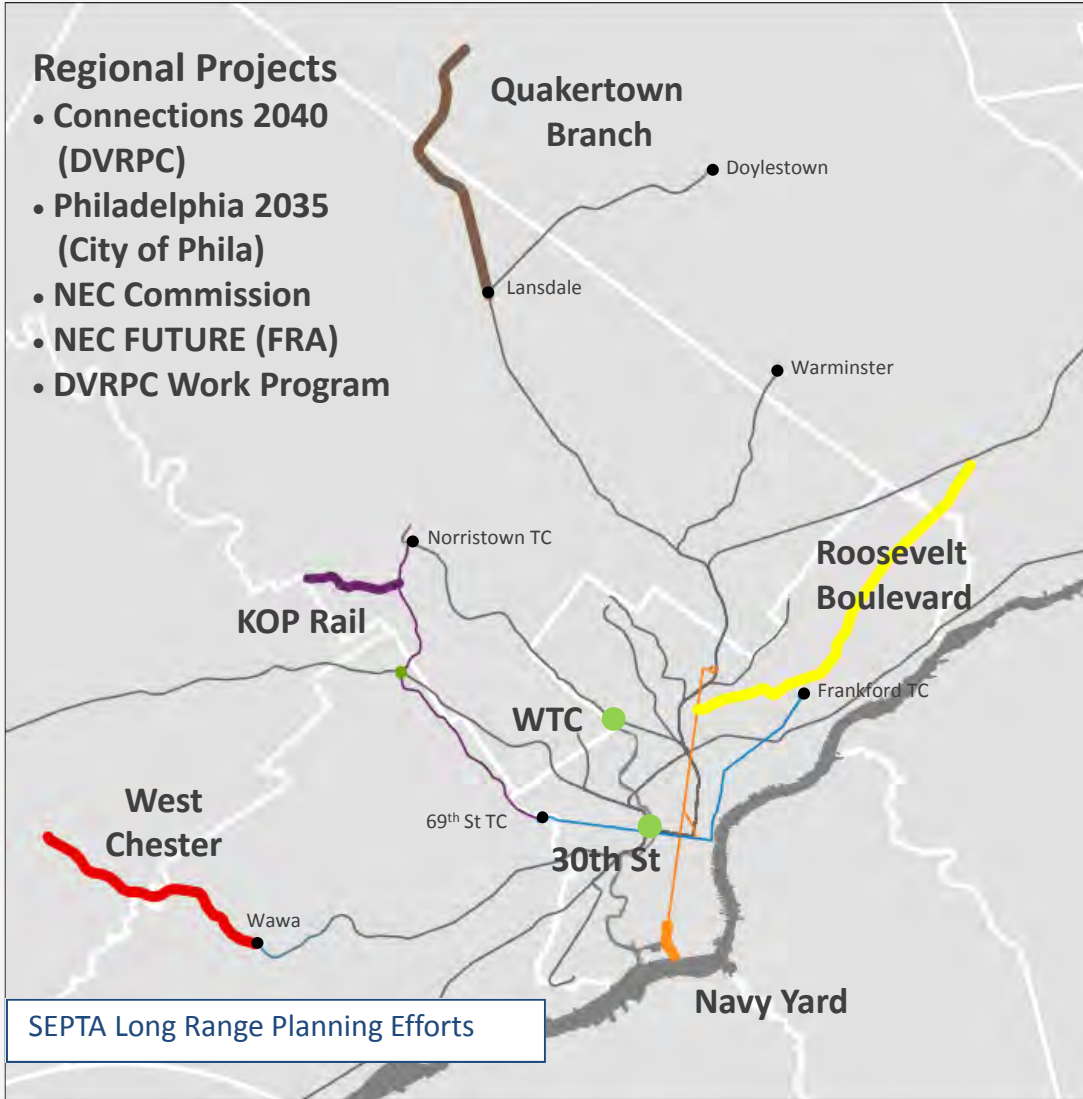
King of Prussia Rail

Liz Smith, SEPTA

May 10, 2016



Long Range Planning Efforts

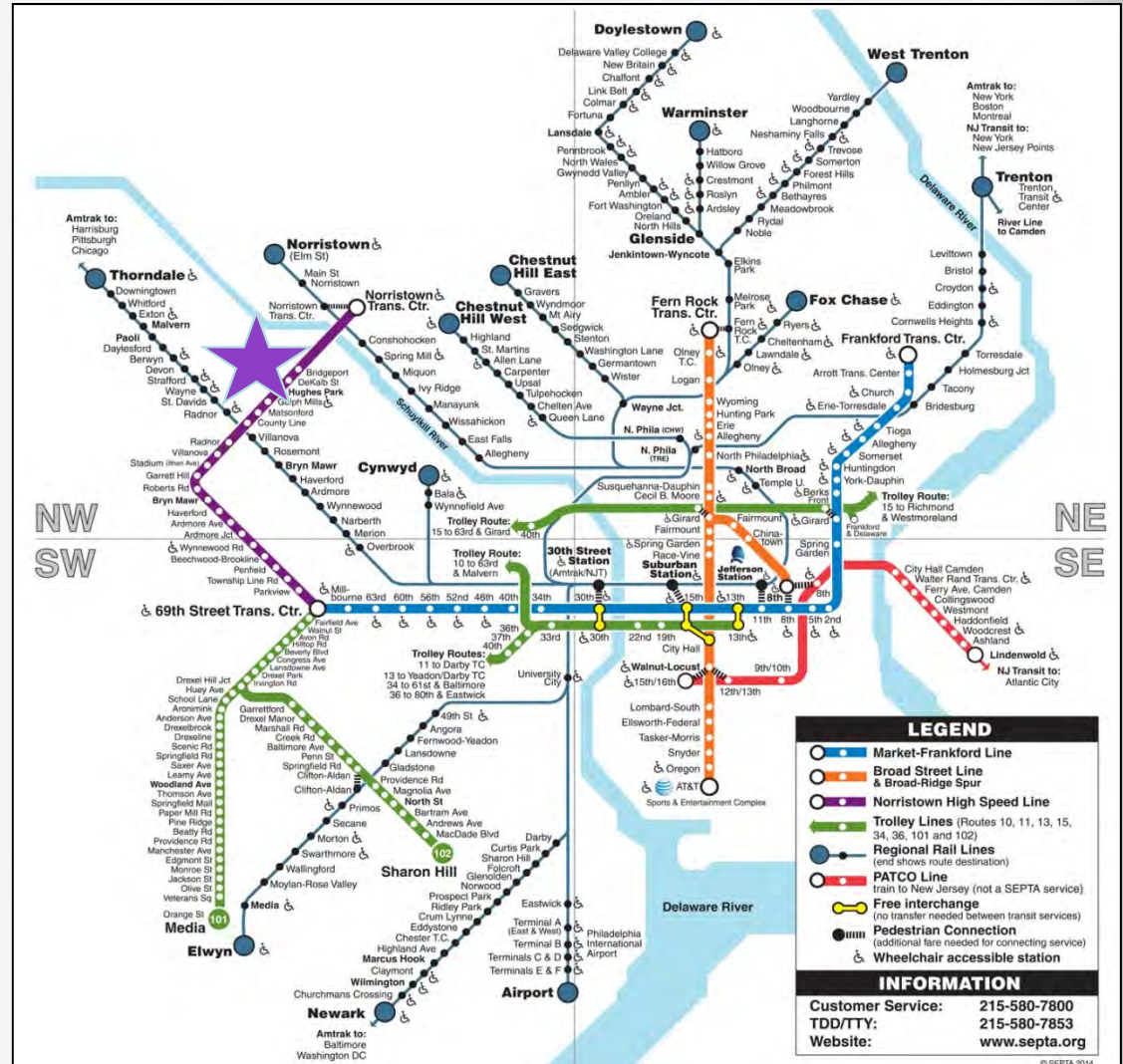


Project Background



King of Prussia not directly served by rail

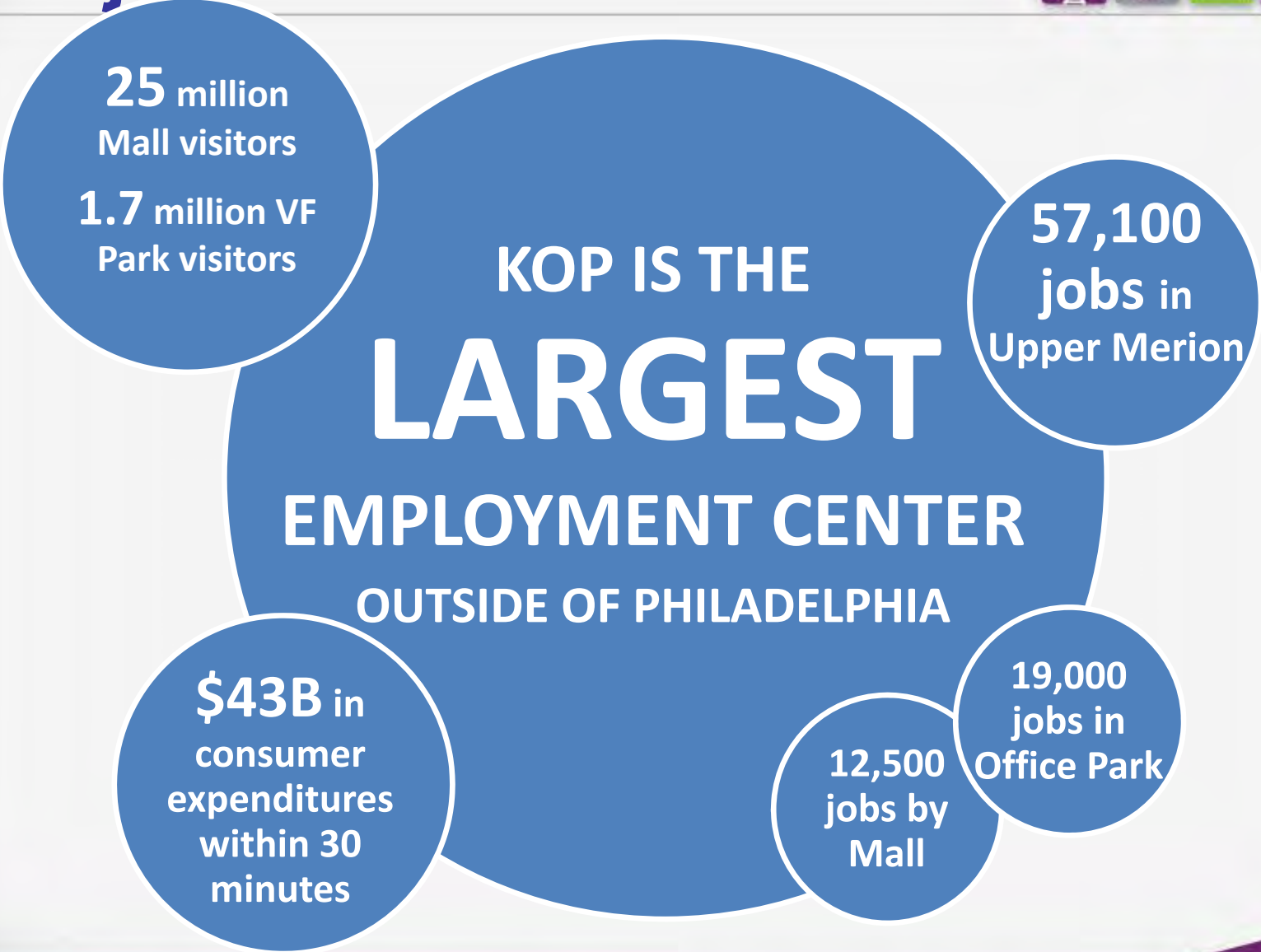
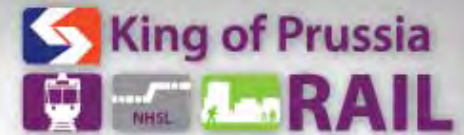
- Paoli-Thorndale & Norristown Regional Rail lines, as well as Norristown High Speed Line come within 3 miles of KOP
- Served by 6 bus routes with high ridership, but low on-time performance



Project Background



Project Need



Project Need

KOP IS GROWING ...

Mall
expanding
by 155,000
sqft

Business park
re-zoned for
mixed use

Village at
Valley Forge
1.5 M sqft office
500 hotel rooms
2,000 residential
units

... IT NEEDS BETTER TRANSIT

Lower rate
of licensed
drivers

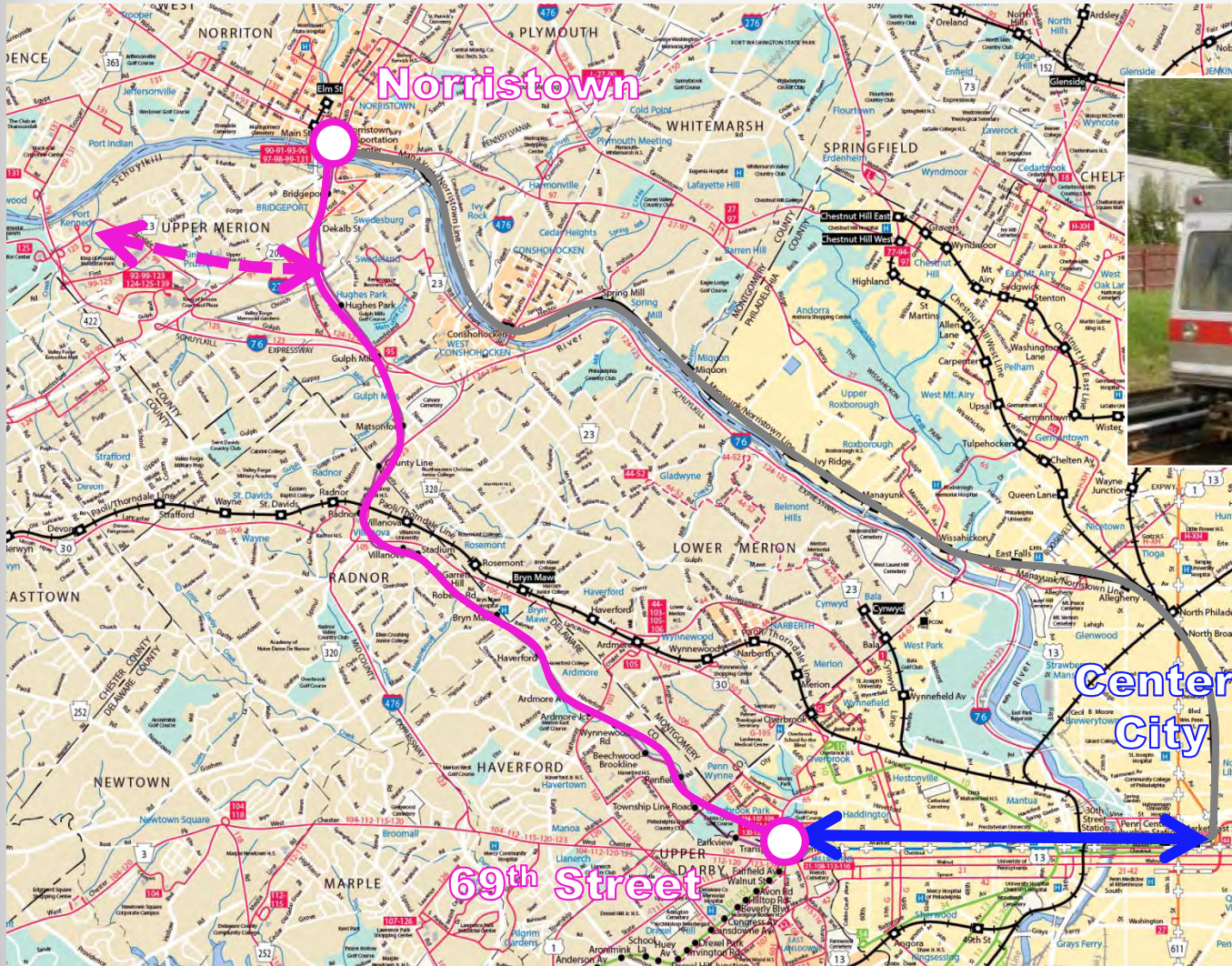
Six bus routes
5,600 riders
65% on-time



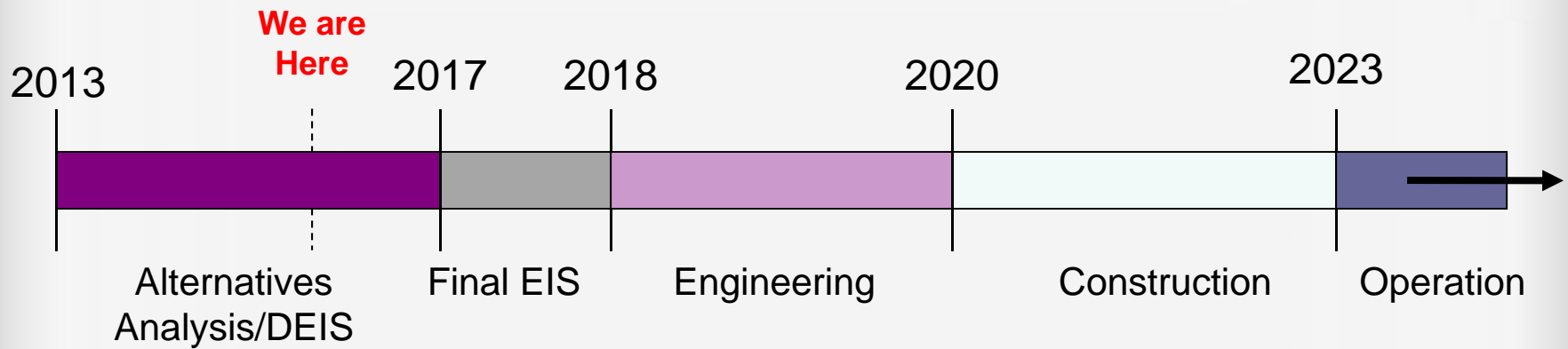
NHSL
99% on-time
No Schuylkill
traffic



Norristown High Speed Line



Project Schedule



Planning Process



Alternatives Analysis

A process to work with the public and project stakeholders to determine the best routing (Alternative) for the project, looking at various factors including costs, benefits, and impacts.

Draft Environmental Impact Statement (DEIS)

The purpose of the EIS is to provide full and open evaluation of environmental issues and alternatives, and to inform decision-makers and the public of reasonable ways to avoid or minimize negative impacts and enhance the quality of the environment.

DEIS



- Compare Build Alternatives (Action Alternatives) and a No Action Alternative
- Consider public and stakeholder input
- Assess environmental effects
- Analyze transportation effects
- Identify minimization and mitigation strategies
- Scheduled release: December 2016

Public Involvement

Key Part of Project

Public Meetings

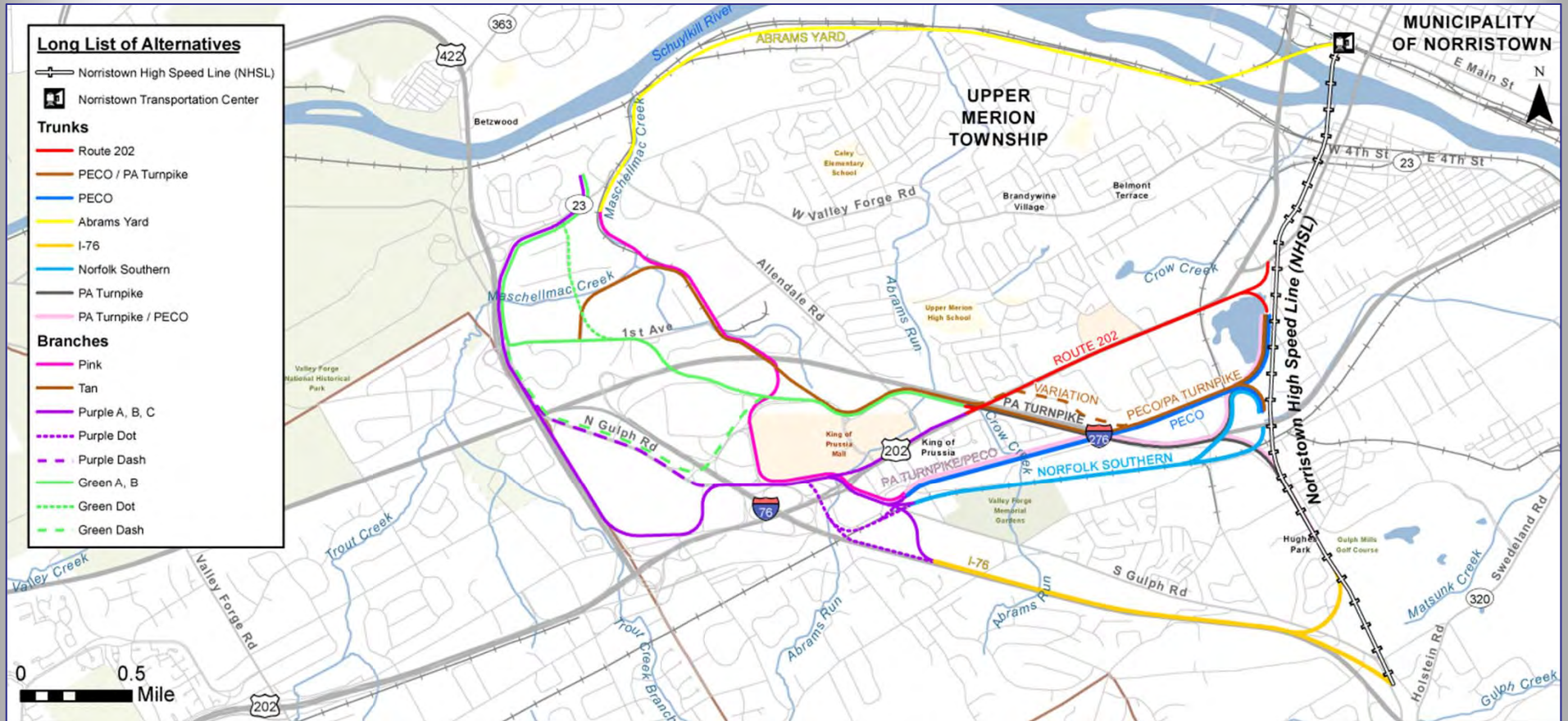
- Pre-Scoping (January 2013)
 - Scoping Hearing (July 2013)
 - Tier 1 Alternatives (January 2014)
 - Tier 2 Alternatives (Fall 2014)
 - Tier 3 Alternatives (Spring 2015)
 - Preliminary Locally Preferred Alternative (Spring 2016)
 - Future DEIS Public Hearing
- ### Stakeholder Coordination



Alternatives Development



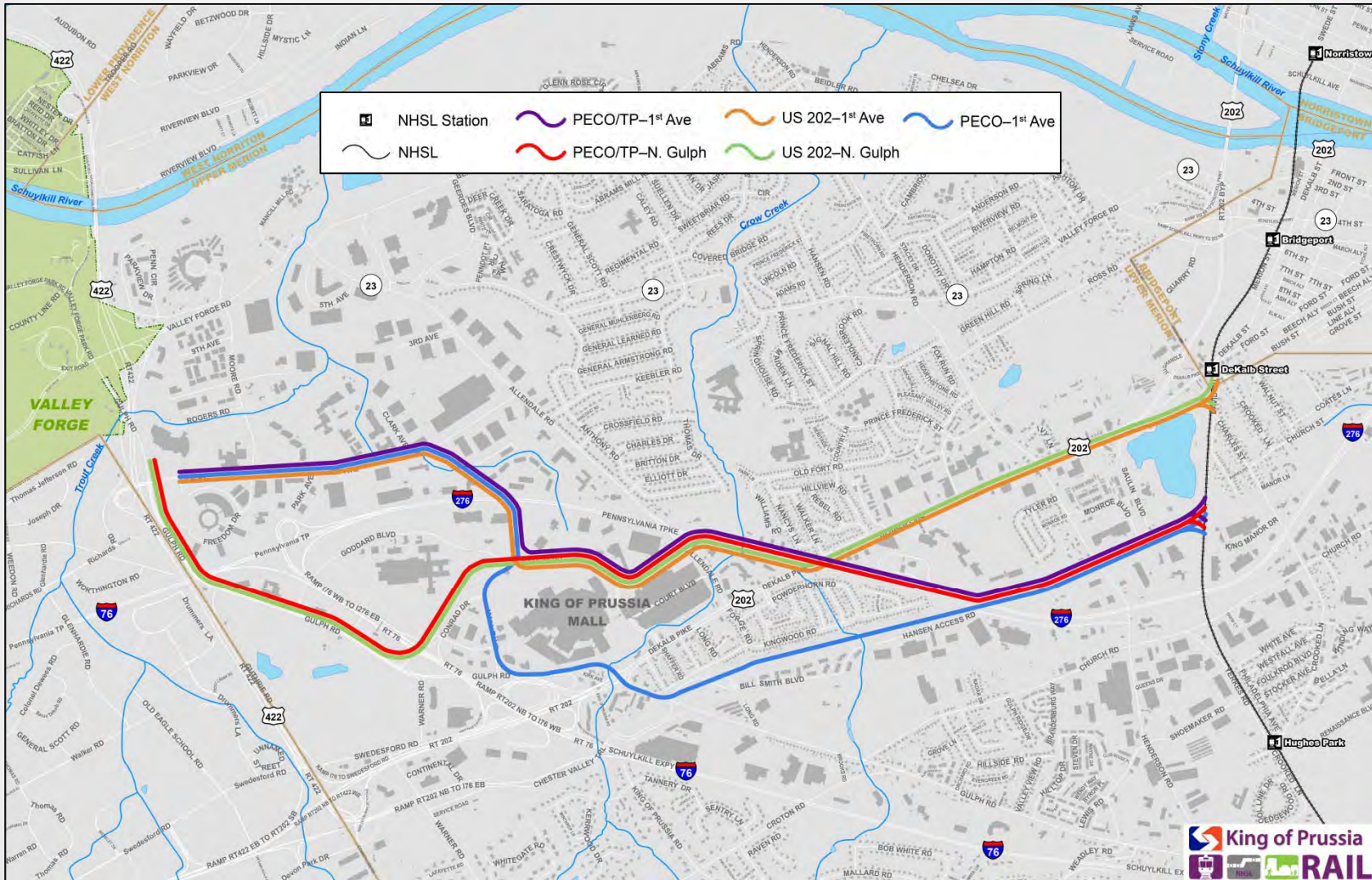
Long List of Alternatives



Alternatives Screening



Build Alternatives



Tier 3 Screening

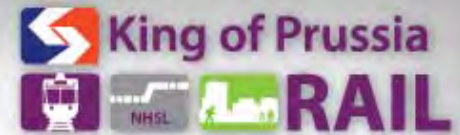
Tier 3 Screening

Tier 3 Criteria

- Refined Ridership Forecast
- Refined Costs
- Costs Per Rider
- Financial Feasibility
- Economic & Land Use Analysis
- Quantification & Evaluation of Impacts & Benefits

Locally Preferred Alternative

Tier 3 Screening Categories



- Combination of public comments, stakeholder input and technical data
- Some factors focused primarily on residential areas, others more on business areas of the study area
 - Air Quality and Energy
 - Cost
 - Hazardous Materials
 - Historic and Archaeological Resources
 - Land Use and Economic Development
 - Natural Resources
 - Neighborhoods and Community Facilities
 - Noise and Vibration
 - Parks, Recreational Land and Open Space
 - Property Acquisitions and Displacements
 - Ridership
 - Utilities

Recommended LPA



Workshop held with:

- Montgomery County
- Upper Merion Township
- Delaware Valley Regional Planning Commission (DVRPC)
- King of Prussia Business Improvement District
- Greater Valley Forge Transportation Management Association (GVFTMA)
- SEPTA

Residential Factors



Priority Factors - Impacts

- Reducing number of full residential acquisitions
- Reduce potential for visual impacts
- Minimize capital costs and operations and maintenance (O&M) costs

Priority Factors - Benefits

- Parking capacity for residents unable to walk or bike to stations
- Higher ridership
- Broad acceptance by Key Stakeholders/Political Leaders

Employment Area Factors



Priority factors

- More stations within rezoned mixed use area
- Redevelopment potential
- Ease of new zoning
- Increased access to jobs
- Higher ridership
- Minimize capital and operations and maintenance (O&M) costs
- Broad acceptance by Key Stakeholders/Political Leaders

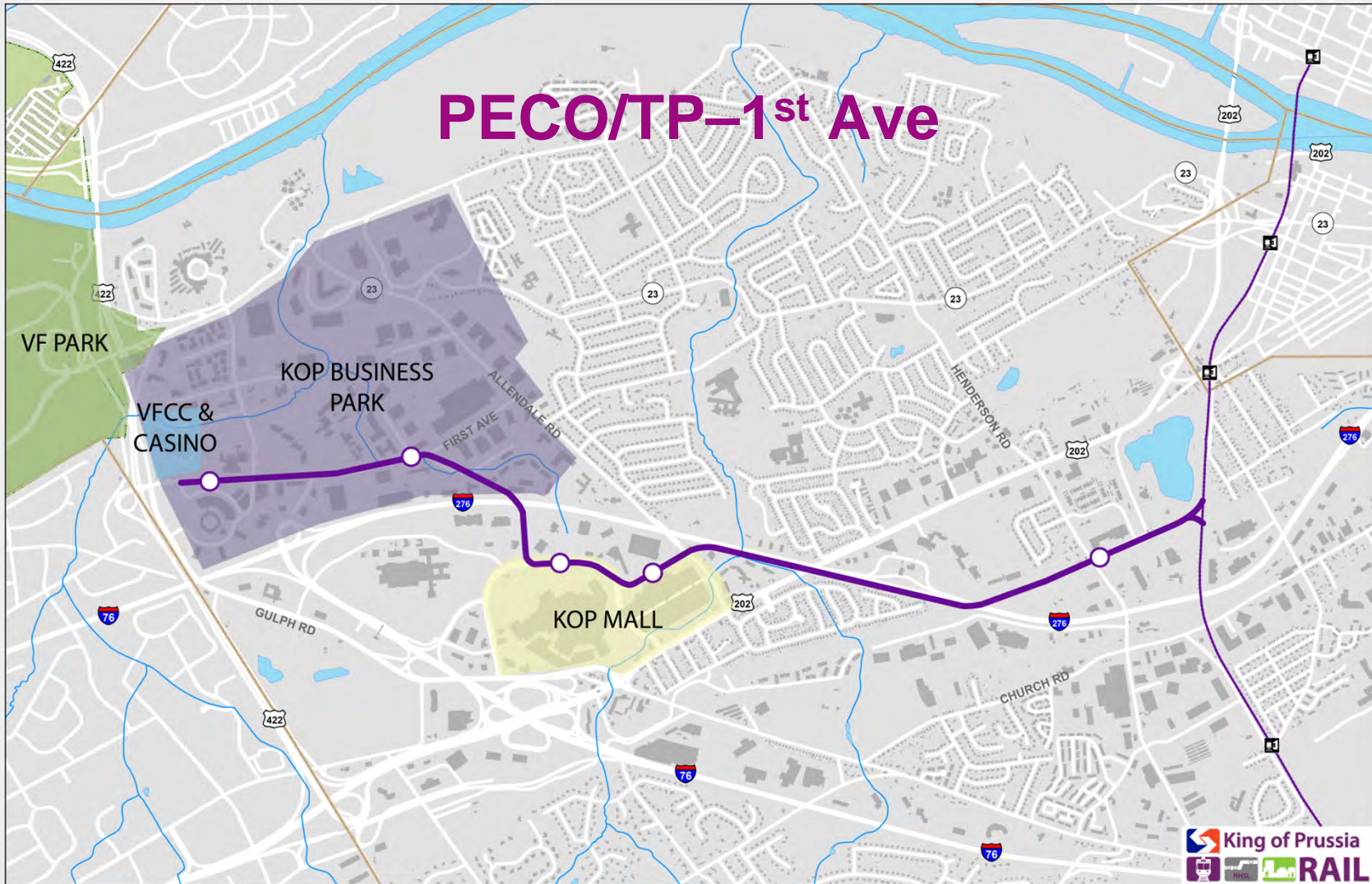
Non-Distinguishing Factors



The following factors had similar results for all alternatives

- Potential for Noise/Vibration Impacts
- ADA Accessibility / Senior-friendly
- Cost
- Community facilities impacts (0 each)
- Commercial acquisitions
- Consistency with local and regional plans and broad land use patterns
- Waterways and Floodplains Impacted

Recommended LPA



PECO/TP-1st Ave



Mall Segment



Conceptual Rendering

PECO/TP-1st Ave



Business Park Segment



Conceptual Rendering

PECO/TP-1st Ave



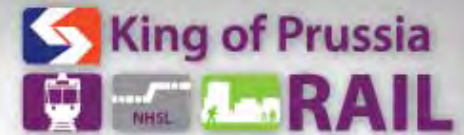
Project Facts	
Capital Cost	\$1.1B
Increased O&M Cost	\$4.9M
Ridership	9,500
69th St to Business Park (local)	36 min
69th St to Business Park (express)	22 min
NTC to Business Park (local)	16 min

Economic Benefits



- World Class Greater Philadelphia - Infrastructure
- Report on regional economic impacts of KOP Rail
 - Local benefits from construction spending
 - Benefits of increased transit connectivity
 - Travel time savings
 - Increased development
 - New businesses and residents

Economic Benefits



Key Findings:

Benefits of the King of Prussia Rail Project

- 1 The estimated total project cost** of \$1.0 billion to \$1.2 billion is anticipated to generate between \$1.1 and \$1.3 billion in local economic activity.³
- 2 Transit travel time savings** to King of Prussia are projected at 30+ minutes from Center City, 20+ minutes from Norristown, and 10+ minutes from Upper Darby.
- 3 Drivers switching to transit** as a result of the King of Prussia Rail Project would result in an annual reduction of up to 18 million vehicle miles traveled.
- 4 King of Prussia Rail is projected to stimulate** an average of approximately 310,000 square feet of new real estate development in King of Prussia per year.
- 5 New office space and residential development** spurred by the rail extension would accommodate an additional 1,200 employees and 400 new residents per year.



Economy League

GREATER PHILADELPHIA

Benefits of Transit Investment



Construction spending that spurs economic activity and supports jobs



Travel time savings for drivers and transit users in the region



Reduced congestion and pollution



Increased development and property values due to additional connectivity



Job growth due to employees working in new office and retail space



New residents attracted by the convenience of location

Next Steps

- Increased Public Involvement Effort
 - Neighborhood Meetings
 - Backyard Visits
 - Citizens Working Group

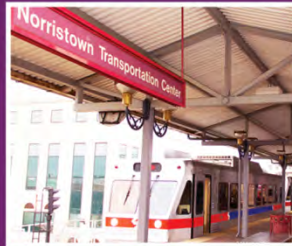


Next Steps



- DEIS released in December 2016
- Select LPA after DEIS public comment period
- Potential for LPA adoption by SEPTA, County, Township and DVRPC in early 2017
- FEIS begins in early 2017
 - Will only consider selected LPA
 - Will commit to minimization and mitigation
- Potential New Starts application, request to enter engineering in 2018

An Extension of the Norristown High Speed Line



Thank You!

www.kingofprussiarail.com

info@kingofprussiarail.com

www.twitter.com/KOPRail



DELAWARE VALLEY
dvrpc
REGIONAL
PLANNING COMMISSION

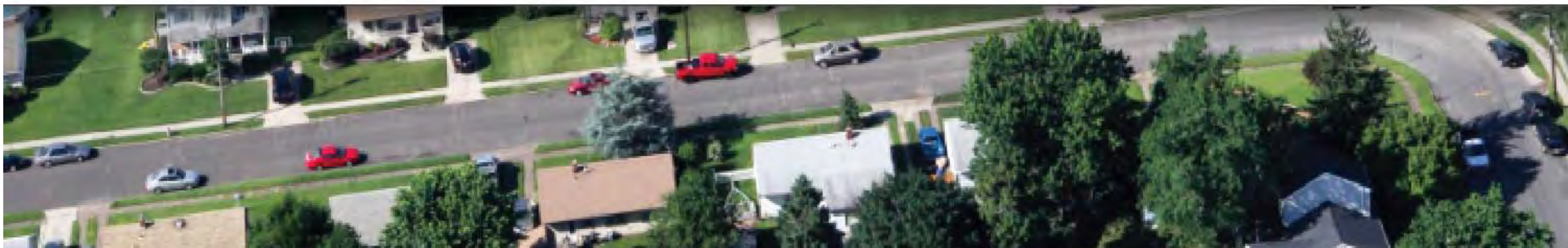
Transportation
Improvement
Program

TIP

TIP Actions

Transportation Improvement Program
New Jersey TIP (FY2016-2019)

May 2016



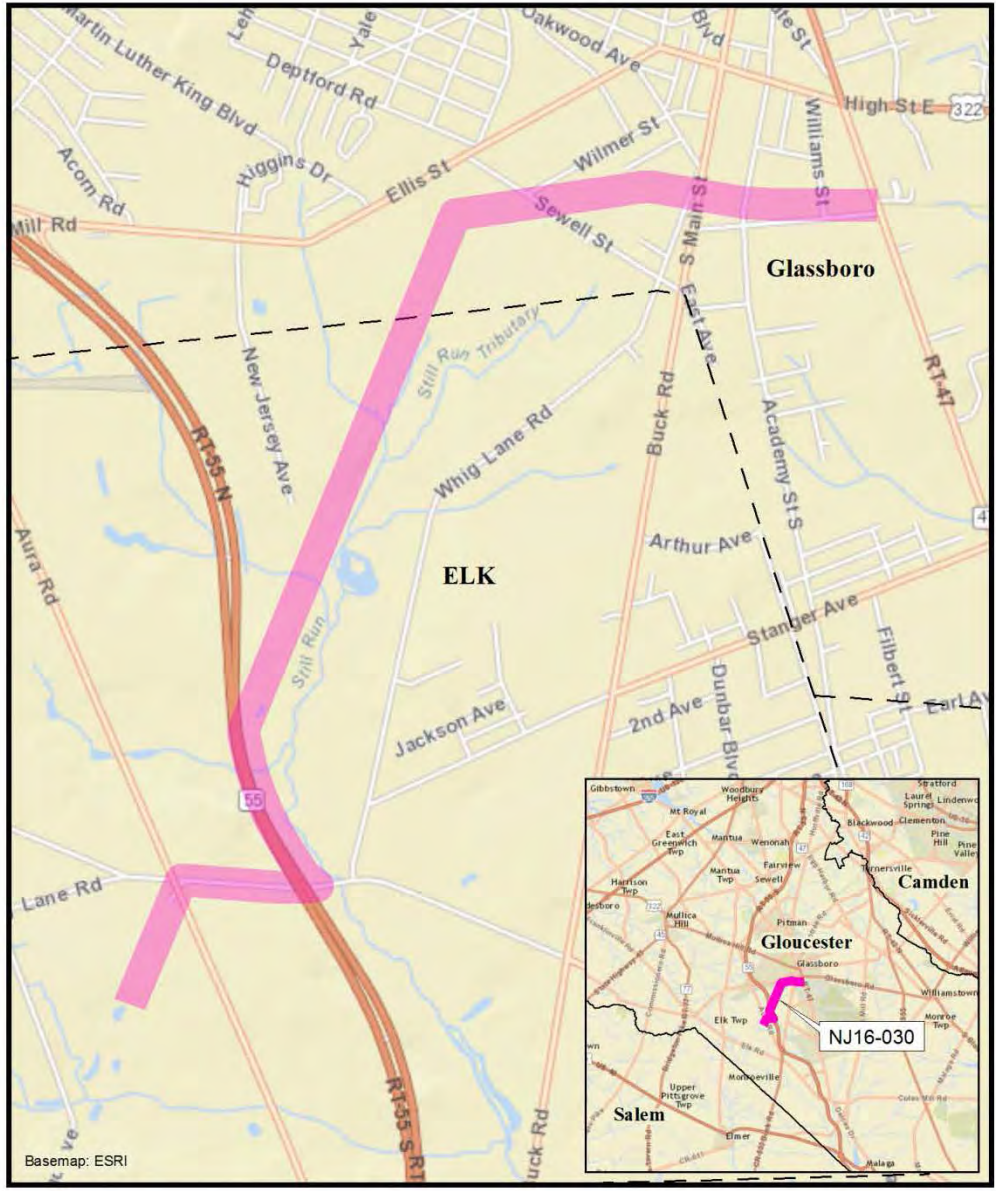
Gloucester County Multi-Purpose Trail Extension – Glassboro Elk Trail

Gloucester County | Add and Delay Phases

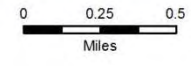
- ▶ Modify the NJ TIP for the Gloucester County Multi-Purpose Trail Extension – Glassboro Elk Trail, accordingly:
 - Add a \$1,000,000 FY15 STATE-DVRPC funded Right-of-Way (ROW) phase in FY16
 - Delay Construction from FY16 to FY17
- ▶ ROW was on the previous FY2014 TIP with the same cost for advancement in FY15, but the project did not encumber ROW funds in time.



NJ16-030: Gloucester County Multi-Purpose Trail Extension - Glassboro Elk Trail



Basemap: ESRI



Proposed TIP Action | NJ

Modify the NJ TIP for the following project:

- ▶ Gloucester County Multi-Purpose Trail Extension – Glassboro Elk Trail, Gloucester County
 - Add a \$1,000,000 FY15 STATE-DVRPC funded Right-of-Way (ROW) phase in FY16
 - Delay Construction from FY16 to FY17.



Streetscape Improvements along Clements Bridge Road (NJ 41), Phase 4

Barrington Borough (Camden County) | Add and Delay Phases

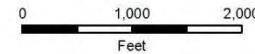
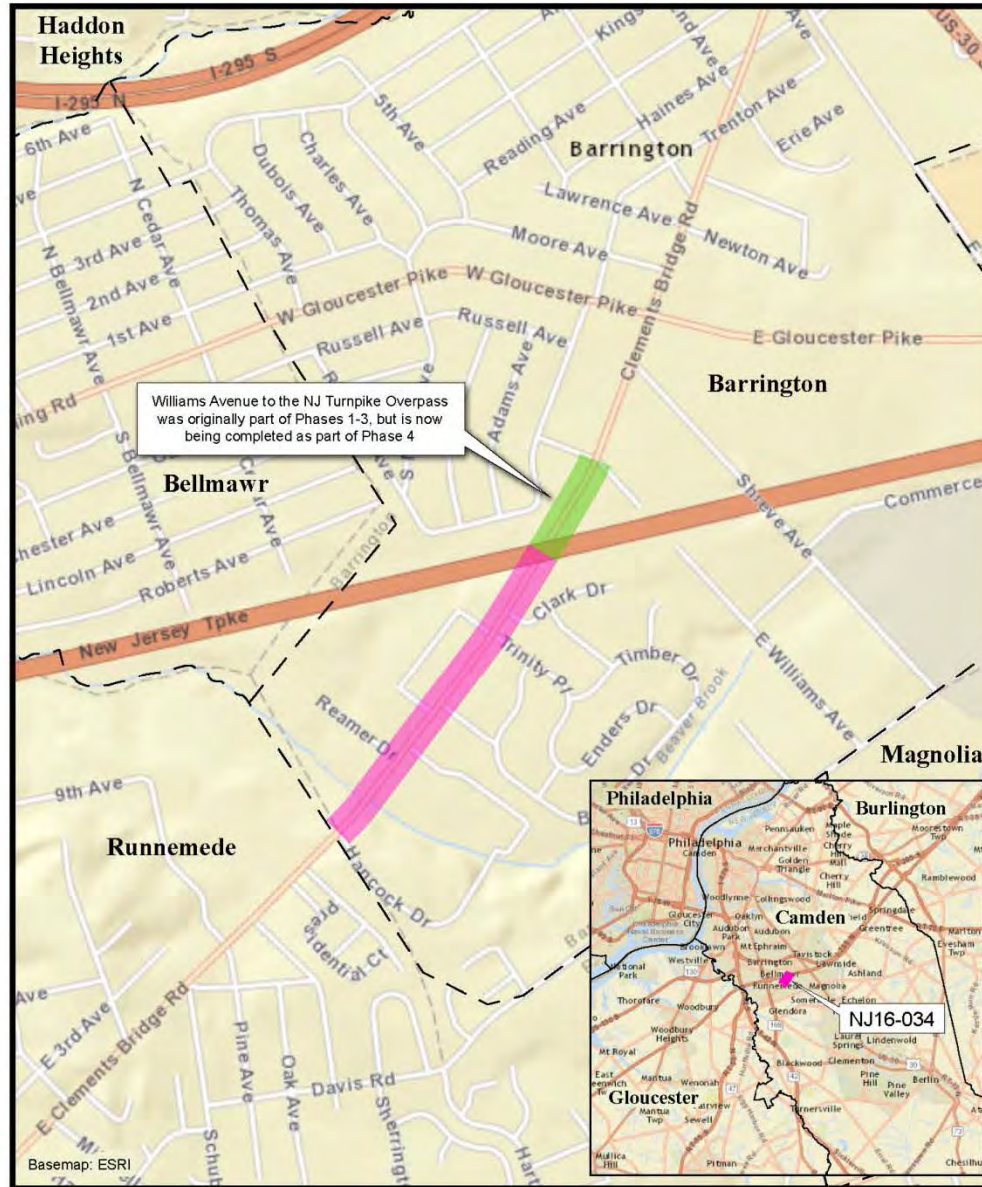
- ▶ Amend the NJ TIP by adding a new break-out project, Streetscape Improvements along Clements Bridge Road (NJ 41), Phase 4, into the TIP for FY16 Construction with \$180,000 (\$163,000 DEMO/\$17,000 Local).

Note: \$750,824 FY2014 TAP funds for this project are reflected in NJDOT's Statewide TAP line item. Total Construction cost is \$930,141.

- ▶ Construction is ready for authorization and further delay in authorization will risk the de-obligation of FY2014 TAP funds.
- ▶ Streetscape improvements will be provided along Clements Bridge Road (NJ 41) from Williams Avenue to Hancock Drive.



NJ16-034: Streetscape Improvements along Clements Bridge Road (NJ 41), Phase 4



Completed Portion of Clements Bridge Road from Phases 1-3



Proposed TIP Action | NJ

Amend the NJ TIP for the following project:

- ▶ Streetscape Improvements along Clements Bridge Road (NJ 41), Phase 4, Barrington Borough (Camden County)
 - Add this new break-out project into the TIP for FY16 Construction with \$180,000 (\$163,000 DEMO/ \$17,000 Local)

Note:

- \$750,824 FY2014 TAP funds for this project are reflected in NJDOT's Statewide TAP line item.
- Total Construction cost is \$930,141.





Transportation
Improvement
Program

TIP

Thank You!

www.dvrpc.org/TIP

Federal Performance Measures



Regional Technical Committee

May 10, 2016

Federal MAP-21 Performance Measures

Safety

Infrastructure Condition

System Performance

CMAQ

* *Greenhouse Gas Emissions*



Why Measure Performance?

Are investments helping achieve goals?

Transparency

Improve decision making

Compare across regions / states

Move toward standardized measures

Safety

- (1) Number of fatalities
- (2) Rate of fatalities
- (3) Number of serious injuries
- (4) Rate of serious injuries
- (5) Number of non-motorized fatalities and serious injuries



Source: FHWA

Infrastructure Condition - Pavement

- 1) % of Interstate pavements in good condition
- 2) % of Interstate pavements in poor condition
- 3) % of non-Interstate pavements in good condition
- 4) % of non-Interstate NHS pavements in poor condition

Minimum Condition:

No more than 5% of Interstate lane miles in poor condition

Penalty (if minimum condition not met over **one** four-year period):

State must obligate NHPP & transfer STP funds



Source: NJDOT

Determining Pavement Condition

		Good	Fair	Poor	
Asphalt & Joined Concrete	Continuous Concrete	IRI <i>(inches/mile)</i>	<95	95-170 95-220*	>170 >220*
		Cracking <i>(%)</i>	<5	5-10	>10
	Rutting <i>(inches)</i>	<0.20	0.20-0.40	>0.40	
	Faulting <i>(inches)</i>	<0.05	0.05-0.15	>0.15	

*Population >1M

Source: FHWA

Infrastructure Condition - Bridges

- 1) Percent of NHS bridges in good condition
- 2) Percent of NHS bridges in poor condition

Minimum Condition:

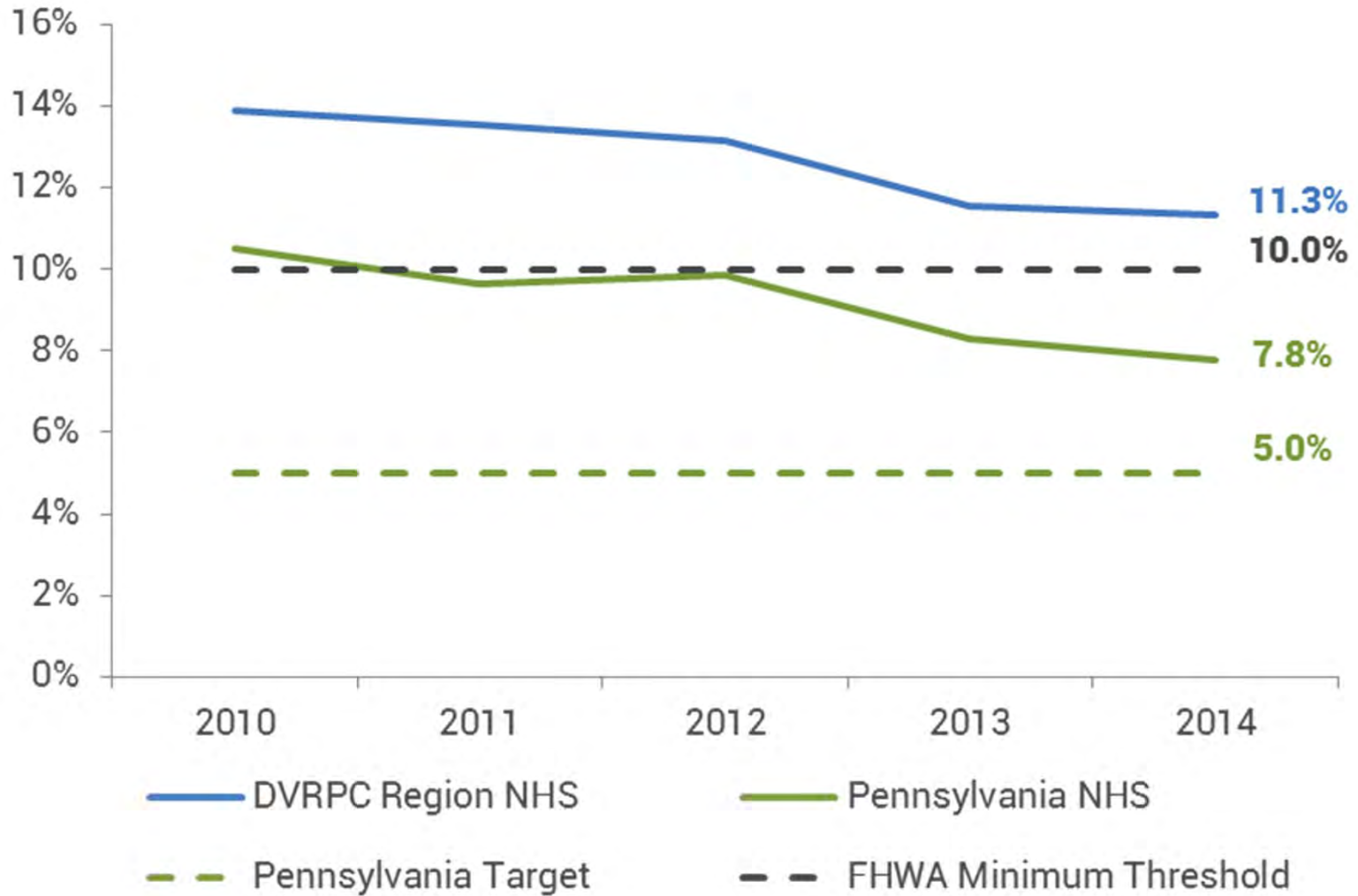
No more than 10 percent of NHS bridges in poor condition

Penalty (if minimum condition not met over **one** four-year period):

State must obligate NHPP & transfer STP funds

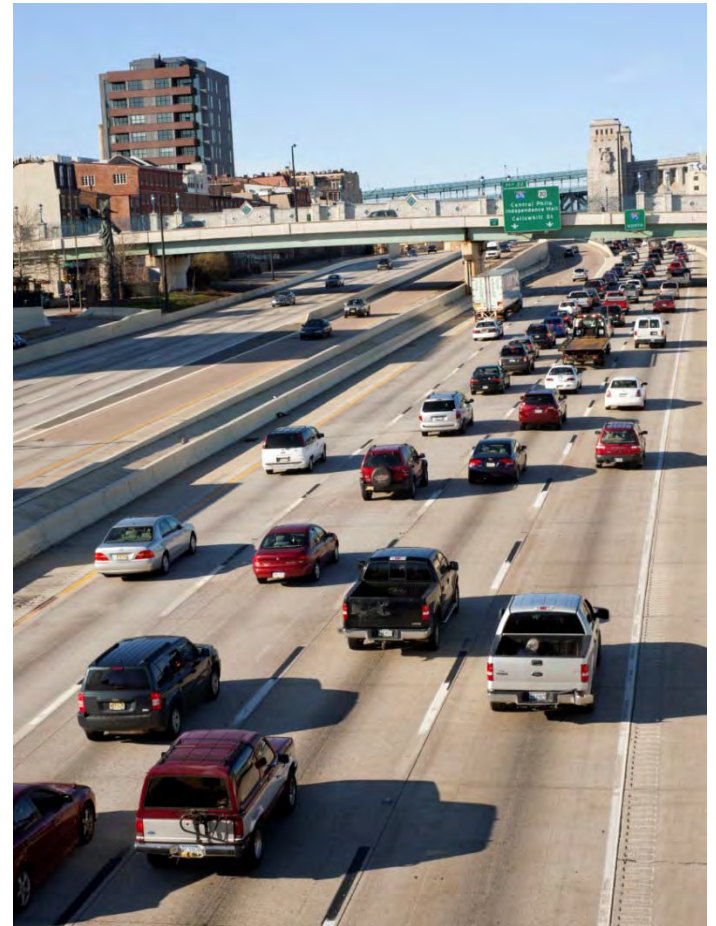


Percent NHS Bridges in Poor Condition



Performance of the National Highway System

- (1) Percent of the Interstate System providing for **Reliable Travel Times**
- (2) “ “ non-Interstate NHS “ “
- (3) Percent of the Interstate System where **Peak Hour Travel Times** meet expectations,
- (4) “ “ non-Interstate NHS “ “



Measures for Assessing the CMAQ Program

(1) Traffic Congestion

Annual Hours of **Excessive Delay Per Capita**

(2) On-Road Mobile Source Emissions

Total **Emission** Reductions



Source: FWHA

Freight Movement on the Interstate System

- (1) Percent of the Interstate System Mileage providing for Reliable Truck Travel Times
- (2) Percent of the Interstate System Mileage Uncongested



Source: Penn Live

Conclusion

Understanding these performance measures is complicated but important

Next steps include setting targets

Some of the key issues are

- data availability or which data source to use
- geographic boundary complexities

We have a great history of collaboration and will build on it to do these measures

Questions?



Circuit Funding: Phase IV Grant Awards

Regional Technical Committee, May 10, 2016



Grant Awards

- 1. Reconstruction of the Martin Luther King Drive Trail – \$500,000 grant to be matched by \$500,000 from DCNR (pending) and \$500,000 from Philadelphia Parks and Recreation**
- 2. Design and Engineering of Phase II of the Chester Creek Trail – \$208,907 grant to be matched by \$208,907 from PA DCNR (pending)**

Chester Ck Trail Phase 2 Design



MLK Trail Reconstruction

