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PLANNING COMMISSION

TIP Actions

Transportation Improvement Program

New Jersey TIP (FY2016-2019)

Pennsylvania TIP (FY2017-2020)

September 2017

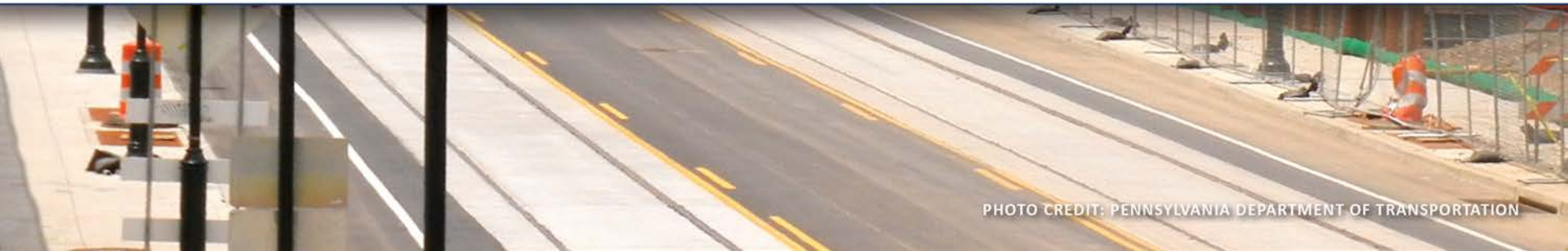


PHOTO CREDIT: PENNSYLVANIA DEPARTMENT OF TRANSPORTATION

SEPTA Communications, Signals, and Technology Improvements

Various Counties | Cost Increase

- **Action Type:** TIP Amendment
- **Action:** Increase FY18 CAP phase by $7.25 million ($5.8 million Federal/$1.403 million State/$47,000 Local) from $30.5 million to $37.8 million.
- **Reasons:**
  - Additional funding to the region
    - SEPTA won $5.8 million Federal Railroad Administration (FRA) competitive Positive Train Control (PTC) grant.
  - Support these activities:
    - PTC technology along Elwyn to Wawa segment of SEPTA's Media-Elwyn Regional Rail line;
    - Deployment of Onboard Survey Map software on SEPTA's entire Regional Railcar fleet

TIP Action | Proposed – PA

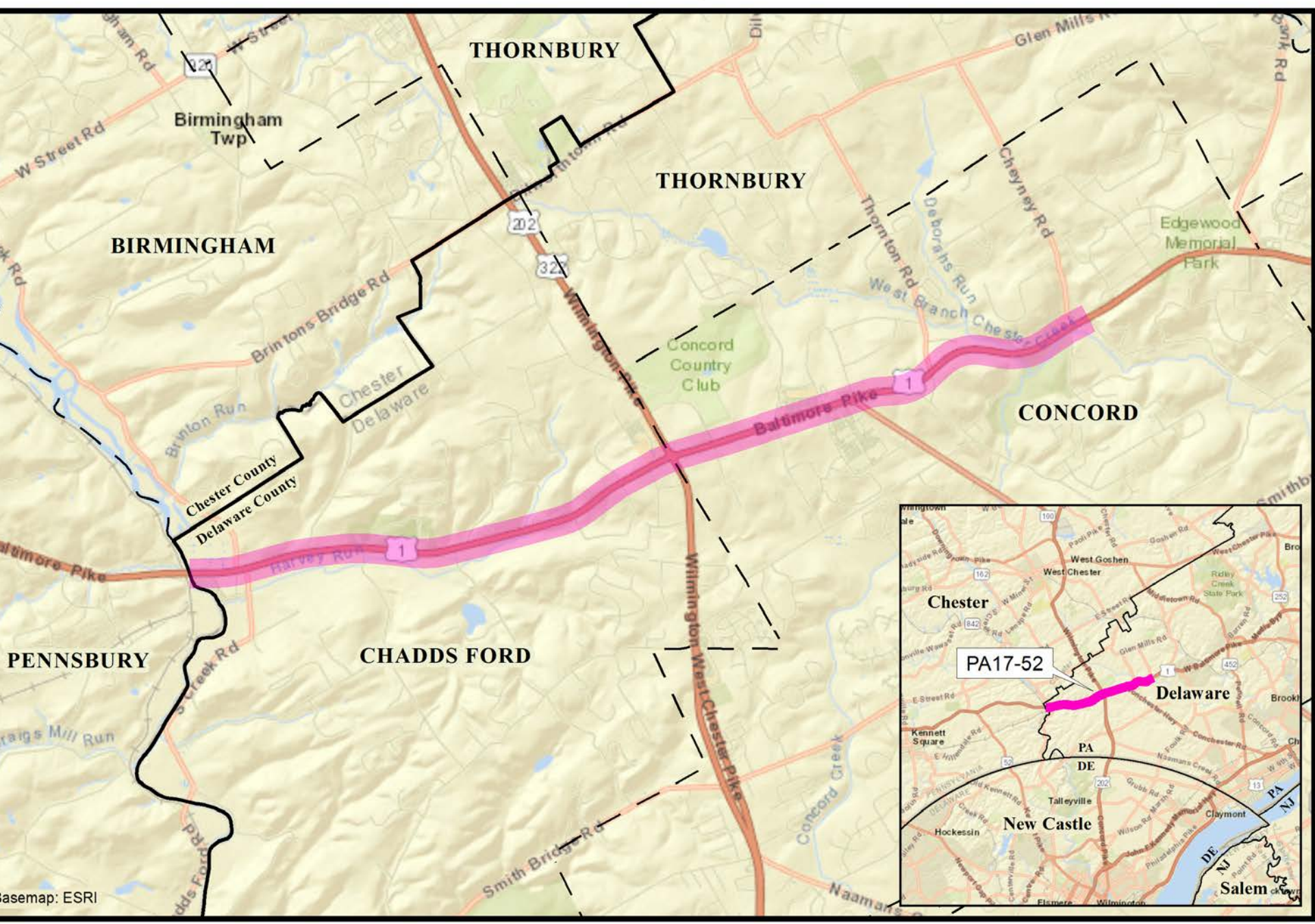
Amend the PA TIP for the Following Project:

(a) SEPTA Communications, Signals, and Technology Improvements, Various Counties

Amend the TIP by increasing the FY18 CAP phase by $7.25 million ($5.8 million Federal/$1.403 million State/$47,000 Local) from $30.5 million to $37.8 million

US 1, Chester County Line to Pole Cat Road
Delaware County | Add New Project to the TIP

- **Action Type:** TIP Amendment
- **Action:** Add a new $8.615 million project to the TIP, accordingly:
  - FY17 PE ($50,000 State 581)
  - FY18 FD ($50,000 State 581) and UTL ($15,000 State 581)
  - FY21 and FY22 CON ($6.8 million STU/$1.7 million State 581)
- **Reasons:**
  - Significant deterioration of pavement condition and riding surface, which will drastically worsen after a moderately severe winter this or next year;
  - Numerous complaints from public and municipalities regarding this roadway condition were sent to PennDOT.



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Chester and Montgomery County Bridges

Chester and Montgomery Counties

Add New Projects to the TIP

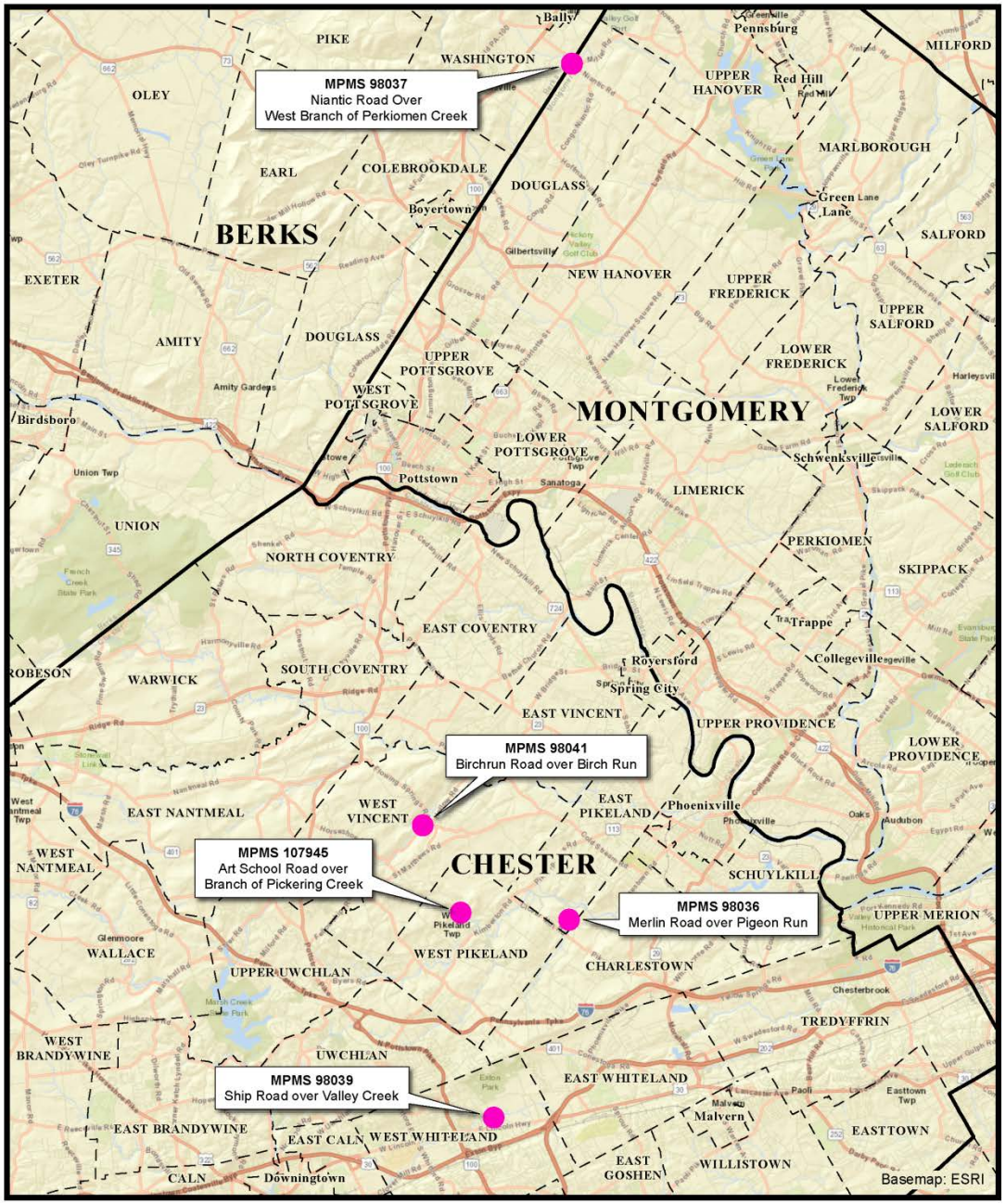
- **Action Type:** TIP Amendment
- **Action:** Add 5 new bridge projects, totaling $6.745 million State 185, for all phases from FY17 to FY22, accordingly:

Chester County:

1. Art School Road over Branch of Pickering Creek ($1.295 million total);
2. Merlin Road over Pigeon Run ($1.28 million total);
3. Birchrun Road over Birch Run ($1.32 million total);
4. Ship Road over Valley Creek ($1.33 million total).

Montgomery County:

5. Niantic Road over West Branch of Perkiomen Creek ($1.52 million total)


MPMS 98037
Niantic Road Over
West Branch of Perkiomen Creek
MPMS 98041
Birchrun Road over Birch Run
MPMS 107945
Art School Road over
Branch of Pickering Creek
MPMS 98036
Merlin Road over Pigeon Run
MPMS 98039
Ship Road over Valley Creek
BERKS
MONTGOMERY
CHESTER
PIKE
WASHINGTON
OLEY
EARL
COLEBROOKDALE
DOUGLASS
MARLBOROUGH
SALFORD
EXETER
NEW HANOVER
UPPER FREDERICK
UPPER SALFORD
AMITY
DOUGLASS
UPPER POTTSGROVE
LOWER FREDERICK
WEST POTTSGROVE
LOWER POTTSGROVE
LOWER SALFORD
LIMERICK
UNION
NORTH COVENTRY
PERKIOMEN
SKIPPACK
EAST COVENTRY
WARWICK
SOUTH COVENTRY
EAST VINCENT
UPPER PROVIDENCE
LOWER PROVIDENCE
WEST VINCENT
EAST PIKELAND
EAST NANTMEAL
WEST NANTMEAL
SCHUYLKILL
WALLACE
WEST PIKELAND
CHARLESTOWN
UPPER MERION
UPPER UWCHLAN
TREDYFFRIN
WEST BRANDYWINE
UWCHLAN
EAST WHITELAND
EAST BRANDYWINE
EAST CALN
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TIP Actions I Proposed – PA

Amend the PA TIP for the Following Projects:

(b) US 1, Chester County Line to Pole Cat Road Delaware County

Amend the TIP by adding a new $8.615 million project, accordingly:

- FY17 PE ($50,000 State 581)
- FY18 FD ($50,000 State 581) and UTL ($15,000 State 581)
- FY21 and FY22 CON ($6.8 million STU/$1.7 million State 581).

TIP Actions I Proposed – PA

Amend the PA TIP for the Following Projects:

(c) Chester and Montgomery County Bridges, Chester and Montgomery Counties

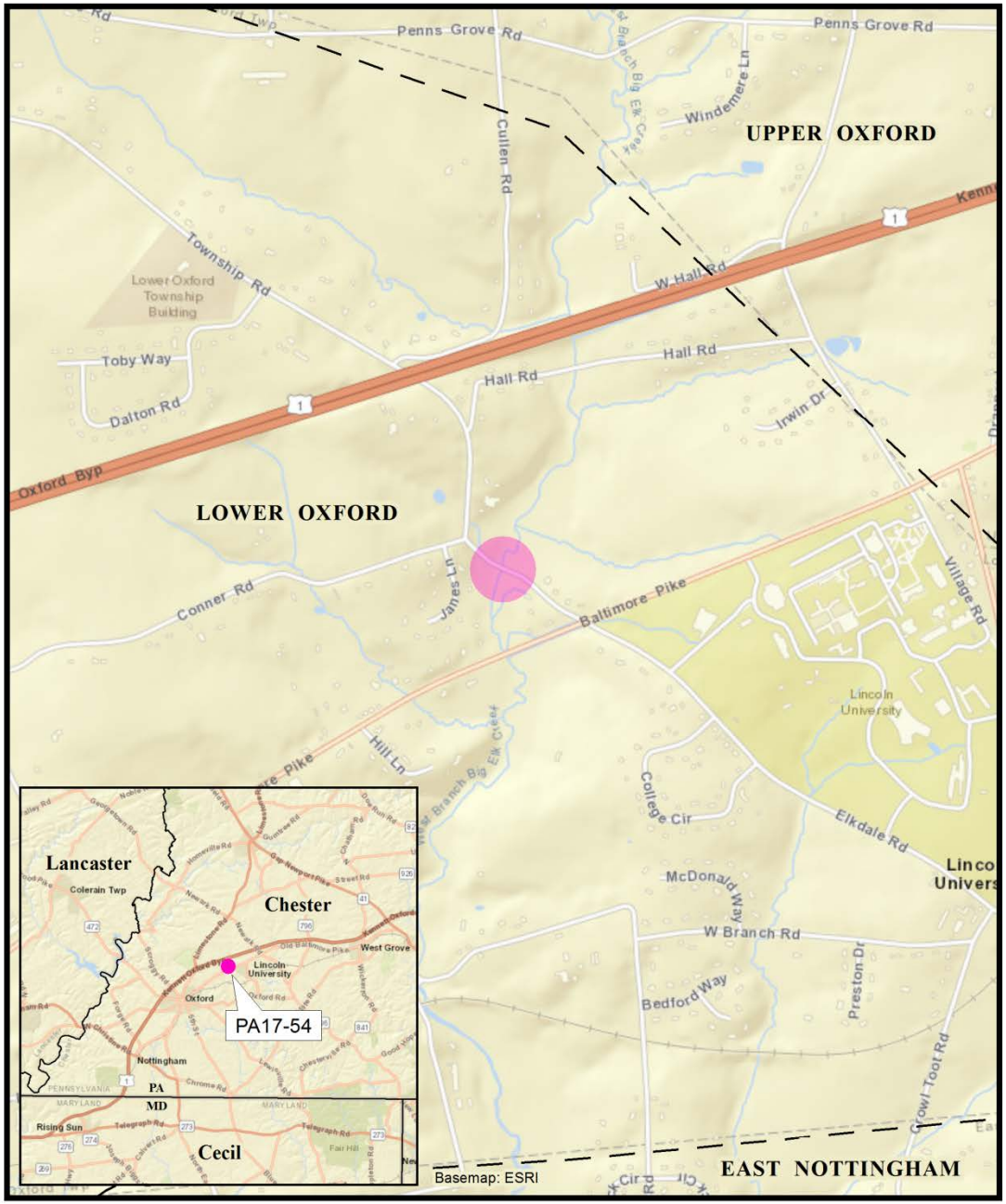
Amend the TIP by adding 5 new bridge projects, totaling $6.745 million State 185, for all phases from FY17 to FY22:

1. Art School Road over Branch of Pickering Creek ($1.295 million total);
2. Merlin Road over Pigeon Run ($1.28 million total);
3. Birchrun Road over Birch Run ($1.32 million total);
4. Ship Road over Valley Creek ($1.33 million total).
5. Niantic Road over West Branch of Perkiomen Creek ($1.52 million total)

Township Road over West Branch of Big Elk Creek (County Bridge #297)

Chester County I Add New Project to the TIP

- **Action Type:** TIP Amendment
- **Action:** Add a new $2 million sSTP funded bridge project to the TIP, accordingly:
  - FY18 PE ($350,000)
  - FY20 FD ($300,000)
  - FY21 UTL ($40,000) and ROW ($40,000)
  - FY22 CON ($1.27 million)
- **Reasons:**
  - Additional funding to the region from the new $5 registration fee by PA Act 89;
  - SD bridge has poor superstructure & substructure conditions.


Penns Grove Rd
Penns Grove Rd
Windemere Ln
UPPER OXFORD
Cullen Rd
Township Rd
Lower Oxford Township Building
W Hall Rd
Toby Way
Hall Rd
Hall Rd
Dalton Rd
Irwin Dr
Oxford Byp
LOWER OXFORD
Conner Rd
James Ln
Baltimore Pike
Village Rd
Lincoln University
Hill Ln
College Cir
Elkdale Rd
McDonald Way
W Branch Rd
Bedford Way
Preston Dr
Crowl Toot Rd
EAST NOTTINGHAM
Basemap: ESRI
Lancaster
Colerain Twp
Chester
West Grove
Lincoln University
Oxford
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TIP Action | Proposed – PA

Amend the PA TIP for the Following Project:

(d) Township Road over West Branch of Big Elk Creek (County Bridge #297), Chester County

Amend the TIP by adding a new $2 million sSTP funded bridge project, accordingly:

- FY18 PE ($350,000)
- FY20 FD ($300,000)
- FY21 UTL ($40,000) and ROW ($40,000)
- FY22 CON ($1.27 million)

Statewide Green Light-Go Funded Projects
Various Counties I Add New Projects to the TIP

- **Action Type:** TIP Amendment
- **Action:**
  - Approve 31 projects selected from PennDOT's Statewide Green Light-Go program (year 3);
  - Amend them as new TIP projects in FY17, totaling $19.1 million.
- **Reasons:**
  - Additional funding to the region from PennDOT's Statewide Program, which made $33 million ("A-073" funds) available for 94 projects across the State (including these 31 projects).

Statewide Green Light-Go Funded Projects

Various Counties I Add New Projects to the TIP

Selected Projects in Bucks County (6):

Project	Municipality	Award
Radcliffe Street and Randall Avenue Traffic Signal Modernization	Bristol Township	$191,000
Main Street and Afton Avenue Intersection Improvements	Yardley Borough	$213,000
Mill Creek Road and Haines Road Traffic Signal Modernization	Bristol Township	$226,000
State Road and Cedar Avenue Traffic Signal Modernization	Bristol Township (Croydon)	$252,000
Hulmeville Road Traffic Adaptive System	Bensalem Township	$501,000
Upper Southampton Adaptive Traffic Signal System and Knowles Avenue Safety	Upper Southampton Township	$1,079,000

Statewide Green Light-Go Funded Projects
Various Counties I Add New Projects to the TIP

Selected Projects in Chester County (4):

Project	Municipality	Award
Phoenixville LED Traffic Signal Project (at Gay Street/Church Street, Washington Avenue/Gay Street, Main Street/Church Street, and Franklin Avenue/High Street)	Phoenixville Borough	$31,000
Battery Backup (at the intersections of Moore Road and Shamona Creek Elementary and the Marsh Creek 6th Grade Center)	Uwchlan Township	$54,000
West Chester Pike (PA 3) and North Chester Road (PA 352)	Westtown Township	$180,000
Schuylkill Road (SR 0724) and New Street (SR 1043) Intersection Improvements	East Vincent Township	$264,000

Statewide Green Light-Go Funded Projects

Various Counties I Add New Projects to the TIP

Selected Projects in Delaware County (5):

Project	Municipality	Award
Traffic Adaptive System - Baltimore Pike (US 1) and Concord Road	Concord Township	$56,000
Middletown Low Cost Safety Improvements at PA 352 and Knowlton Road and PA 352 and Glen Riddle Road	Middletown Township	$108,000
Concord Township Battery Backup /uninterruptable power supply (UPS) systems (at 16+ Locations)	Concord Township	$144,000
Sproul Road (PA 320) Corridor Improvements	Springfield Township	$284,000
Sproul Road (PA 320) Corridor Improvements	Marple Township	$440,000

Statewide Green Light-Go Funded Projects

Various Counties I Add New Projects to the TIP

- **Selected Projects in Montgomery County (14):**

Project	Municipality	Award
Spring Mount Road Traffic Light	Lower Frederick Township	$1,000
PA 100 Signal Preemption	Upper Pottsgrove Township	$21,000
Skippack Pike and Pennlyn-Blue Bell Pike Signal Upgrades	Whitpain Township	$80,000
Germantown Pike Traffic Signal Interconnect	Worcester Township	$80,000
Jenkintown Borough Green Light Go 2016	Jenkintown Borough	$90,000
Video Detection Project	East Norriton Township	$108,000
Upper Merion Township LED Replacement Project	Upper Merion Township	$108,000

Statewide Green Light-Go Funded Projects
Various Counties I Add New Projects to the TIP

- **Selected Projects in Montgomery County (Continued):**

Project	Municipality	Award
Worcester Township Traffic Signal Upgrades	Worcester Township	$142,000
Byberry Road and Pine Road Traffic Signal Modification	Lower Moreland Township	$148,000
Fitzwatertown Road and Woodland Road/North Hills Avenue Signal Upgrade	Abington Township	$298,000
Egypt Road Adaptive Signal Control	Upper Providence Township	$239,000
Germantown Pike Adaptive Traffic Signal Control	East Norriton Township	$330,000
Jacksonville Road (SR 0332) and Montgomery Avenue Traffic Signal Upgrade	Hatboro Borough	$1,331,000
Welsh Road (PA 63) Corridor Fiber Optic and Signal Upgrade Project	Upper Dublin, Horsham, & Abington Townships	$2,200,000

Statewide Green Light-Go Funded Projects
Various Counties I Add New Projects to the TIP

- **Selected Projects in City of Philadelphia (2):**

Project	Award
Castor Avenue Signal Modernization for 12 traffic signals from Cottman Ave. to Oxford Circle	$2,800,000
Cheltenham Avenue Signals and ITS for 24 traffic signals on Cheltenham Avenue from Ivy Hill Road to Crescentville Road	$7,100,000

TIP Action | Proposed – PA

Amend the PA TIP for the Following Projects:

(e) Statewide Green Light-Go Funded Projects, Various Counties

- Approve the 31 projects selected from PennDOT's Statewide Green Light-Go program (year 3); and
- Amend the TIP by adding them as new projects in FY17, totaling $19.1 million.

Thank You!

www.dvrpc.org/TIP

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DVRPC Vision and Mission

September 2017

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Mission Statement Redux

- Existing Statement about 10 years old, found in all publications

- Revisiting Mission statement let's staff, RTC and Board re-examine and confirm who we are , what we do, and why we do it

- Recrafted existing statement into three parts:
  - ✓ **New** Vision Statement
  - ✓ **Updated** Mission Statement
  - ✓ **Retained** Who We Are Statement

Existing Statement

DVRPC is dedicated to uniting the region's elected officials, planning professionals, and the public with a common vision of making a great region even greater. Shaping the way we live, work, and play, DVRPC builds consensus on improving transportation, promoting smart growth, protecting the environment, and enhancing the economy. We serve a diverse region of nine counties: Bucks, Chester, Delaware, Montgomery, and Philadelphia in Pennsylvania; and Burlington, Camden, Gloucester, and Mercer in New Jersey. DVRPC is the federally designated MPO for the Greater Philadelphia Region—leading the way to a better future.

DVRPC's vision for Greater Philadelphia is a prosperous, innovative, equitable, and sustainable region, where we increase mobility choices by investing in a safe and modern transportation system; where we protect and preserve our natural resources while creating healthy communities; and where we foster greater opportunities for all.

DVRPC's mission is to achieve this vision by convening the widest array of partners to inform and facilitate data-driven decision-making. We are engaged across the region, and strive to be leaders and innovators, exploring new ideas and creating best practices.

The Delaware Valley Regional Planning Commission is the federally designated Metropolitan Planning Organization for a diverse nine county region in two states: Bucks, Chester, Delaware, Montgomery and Philadelphia in Pennsylvania; and Burlington, Camden, Gloucester and Mercer in New Jersey.

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DVRPC's vision for Greater Philadelphia is a

- **Prosperous**
- **Innovative**
- **Equitable**, and
- **Sustainable** region

where we:

- **increase mobility choices** by investing in a **safe and modern** transportation system;
- **protect and preserve our natural resources** while creating **healthy communities**; and
- foster **greater opportunities for all.**

DVRPC's mission is to achieve this vision by:

- Convening the **widest array of partners** to inform and facilitate **data-driven decision-making**.
- We are engaged across the region, and strive to be **leaders and innovators**, exploring new ideas and **creating best practices**

The Delaware Valley Regional Planning Commission is the federally designated **Metropolitan Planning Organization** for a **diverse nine county region in two states**: Bucks, Chester, Delaware, Montgomery and Philadelphia in Pennsylvania; and Burlington, Camden, Gloucester and Mercer in New Jersey.

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- Updated statements created and wordsmithed by staff in springtime
- Proposed statements included in June RTC and July Board packets
- Seeking to formalize through adoption
- Comments or Questions?

Action:

Request that the RTC recommend that the Board adopt the new Vision and Mission statements.

PROPOSED RTC MEETING DATES FOR CALENDAR YEAR 2018

January 9, 2018

February 13, 2018

March 13, 2018

April 10, 2018

May 8, 2018

June 12, 2018

July 10, 2018

September 11, 2018

October 9, 2018

November 13, 2018

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

MONTGOMERY COUNTY'S

Eat Local MONTCO

LOCAL FOOD PROMOTION STRATEGY

NOVEMBER 2017

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Today's Agenda

- Eat Local Montco: An Introduction
- Agricultural in Montgomery County
- Existing Local Food Promotion Programs
- Challenges and Opportunities
- Recommendations
- Concluding Thoughts

Eat Local Montco

An Introduction

WHY EAT LOCAL MONTCO?

- Support Montgomery County farms and food producers through market-based approaches
- Maintain Montgomery County's agricultural heritage and way of life
- Grow the local economy

Source: Montgomery County Planning Commission

Stakeholder-based Planning Process

- 29 Key Stakeholder Interviews:
  - Food System Partners
  - Farmers
  - Retailers
  - Restaurant Owners
  - Distributors
  - Manufacturers
  - Farmers' Market Managers
  - Institutions
- Interested Citizen Online Survey
  - Distributed online via:
    - MCPC website
    - DVRPC website
    - Social media
    - Interviewees' networks
  - 122 responses

Agriculture in Montgomery County

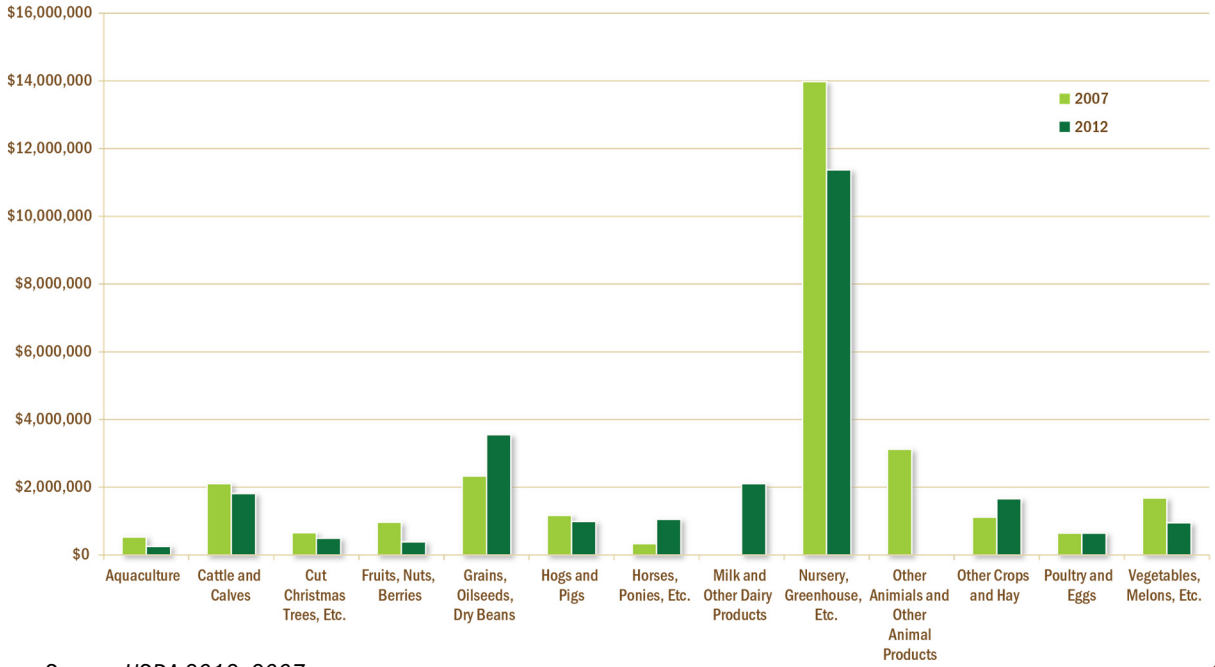
Key Takeaways

Key Takeaways

- Most of Montgomery County's farms are small family farms.
- Montgomery County is losing farms and farmland.
- Nursery, greenhouse, and floriculture products are Montgomery County's top agricultural commodities.
- Over 25 percent of Montgomery County farms raise bees, horses, or rabbits.
- Over half of Montgomery County farmers consider farming to be their primary occupation.
- Montgomery County farmers aren't making a lot of money from their farms.
- Montgomery County farms, in aggregate, are losing money.
- Direct sales are a very small part of overall farm sales.
- Agritourism and recreational services are the fastest growing sources of income.
- 30 percent of agricultural lands are permanently preserved.

NURSERY, GREENHOUSE, AND FLORICULTURE PRODUCTS ARE MONTGOMERY COUNTY'S TOP AGRICULTURAL COMMODITIES

- Nursery, greenhouse, and floriculture products (45%);
- Grains, oilseeds, dry beans, and dry peas (14%);
- Milk and other dairy products (8%);
- Cattle and calves (7%); and
- Other crops and hay (7%).



Source: USDA 2012, 2007

OVER 25 PERCENT OF MONTGOMERY COUNTY FARMS RAISE BEES, HORSES, OR RABBITS

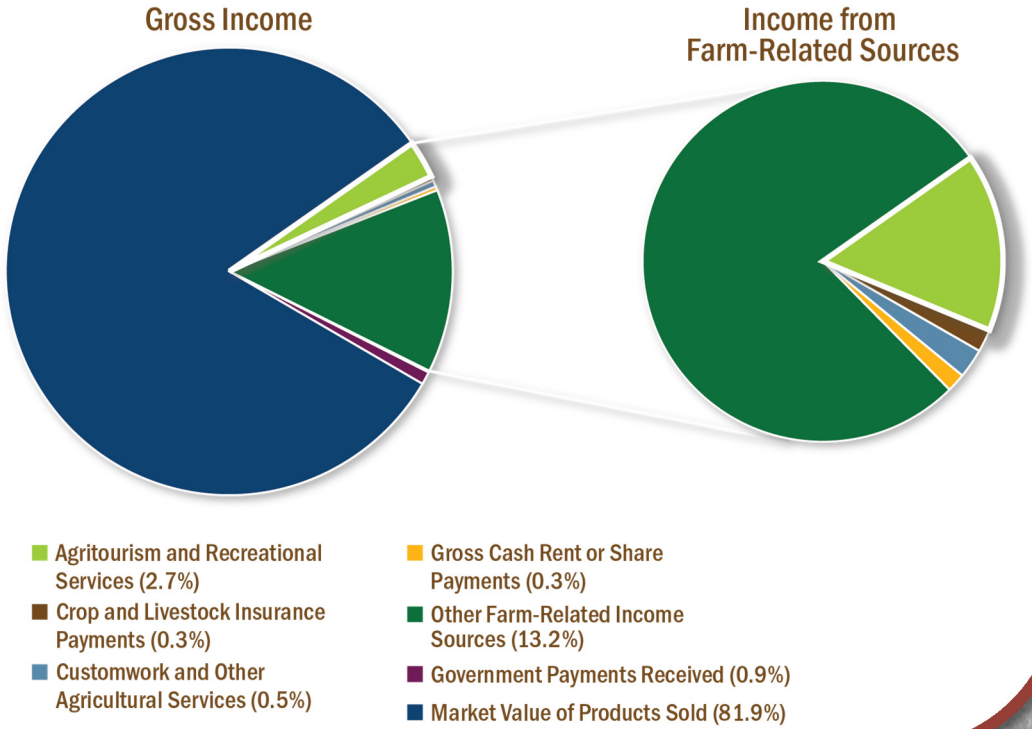
Source: Montgomery County Planning Commission

Commodities by NAICS Code	Number of Farms	Proportion of Montgomery County Farms
Oilseed and grain farming (1111)	47	7.9%
Vegetable and melon farming (1112)	29	4.9%
Fruit and tree nut farming (1113)	17	2.9%
Greenhouse, nursery, and floriculture production (1114)	110	18.5%
Other crop farming (1119)	102	17.1%
Beef cattle ranching and farming (112111)	41	6.9%
Cattle feedlots (112112)	0	0.0%
Dairy Cattle and milk production (112120)	12	2.0%
Hog and pig farming (1122)	7	1.2%
Poultry and egg production (1123)	26	4.4%
Sheep and goat farming (1124)	43	7.2%
Animal aquaculture and other animal production (1125, 1129)	162	27.2%
Montgomery County Total	**596**	**100.0%**

Source: USDA 2012

AGRITOURISM AND RECREATIONAL SERVICES ARE THE FASTEST GROWING SOURCES OF INCOME

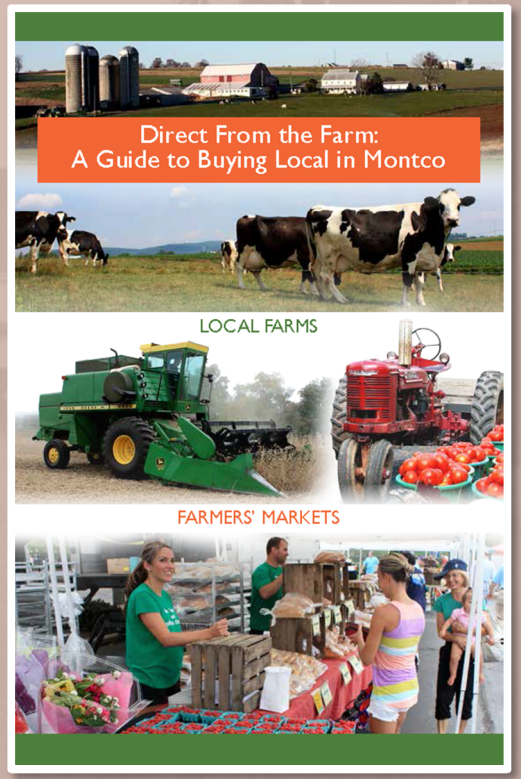
- Income from agritourism increased 1,335% between 2007 and 2012
- Accounts for 15.9% of all *farm-related sources* of income
- Accounts for 2.7% of gross income



Source: USDA 2012, 2007

Local Food Promotion Programs

- Buy Fresh Buy Local®
- Pennsylvania CSA Guide
- PA Preferred
- Direct from the Farm: A Guide to Buying Local in Montgomery County
- Crave Montco



Source: Montgomery County Planning Commission

Challenges & Opportunities

Challenges

- Lack of identity as an agricultural community
- Regulations
- Lack of distribution networks
- Lack of processing facilities
- Lack of access to affordable farmland

Opportunities

- Increased consumer demand and awareness of local food
- Location, location, location
- Increase in intermediate distribution channels

Recommendations

The Highlights

Support a Vision for Local Food Procurement

- Encourage Local Food Procurement
- Support Local Nurseries that Grow Native Plants
- Create a County Food Policy Council

Support a Vision for Local Food Procurement

- **Encourage Local Food Procurement**
- Support Local Nurseries that Grow Native Plants
- Create a County Food Policy Council

ENCOURAGE LOCAL FOOD PROCUREMENT

- Develop a Targeted Percentage of Local Food Purchases
- Issue a Resolution in Support of Local Food Purchasing
- Change County Departmental Procedures

Source: NC 10% Campaign

Coordinate Supply Chain Efforts

- Convene Food System Stakeholders
- Support Farm to Institution within Montgomery County

Coordinate Supply Chain Efforts

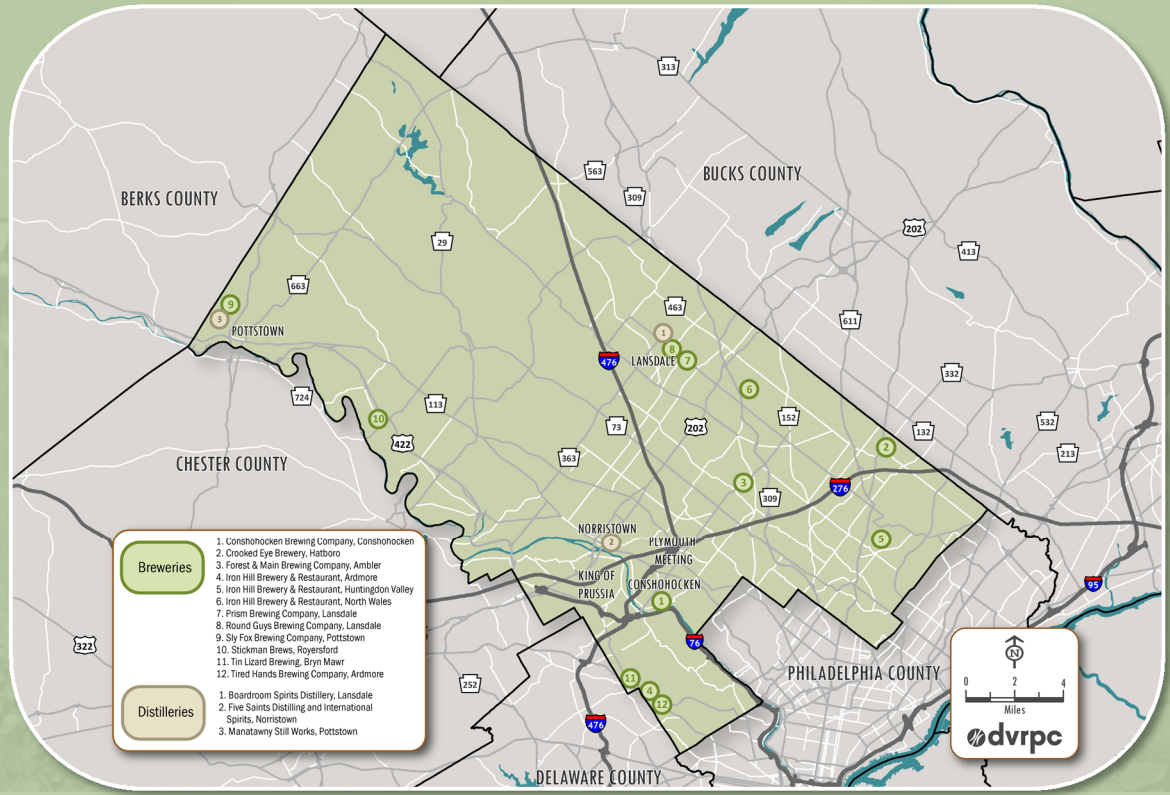
- **Convene Food System Stakeholders**
- Support Farm to Institution within Montgomery County

CONVENE FOOD SYSTEM STAKEHOLDERS

- Grower-Buyer Events
- Meet & Greet with Common Market
- Annual Farmers' Market Manager meeting/networking

Maryland Grower-Buyer Event
Source: Maryland's Best Agriculture

Tap into the Growing Craft Beer Scene



Tap into the Growing Craft Beer Scene

- Draw on Fair Food's Value Chain Efforts
- Support Farmers Growing Malting Barley and Hops
- Develop a Montco Local Ale Trail

Tap into the Growing Craft Beer Scene

- Draw on Fair Food's Value Chain Efforts
- **Support Farmers Growing Malting Barley and Hops**
- Develop a Montco Local Ale Trail

SUPPORT FARMERS GROWING MALTING BARLEY AND HOPS

- Conduct a market analysis of growing malting barley and hop in Montgomery County
- Support additional agricultural research and technical assistance around malting barley and hops

Hops at Two Particular Acres
Source: Montgomery County Planning Commission

Expand Local Food Promotion Efforts

- Leverage Existing Promotional Programs
- Buy Local Challenge/Buy Local Week
- Implement a Montco Food Bucks Program
- Recognize Local Food System Partners

Expand Local Food Promotion Efforts

- Leverage Existing Promotional Programs
- **Buy Local Challenge/Buy Local Week**
- Implement a Montco Food Bucks Program
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BUY LOCAL CHALLENGE

Buy Local Challenge Promotional Materials
Source: Maryland Department of Agriculture; Southern Maryland Agricultural Development Commission

Review County and Municipal Policies to Better Support Local Farmers

- Promote Model Sign Ordinance
- Develop Model Agritourism Zoning
- Continue to Support Farmland Preservation Efforts

Review County and Municipal Policies to Better Support Local Farmers

- Promote Model Sign Ordinance
- **Develop Model Agritourism Zoning**
- Continue to Support Farmland Preservation Efforts

DEVELOP MODEL AGRITOURISM ZONING

AGRITOURISM ENTERPRISE

Activities conducted on and accessory to a working farm and offered to the public or to invited groups for the purpose of recreation, education, or active involvement in the farm operation. These activities must be directly related to agricultural or natural resources and incidental to the primary operation of the farm.

Source: *Agritourism Guidelines: For the Promotion and Regulation of Farm-based Tourism Enterprises*. Lancaster County Planning Commission and Lancaster County Tourism Development Council. (Lancaster County, Pennsylvania: February 2009)

Pick Your Own at Maple Acres
Source: Montgomery County Planning Commission

Concluding Thoughts

And Next Steps

In Conclusion

- Food system development is economic development.
- There are already resources in place, but there is room for growth.

- The greatest impact that the county can have is by **demonstrating strong leadership** through:
  - **Advocating for policies** that support local farmers; and
  - **Creating a culture** that values local food and the county's agricultural identity.

Questions?

Amy Verbofsky, Senior Planner
Delaware Valley Regional Planning Commission
averbofsky@dvrpc.org

DVRPC Philadelphia Zoo Passenger Rail Study

Regional Technical Committee

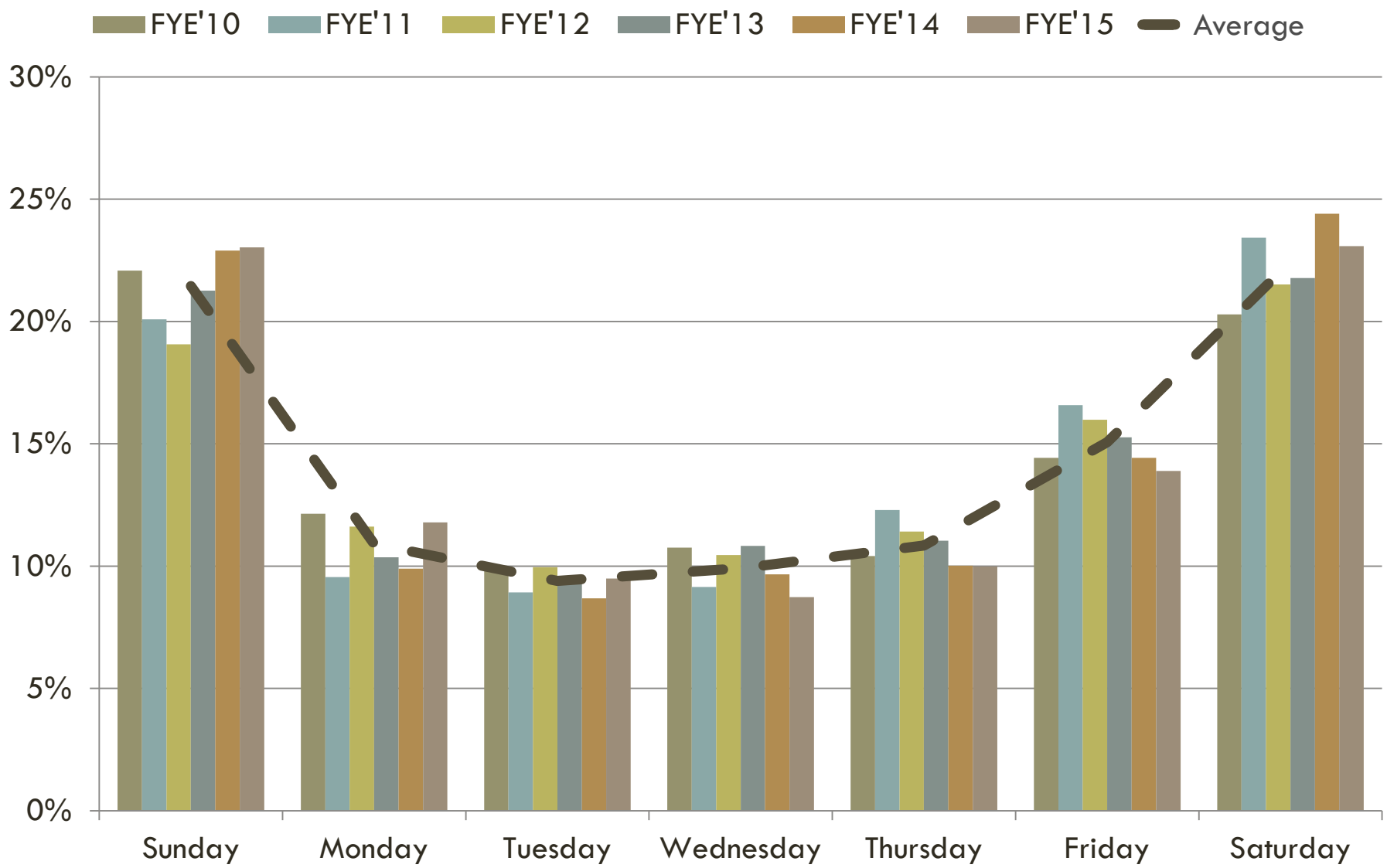
September 12, 2017

Outline

- Existing Conditions
- Scenario Development
- Ridership Forecast Results & Analysis

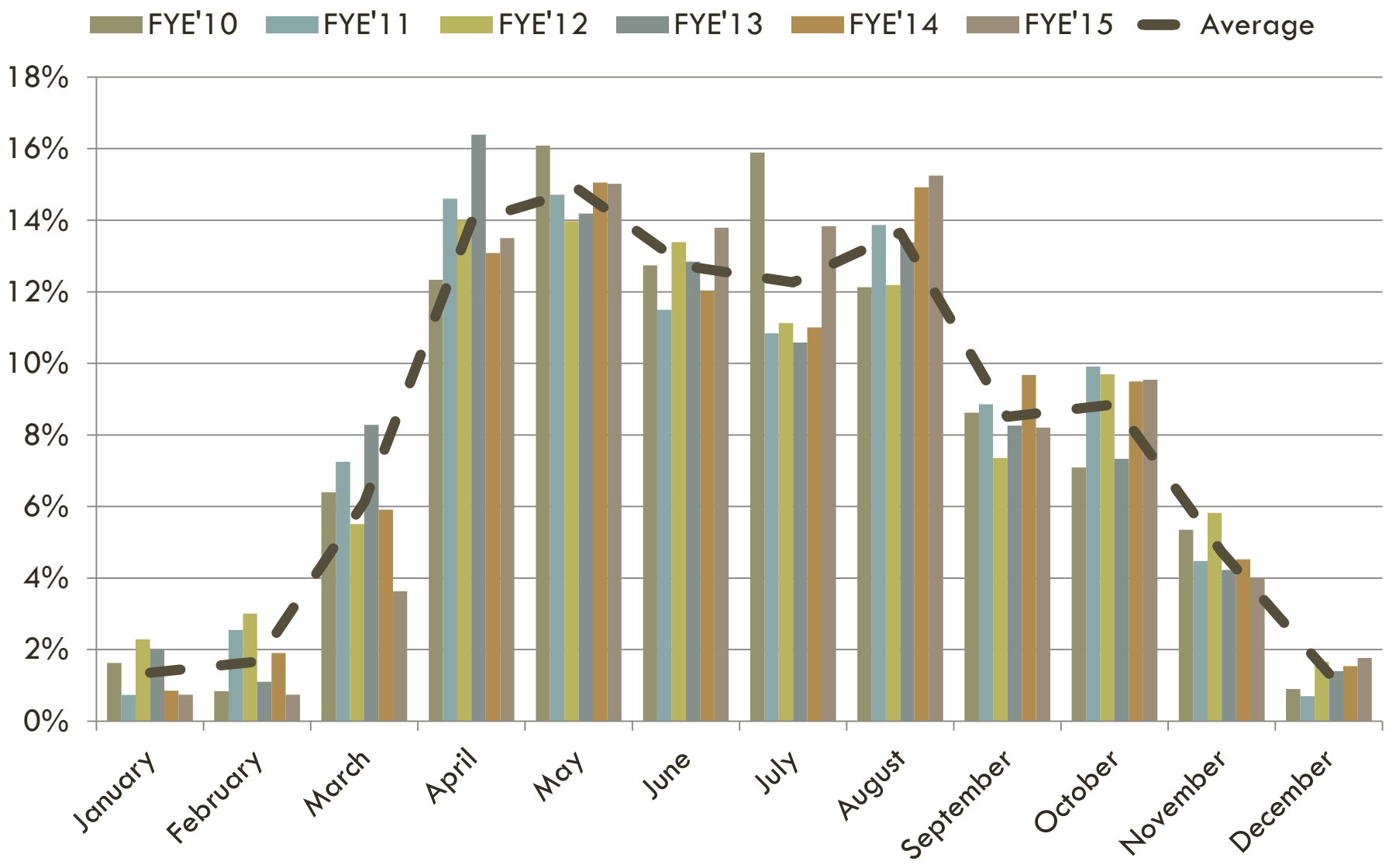
EXISTING CONDITIONS

Total Attendance by Day of Week



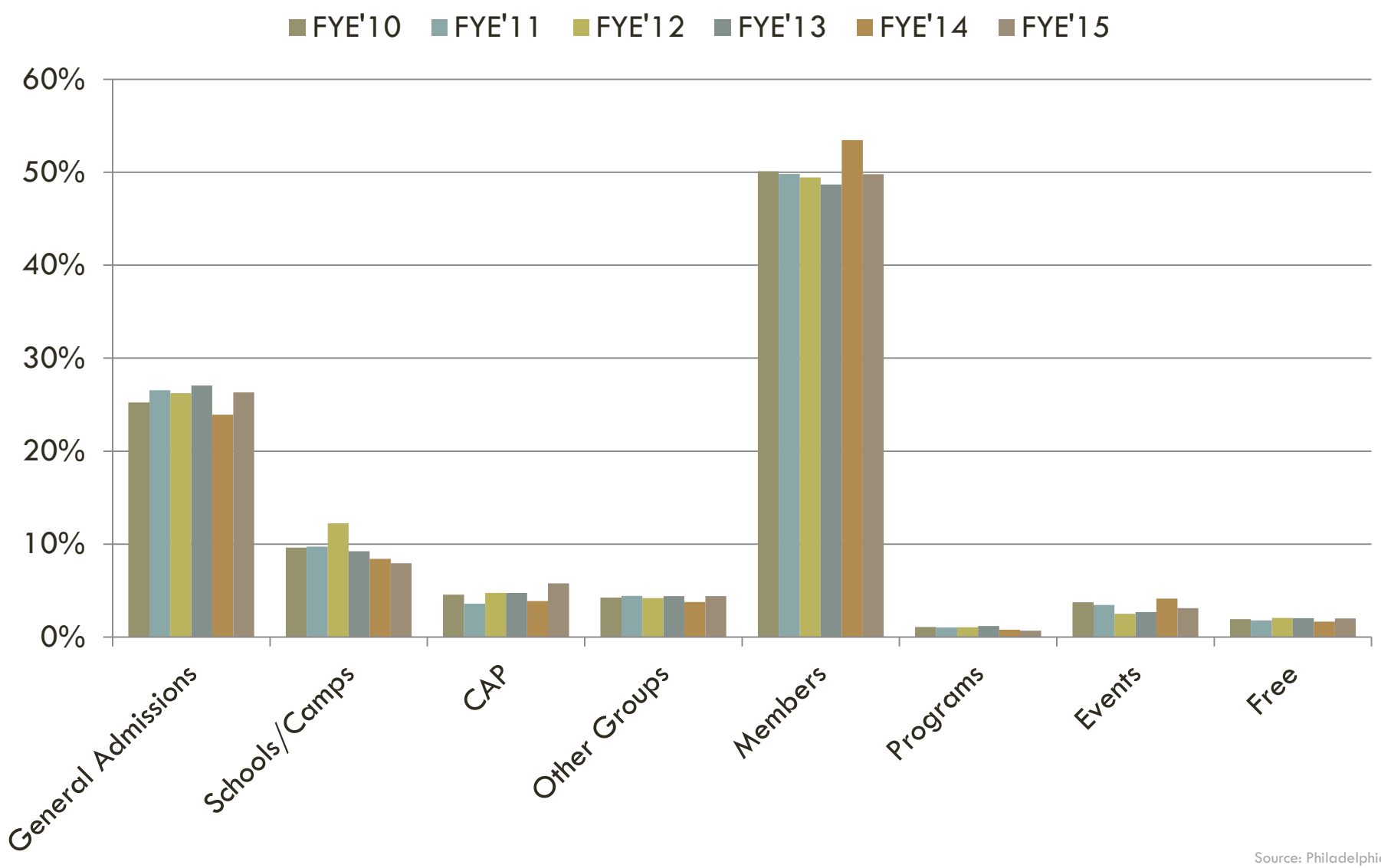
Source: Philadelphia Zoo

Total Attendance by Month

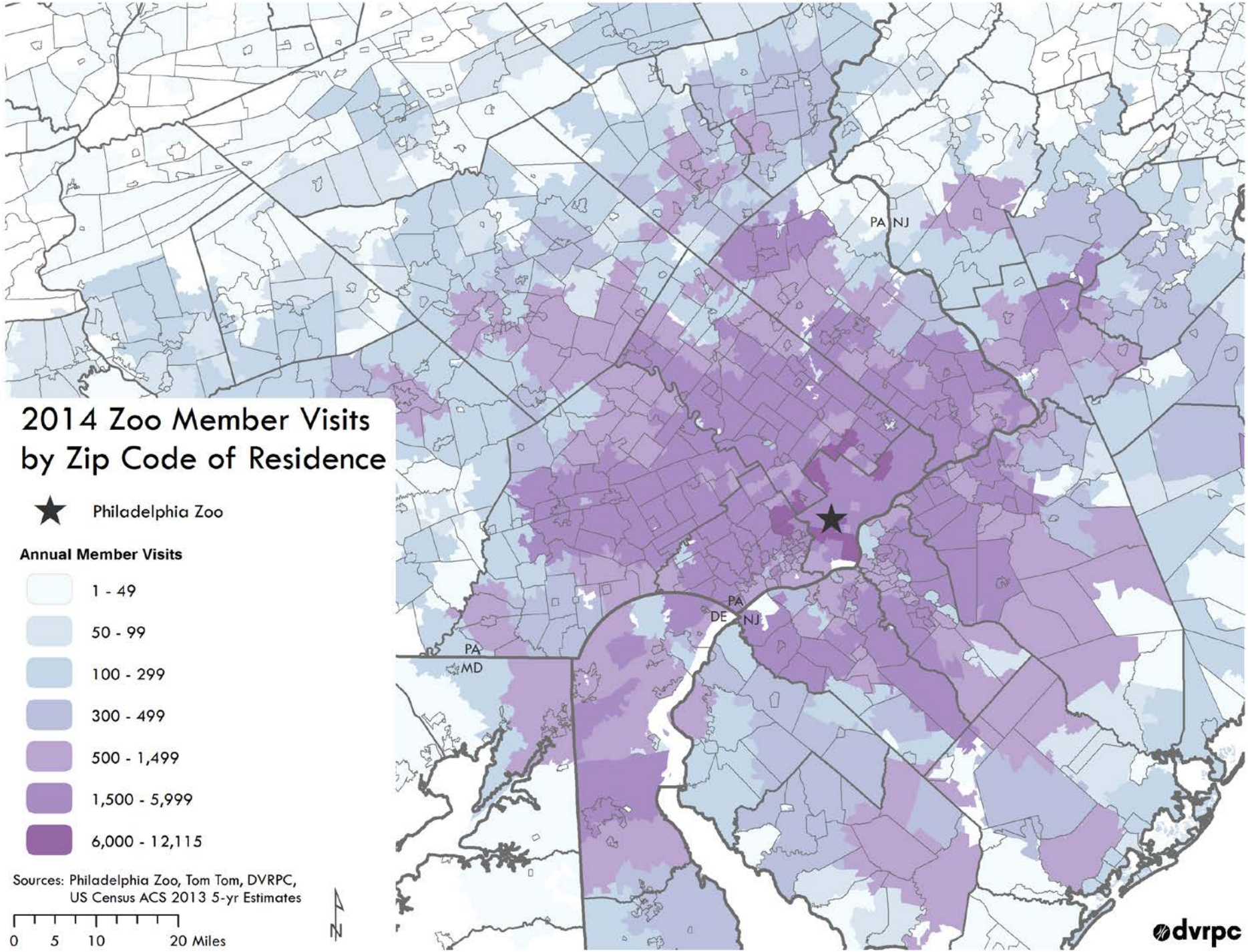


Source: Philadelphia Zoo

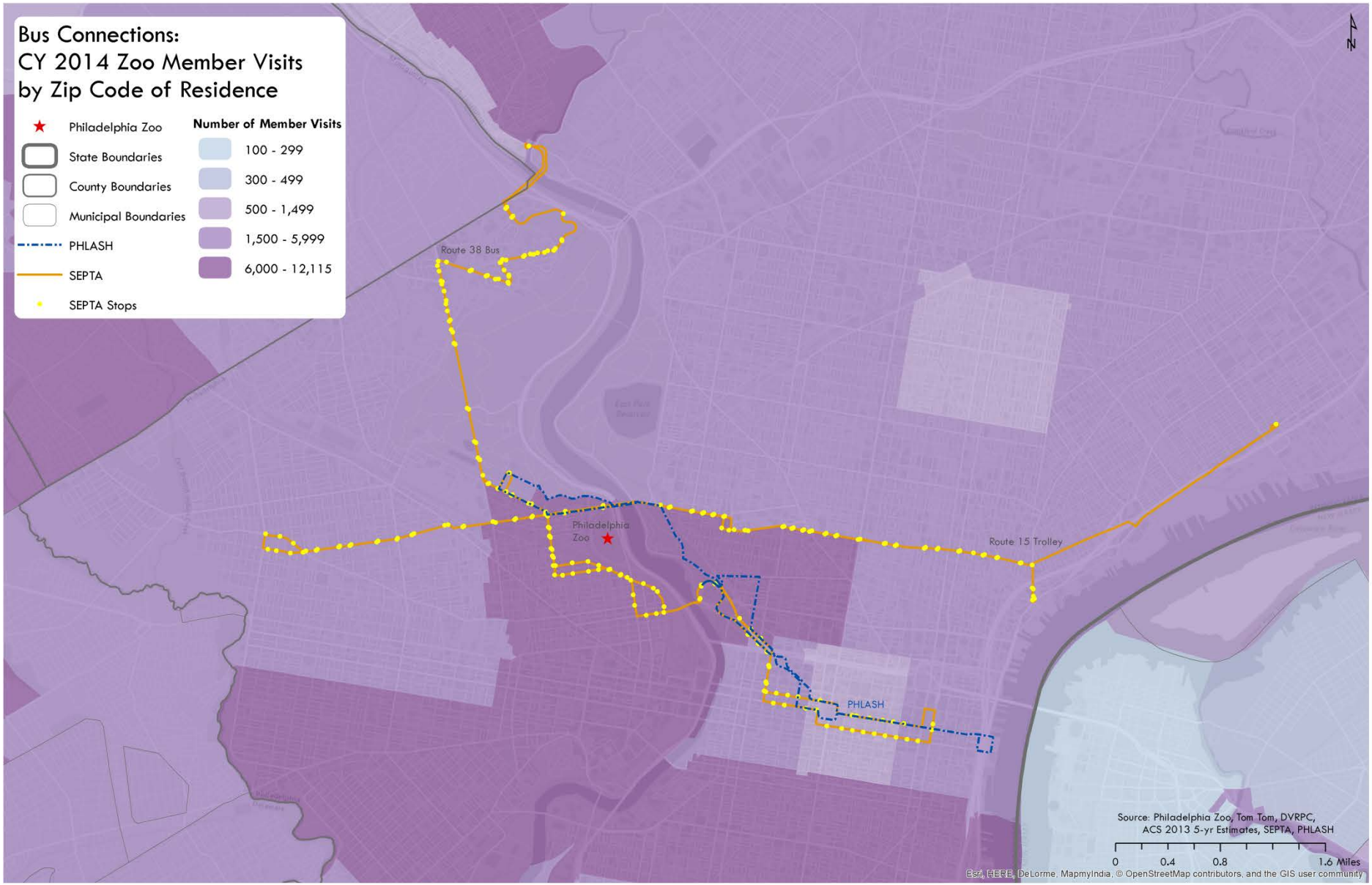
Attendance by Admission Type



Source: Philadelphia Zoo


2014 Zoo Member Visits
by Zip Code of Residence
Philadelphia Zoo
Annual Member Visits
1 - 49
50 - 99
100 - 299
300 - 499
500 - 1,499
1,500 - 5,999
6,000 - 12,115
Sources: Philadelphia Zoo, Tom Tom, DVRPC,
US Census ACS 2013 5-yr Estimates
0 5 10 20 Miles
N
PA NJ
PA
DE NJ
PA
MD
dvrpc

Giraffe Lot
Parking Garage
Sedgley Drive
Sedgely Lot
Tiger Lot
Zoological Drive
34th Street
Frog Lot
N
Philadelphia Zoo: Existing Parking
Existing Parking
0 0.05 0.1 Miles
Source: DVRPC, Aerial Imagery: USDA Farm Service Agency NAIP, 2015


Bus Connections:
CY 2014 Zoo Member Visits
by Zip Code of Residence
Philadelphia Zoo
State Boundaries
County Boundaries
Municipal Boundaries
PHLASH
SEPTA
SEPTA Stops
Number of Member Visits
100 - 299
300 - 499
500 - 1,499
1,500 - 5,999
6,000 - 12,115
Route 38 Bus
Philadelphia Zoo
Route 15 Trolley
PHLASH
Source: Philadelphia Zoo, Tom Tom, DVRPC, ACS 2013 5-yr Estimates, SEPTA, PHLASH
0 0.4 0.8 1.6 Miles
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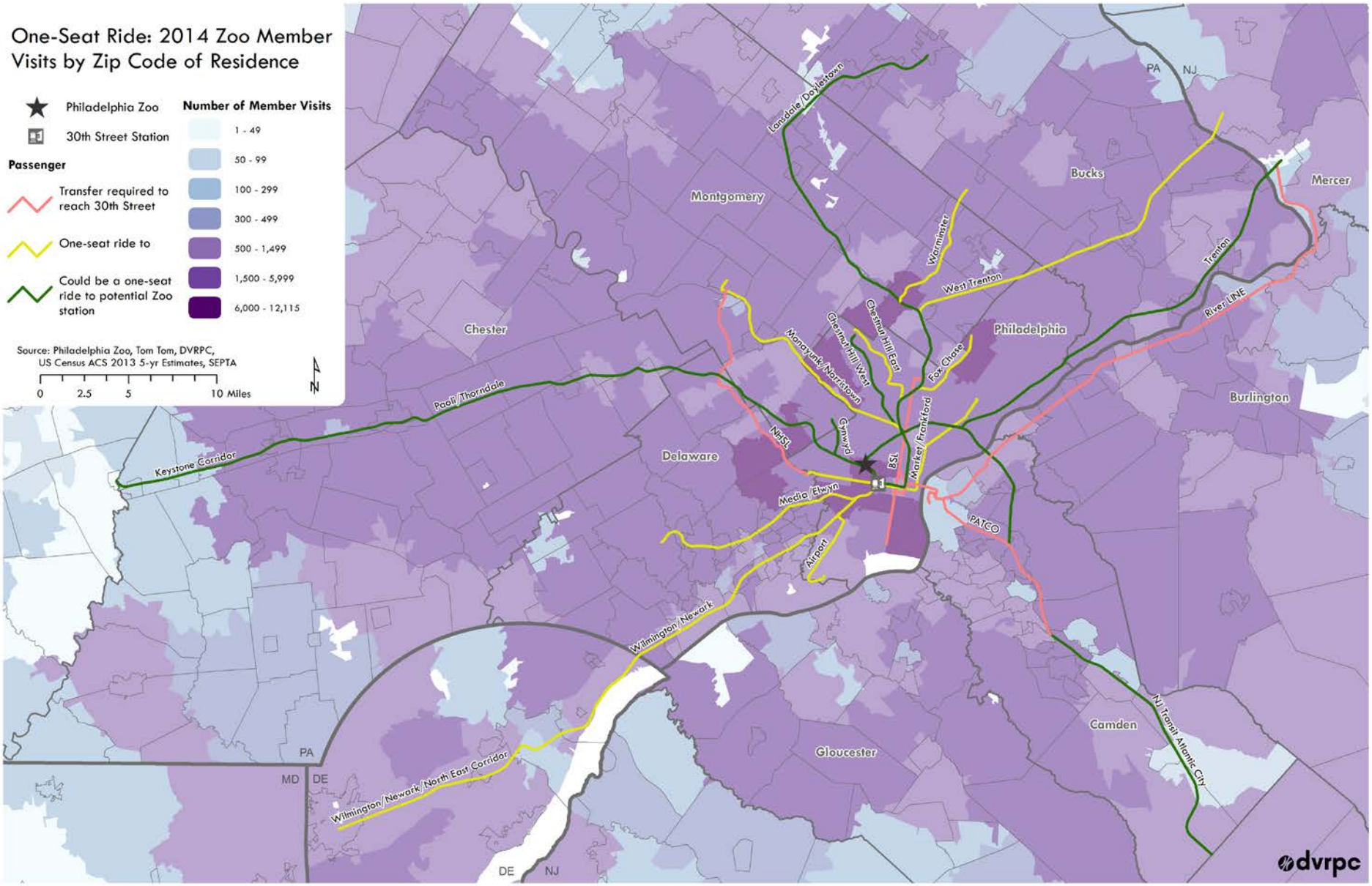
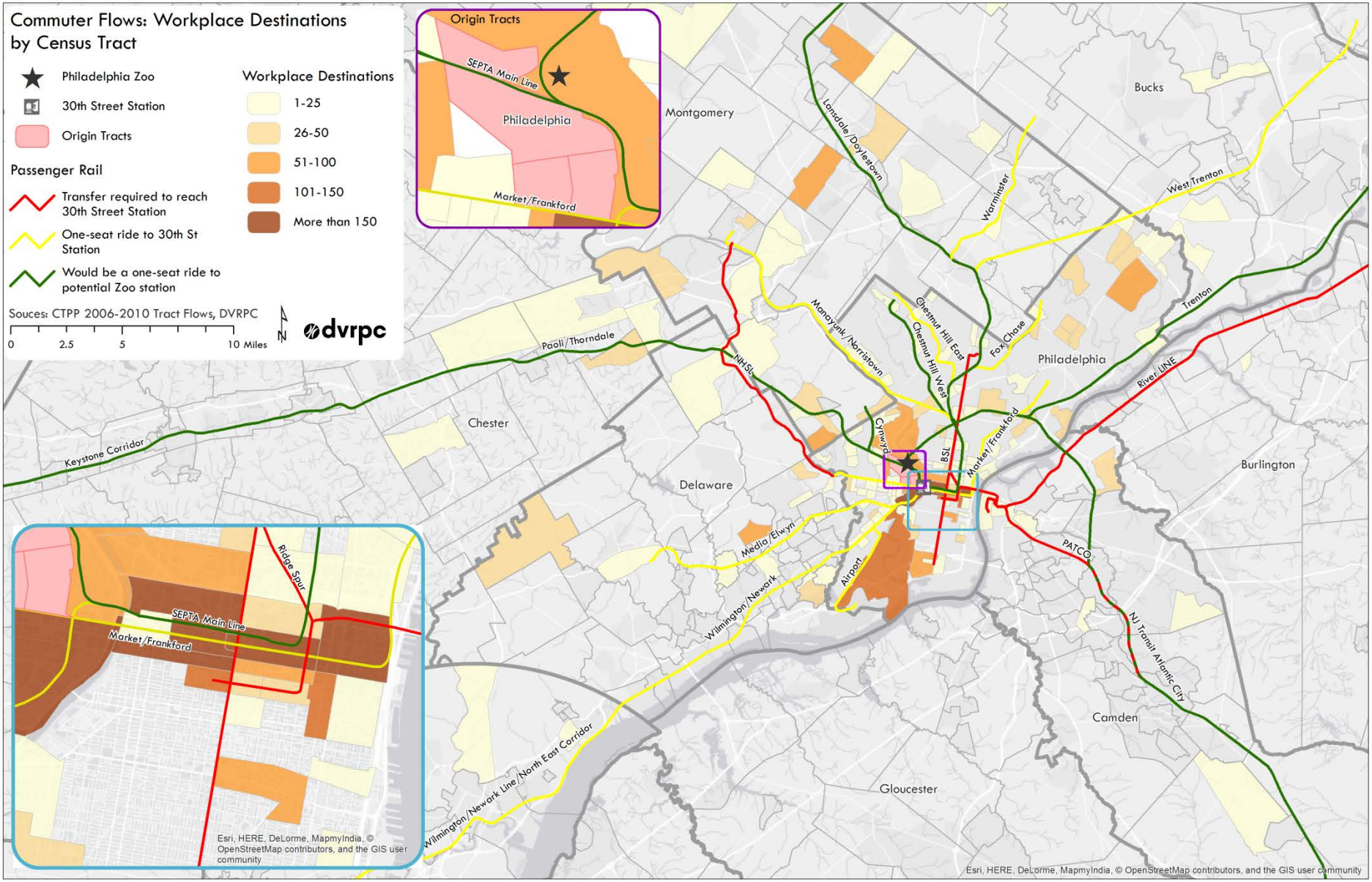

One-Seat Ride: 2014 Zoo Member Visits by Zip Code of Residence
Philadelphia Zoo
30th Street Station
Passenger
Transfer required to reach 30th Street
One-seat ride to
Could be a one-seat ride to potential Zoo station
Number of Member Visits
1 - 49
50 - 99
100 - 299
300 - 499
500 - 1,499
1,500 - 5,999
6,000 - 12,115
Source: Philadelphia Zoo, Tom Tom, DVRPC, US Census ACS 2013 5-yr Estimates, SEPTA
0 2.5 5 10 Miles
N
Montgomery
Chester
Delaware
Bucks
Philadelphia
Burlington
Mercer
Camden
Gloucester
PA
NJ
MD
DE
Landale/Doylestown
Warminster
West Trenton
Trenton
River LINE
Chestnut Hill East
Chestnut Hill West
Manayunk/Norristown
Fox Chase
Market/Frankford
BSL
NHSL
Gyrnwyd
Media/Elwyn
Airport
PATCO
Pooli/Thorndale
Keystone Corridor
Wilmington/Newark
Wilmington/Newark/North East Corridor
NJ Transit Atlantic City
dvrpc


Commuter Flows: Workplace Destinations by Census Tract
Philadelphia Zoo
30th Street Station
Origin Tracts
Passenger Rail
Transfer required to reach 30th Street Station
One-seat ride to 30th St Station
Would be a one-seat ride to potential Zoo station
Workplace Destinations
1-25
26-50
51-100
101-150
More than 150
Souces: CTPP 2006-2010 Tract Flows, DVRPC
0
2.5
5
10 Miles
dvrpc
Origin Tracts
SEPTA Main Line
Philadelphia
Market/Frankford
Montgomery
Bucks
Lansdale/Doylestown
Warminster
West Trenton
Trenton
Paoli/Thorndale
NHSL
Manayunk/Norristown
Chestnut Hill East
Chestnut Hill West
Fox Chase
Philadelphia
River LINE
Chester
Keystone Corridor
Cynwyd
BSL
Market/Frankford
Burlington
Delaware
Media/Elwyn
Airport
PATCO
Wilmington/Newark
NJ Transit Atlantic City
Camden
Gloucester
Wilmington/Newark Line/North East Corridor
Ridge Spur
SEPTA Main Line
Market/Frankford
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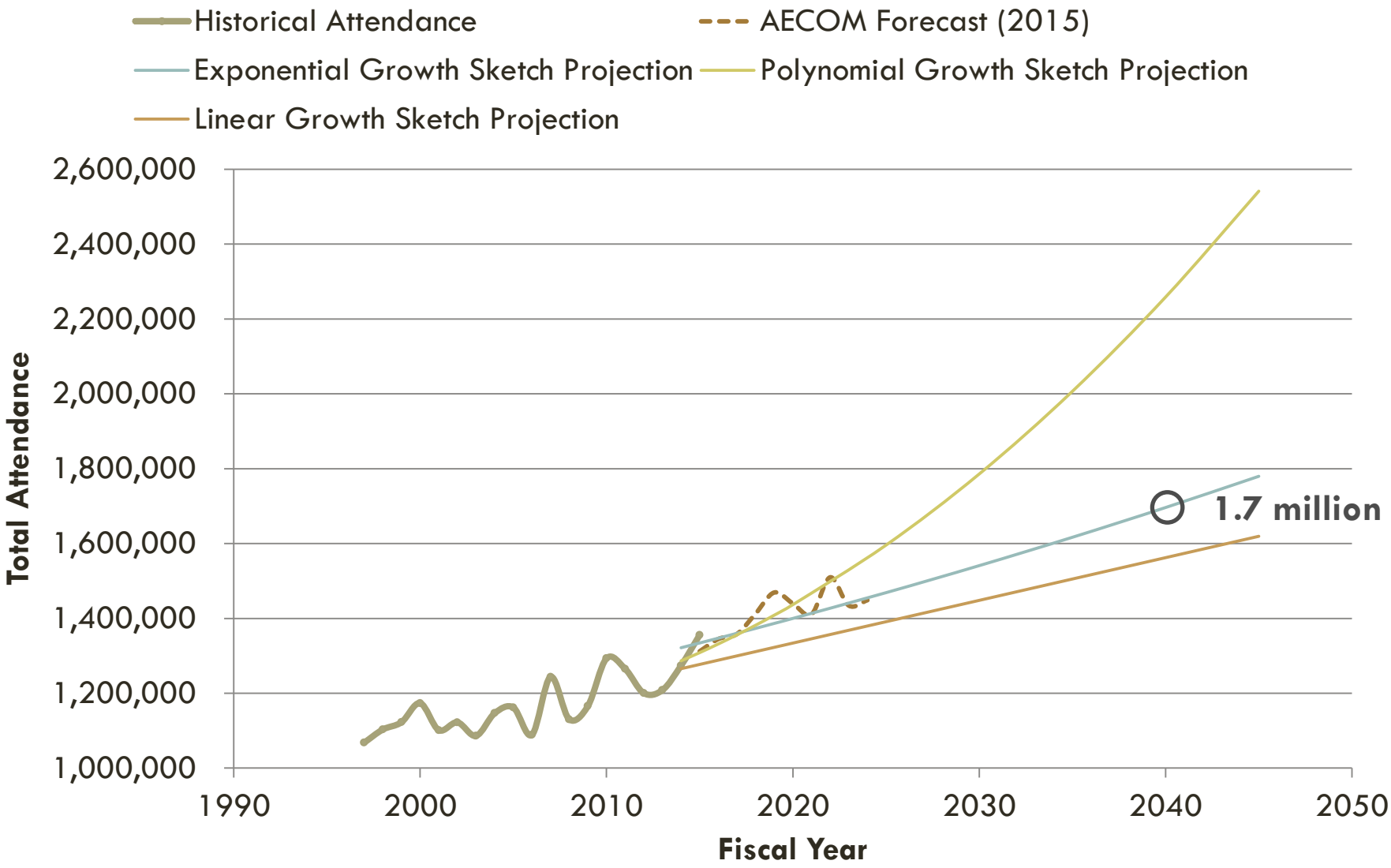
SCENARIO DEVELOPMENT

Zoo Attendance Projections



University/Southwest District Demographics

DVRPC Board Adopted

- Population: ~3,000
- Employment: ~4,500

PCPC Revisions

- Population: ~15,500
- Employment: ~24,000

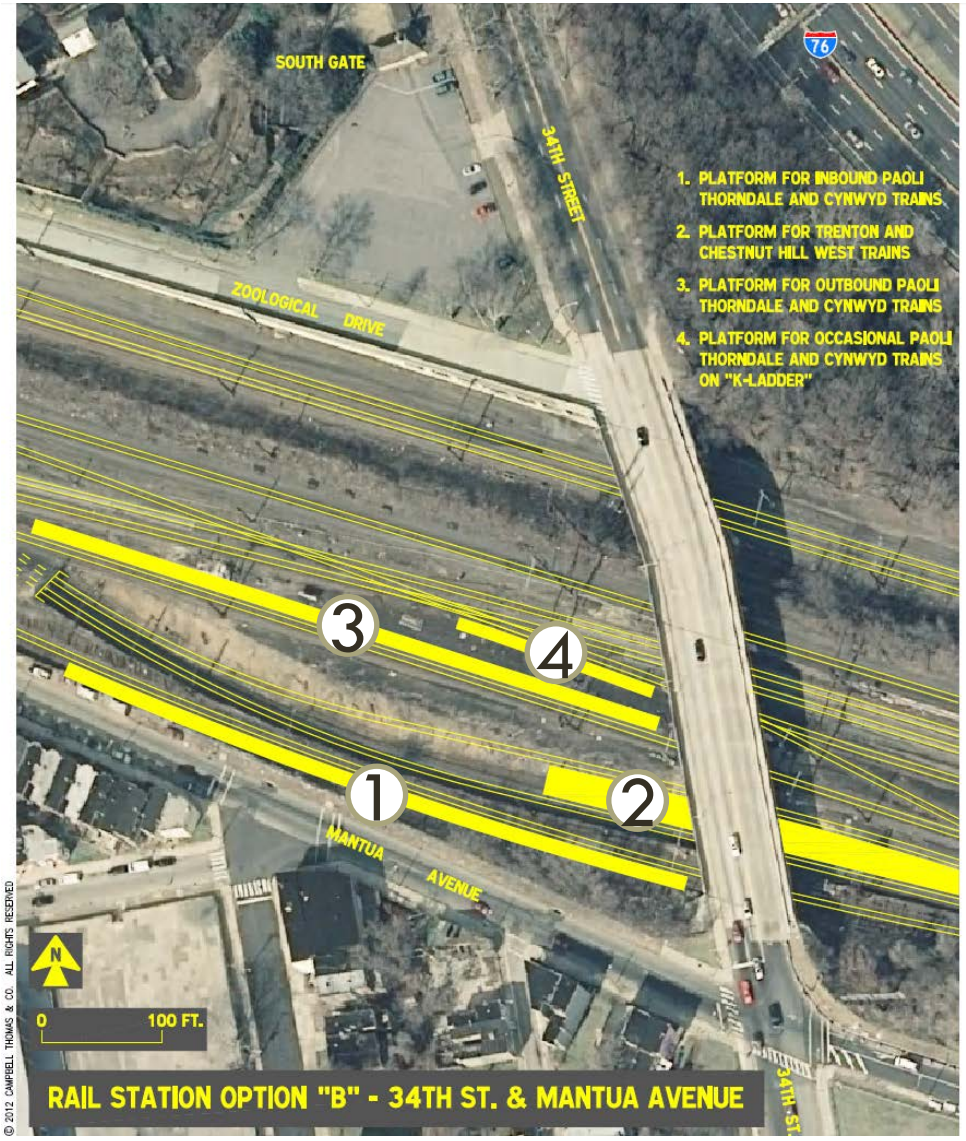
- Based on 30th Street District Plan and other planned developments

Forecast Scenarios

Phase	Scenario	Modeled Service
"Best realistic" Scenarios	Base Regional Rail	Paoli/Thorndale Line 3 platforms 30-minute or better headways 7 days a week, full day of service
	Base Monorail	Connects Zoo to 30th Street Station 5 stops 10-minute headways 7 days a week, full day of service
"What if" Scenarios	Free Regional Rail	Based on Base Regional Rail Free for Zoo visitors
	Full Regional Rail	Full buildout of Zoo station based on Campbell Thomas & Co Study Paoli/Thorndale, Trenton, Chestnut Hill West, and Cynwyd lines Technical feasibility and constructability not endorsed by SEPTA
	Free Monorail	Based on Base Monorail Free for all riders

Source: DVRPC, 2017

Base Regional Rail



Forecast Scenarios

Phase	Scenario	Modeled Service
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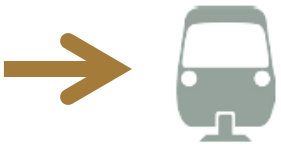
	Base Monorail 	Connects Zoo to 30th Street Station 5 stops 10-minute headways 7 days a week, full day of service
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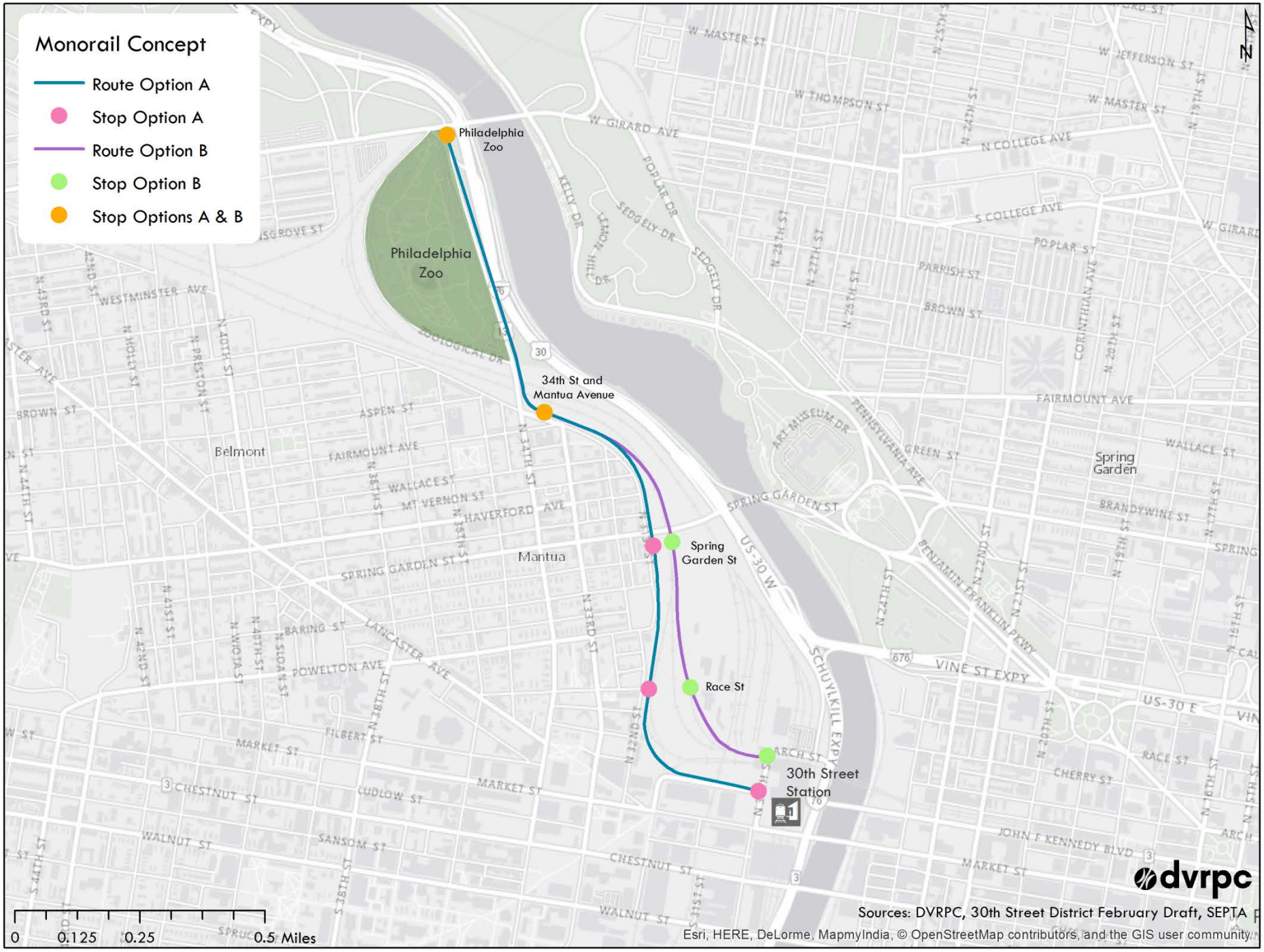
	Free Monorail	Based on Base Monorail Free for all riders

Source: DVRPC, 2017


Monorail Concept
Route Option A
Stop Option A
Route Option B
Stop Option B
Stop Options A & B
Philadelphia Zoo
34th St and Mantua Avenue
Spring Garden St
Race St
30th Street Station
Belmont
Mantua
Spring Garden
W GIRARD AVE
N COLLEGE AVE
S COLLEGE AVE
FAIRMOUNT AVE
SPRING GARDEN ST
VINE ST EXPY
US-30 W
US-30 E
SCHUYLKILL EXPY
BENJAMIN FRANKLIN PKWY
LANCASTER AVE
MARKET ST
CHESTNUT ST
WALNUT ST
JOHN F KENNEDY BLVD
0 0.125 0.25 0.5 Miles
dvrpc
Sources: DVRPC, 30th Street District February Draft, SEPTA
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Forecast Scenarios

Phase	Scenario	Modeled Service
"Best realistic" Scenarios	Base Regional Rail	Paoli/Thorndale Line 3 platforms 30-minute or better headways 7 days a week, full day of service
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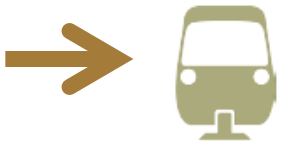
	Free Monorail 	Based on Base Monorail Free for all riders

Source: DVRPC, 2017

RIDERSHIP FORECAST RESULTS & ANALYSIS

Station Volume

Scenario	Non-Zoo Visitors	Zoo Visitors	Total Station Volume
Base Monorail (Zoo Station)	132	108	**240**
Free Monorail (Zoo Station)	426	227	**653**
Base Regional Rail	237	48	**285**
Free Regional Rail	236	108	**344**
Full Regional Rail	497	86	**583**

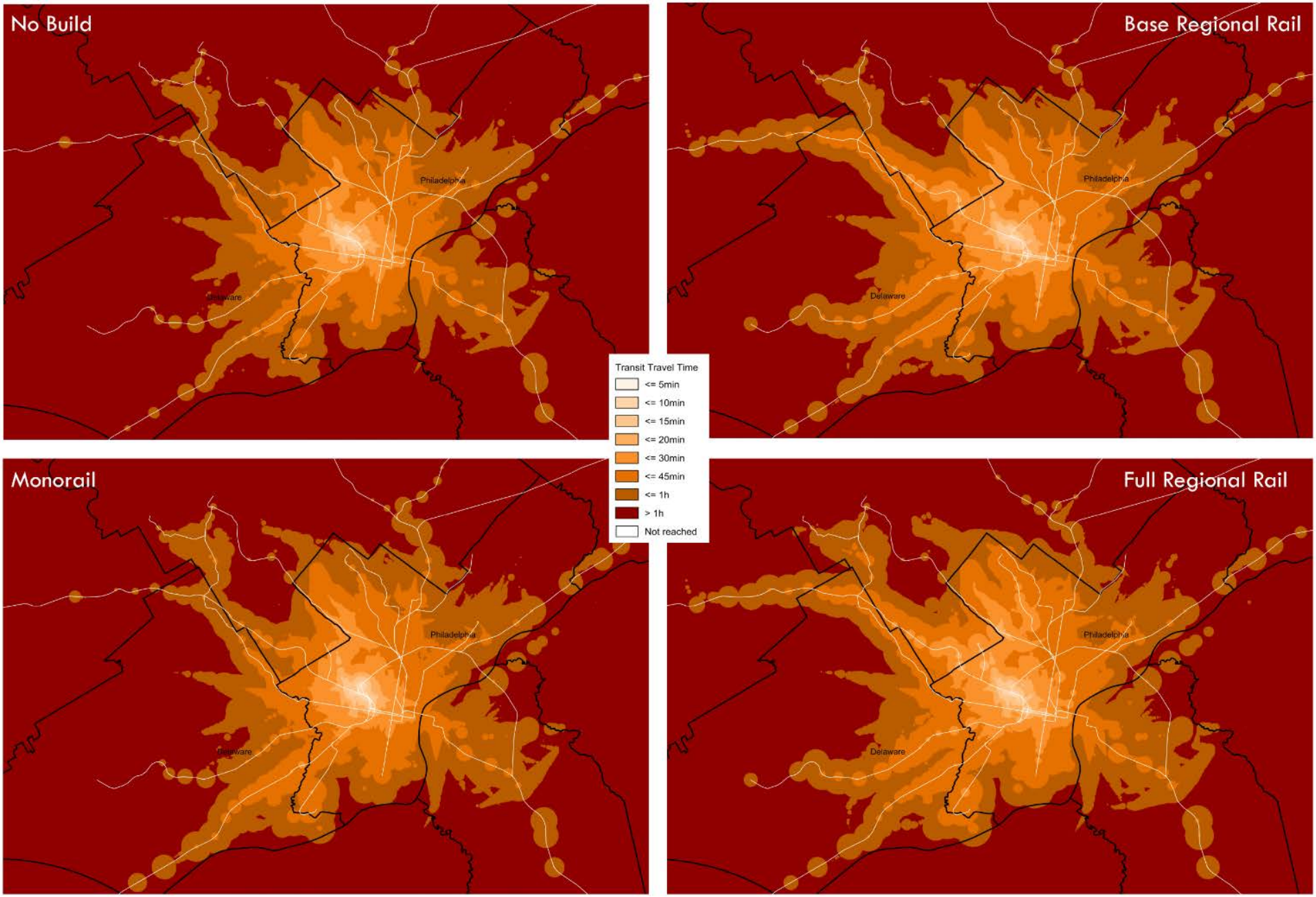
Zoo Visitor Comparison

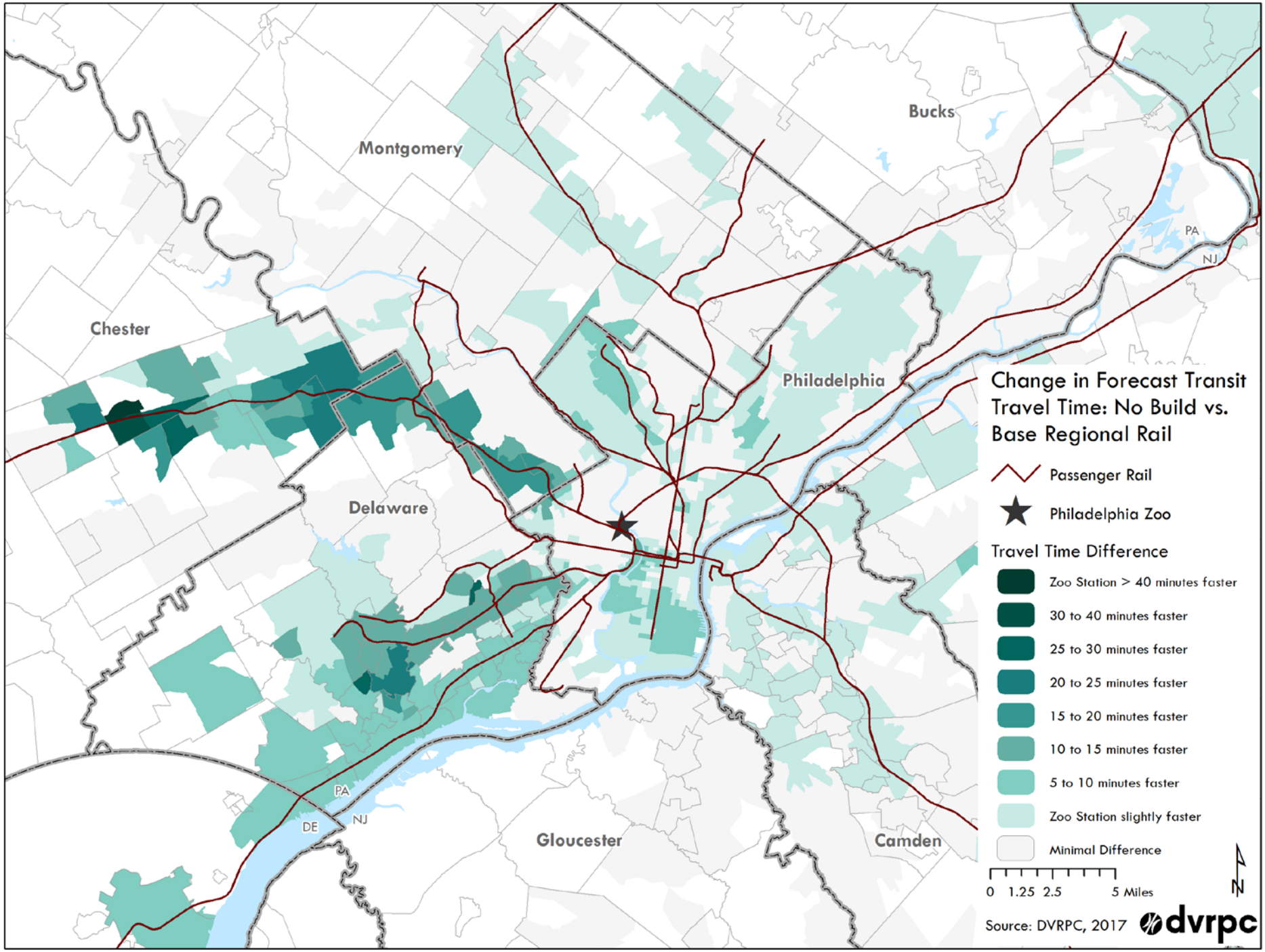
Scenario	Share of Zoo Visitors Using Zoo Station (daily)	Average Number of Zoo Visitors using Zoo Station per Year	Percentage of Station Volume Comprised of Zoo Visitors
Base Monorail (Zoo Station)	2%	26,398	44%
Free Monorail (Zoo Station)	3%	55,485	35%
Base Regional Rail	1%	11,733	17%
Free Regional Rail	2%	26,398	31%
Full Regional Rail	1%	21,021	15%

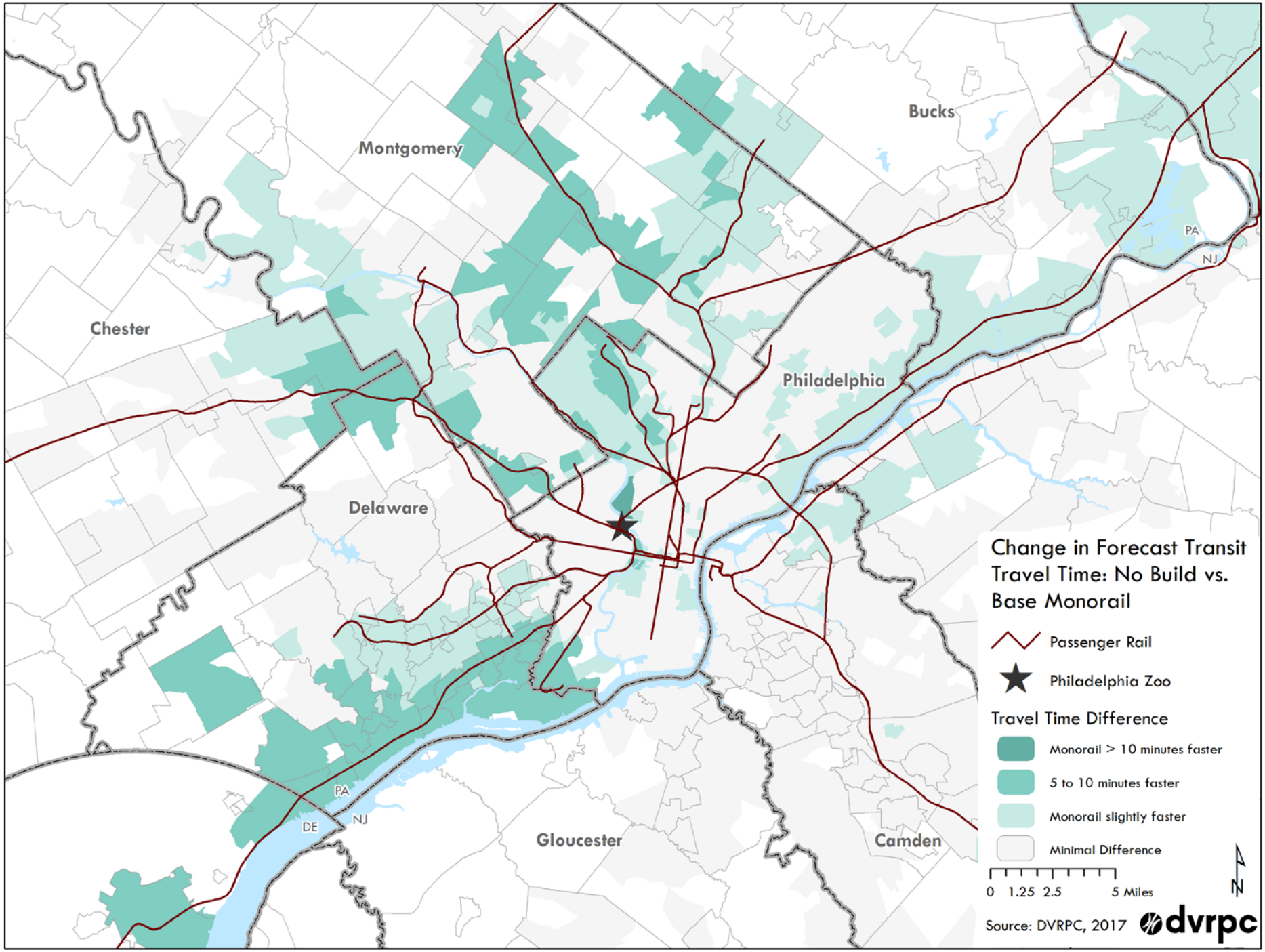
Zoo Employee Comparison

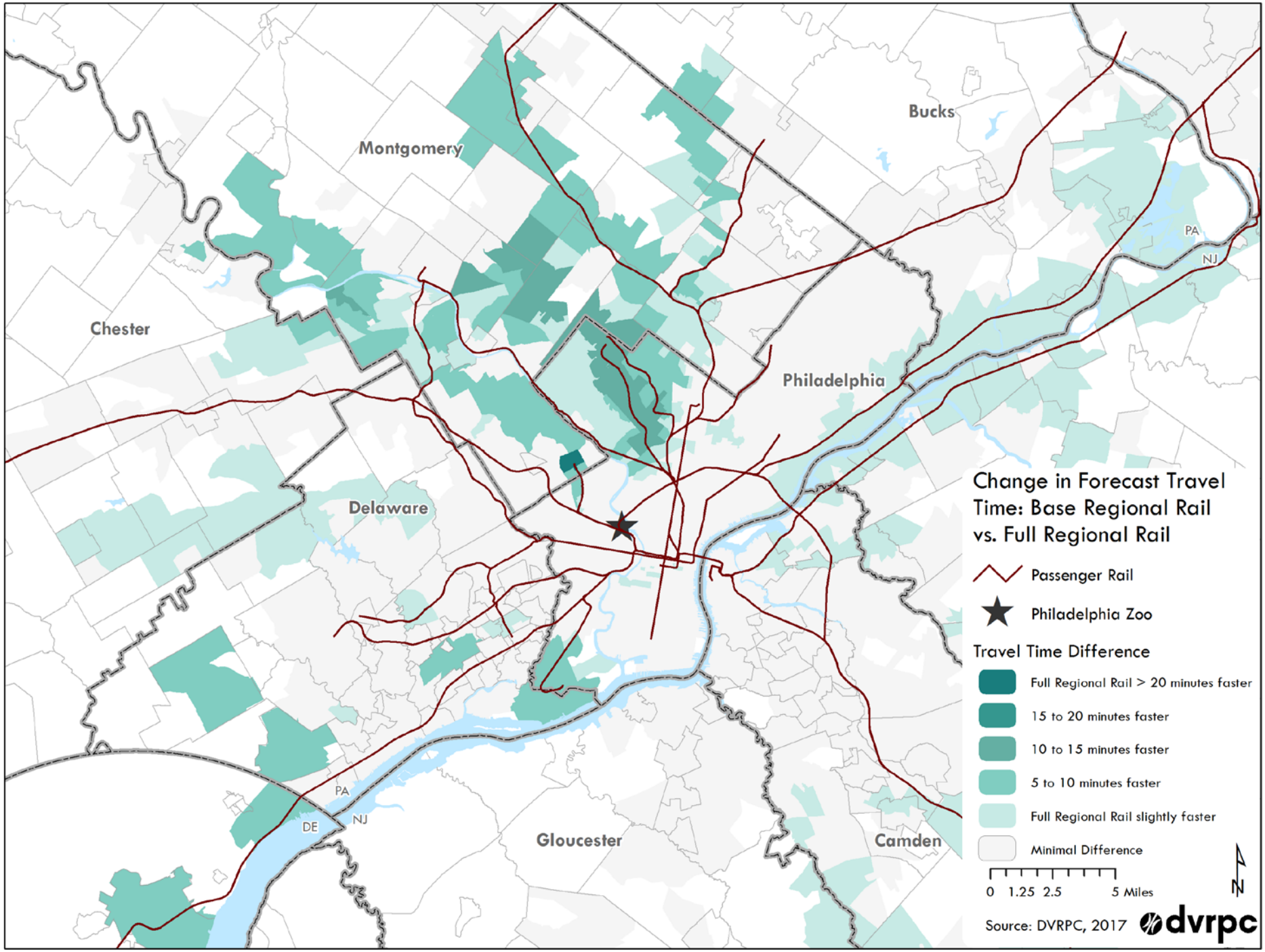
Scenario	Number of Zoo Employees Using Zoo Station	Percentage of Station Volume Comprised of Zoo Employees
Base Monorail (Zoo Station)	49	20%
Free Monorail (Zoo Station)	121	19%
Base Regional Rail	19	7%
Free Regional Rail	19	6%
Full Regional Rail	36	6%

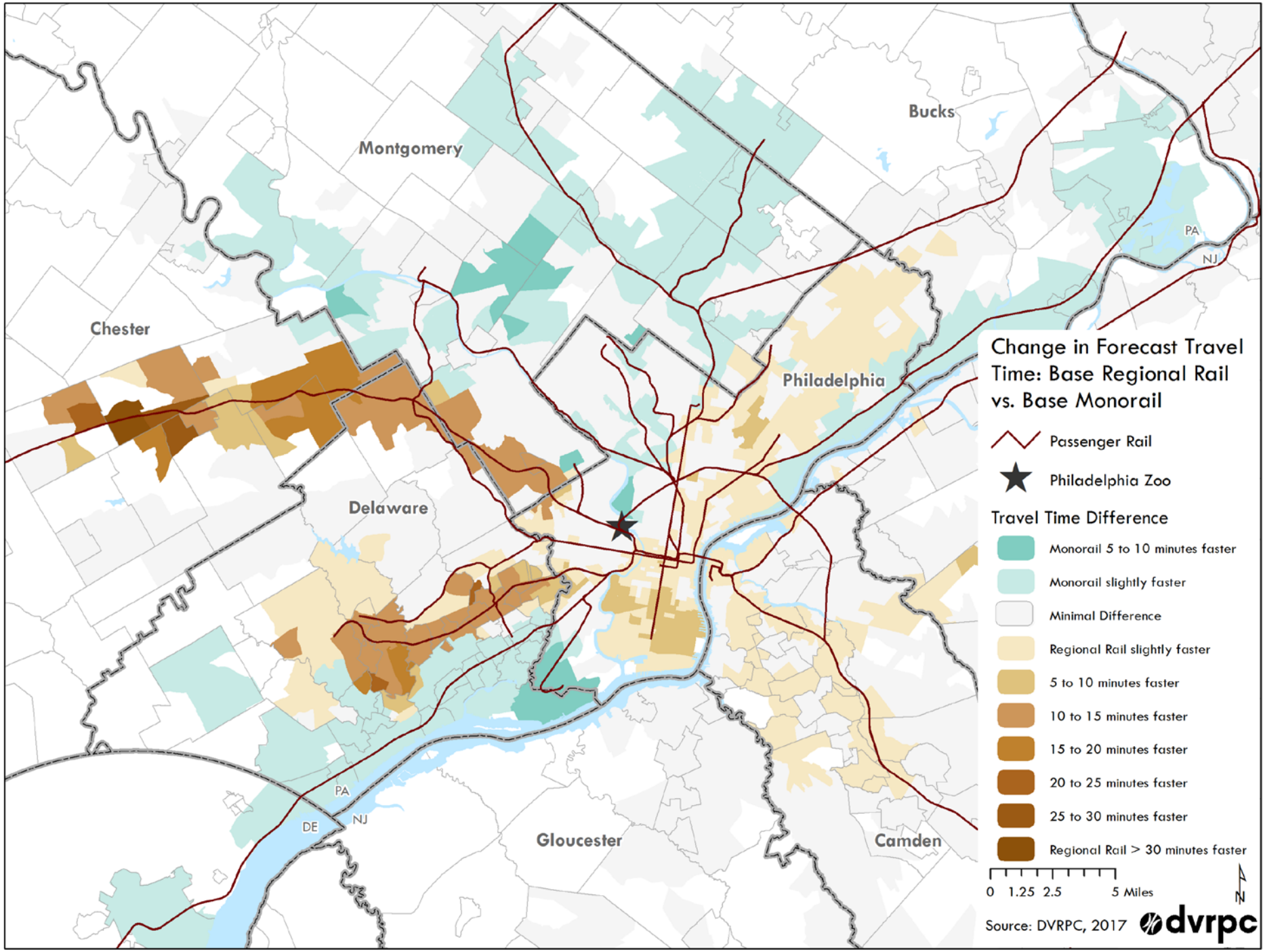
Travel Time via Transit from Zoo




Bucks
Montgomery
Chester
Philadelphia
Delaware
Gloucester
Camden
PA
NJ
DE
PA
NJ
Change in Forecast Transit Travel Time: No Build vs. Base Regional Rail
Passenger Rail
Philadelphia Zoo
Travel Time Difference
Zoo Station > 40 minutes faster
30 to 40 minutes faster
25 to 30 minutes faster
20 to 25 minutes faster
15 to 20 minutes faster
10 to 15 minutes faster
5 to 10 minutes faster
Zoo Station slightly faster
Minimal Difference
0 1.25 2.5 5 Miles
N
Source: DVRPC, 2017
dvrpc


Montgomery
Bucks
Chester
Philadelphia
Delaware
Gloucester
Camden
PA
NJ
DE
Change in Forecast Transit Travel Time: No Build vs. Base Monorail
Passenger Rail
Philadelphia Zoo
Travel Time Difference
Monorail > 10 minutes faster
5 to 10 minutes faster
Monorail slightly faster
Minimal Difference
0 1.25 2.5 5 Miles
N
Source: DVRPC, 2017
dvrpc


Bucks
Montgomery
Chester
Philadelphia
Delaware
Gloucester
Camden
PA
NJ
DE
PA
NJ
Change in Forecast Travel Time: Base Regional Rail vs. Full Regional Rail
Passenger Rail
Philadelphia Zoo
Travel Time Difference
Full Regional Rail > 20 minutes faster
15 to 20 minutes faster
10 to 15 minutes faster
5 to 10 minutes faster
Full Regional Rail slightly faster
Minimal Difference
0 1.25 2.5 5 Miles
N
Source: DVRPC, 2017
dvrpc


Montgomery
Bucks
Chester
Philadelphia
Delaware
Gloucester
Camden
PA
NJ
DE
Change in Forecast Travel Time: Base Regional Rail vs. Base Monorail
Passenger Rail
Philadelphia Zoo
Travel Time Difference
Monorail 5 to 10 minutes faster
Monorail slightly faster
Minimal Difference
Regional Rail slightly faster
5 to 10 minutes faster
10 to 15 minutes faster
15 to 20 minutes faster
20 to 25 minutes faster
25 to 30 minutes faster
Regional Rail > 30 minutes faster
0 1.25 2.5 5 Miles
N
Source: DVRPC, 2017
dvrpc

Conclusions

- Project Goal: to identify transit options worth pursuing further
- Many other factors to consider besides forecast ridership
- Continued collaboration between Advisory Committee members needed to move forward

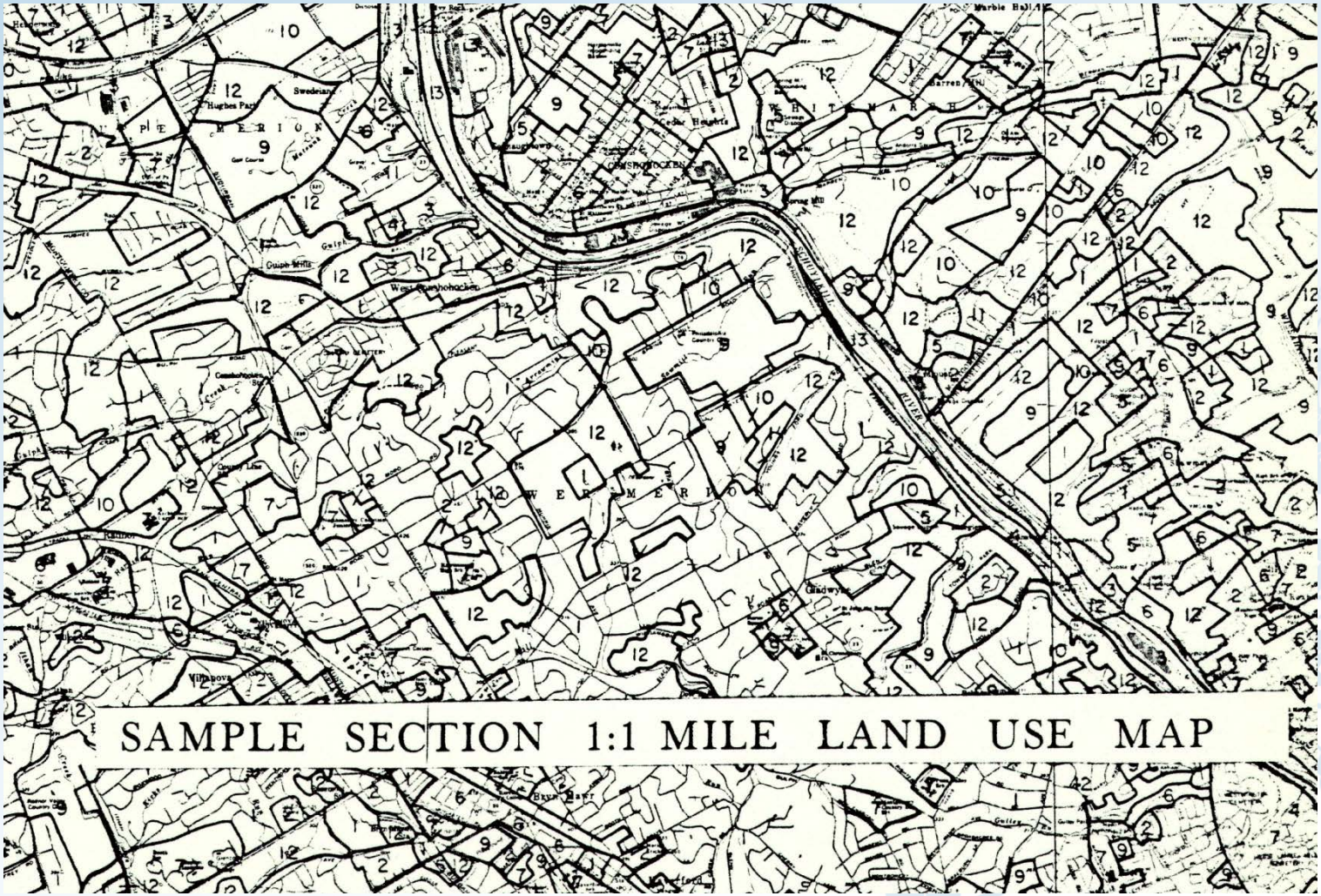
QUESTIONS?

Sarah Moran, Transportation Planner
smoran@dvrpc.org

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

DVRPC'S 2015 Enhanced Land Use File

Mark H. Gatti
Associate Manager, Office of GIS
Project Manager, Land Use Update


SAMPLE SECTION 1:1 MILE LAND USE MAP

DVRPC Land Use Data History

- Aerials flown every five years.
- 1970 – 1980
- 1990 and 1995 – Aerial Photos
  - Non-orthorectified
- 2000, 2005, and 2010 – Digital Aerial Imagery
  - “Heads-up” digitizing right on screen
  - Orthorectified

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Demand, Necessity, and Opportunity

- Funding Available
  - Partnered with USGS and Army Corps on aerial flight
  - Funding available to source out land use product
- Planning Needs
  - Updated land use categories (especially for mixed uses)
  - More-detailed land use categories
- Long Range Plan Requirements
  - Tighter schedule for 2045
  - Needed to compare areas of development for projections

RFP

- Spoke with Planners and the Counties.

- 2015 Land Use Update (P1)
  - Suitable for Long Range Plan needs
  - Used existing (2010) land use categories
  - Would only update areas that changed development status
  - Completed by December 31, 2016

- 2015 Enhanced Land Use Update (P2)
  - New subcategories to satisfy planning needs
  - Complete re-analysis of entire region
  - Completed by June 30, 2017

Contract

- Awarded to Aerial Imagery Systems, Redlands, CA
  - Aerial interpretation and land use analysis
  - NJ DEP land use
  - Heads-up digitizing
  - No automated analysis
  - Google Earth, Bing Maps
  - Weekly teleconferences

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Process

- Land Use Update (P1)
  - processed county-by-county
  - QA/QC by DVRPC
- “Fast-Track” Enhanced (P2)
- Enhanced Land Use Update (P2)
  - processed county-by-county
  - QA/QC by DVRPC
- DVRPC Post-production

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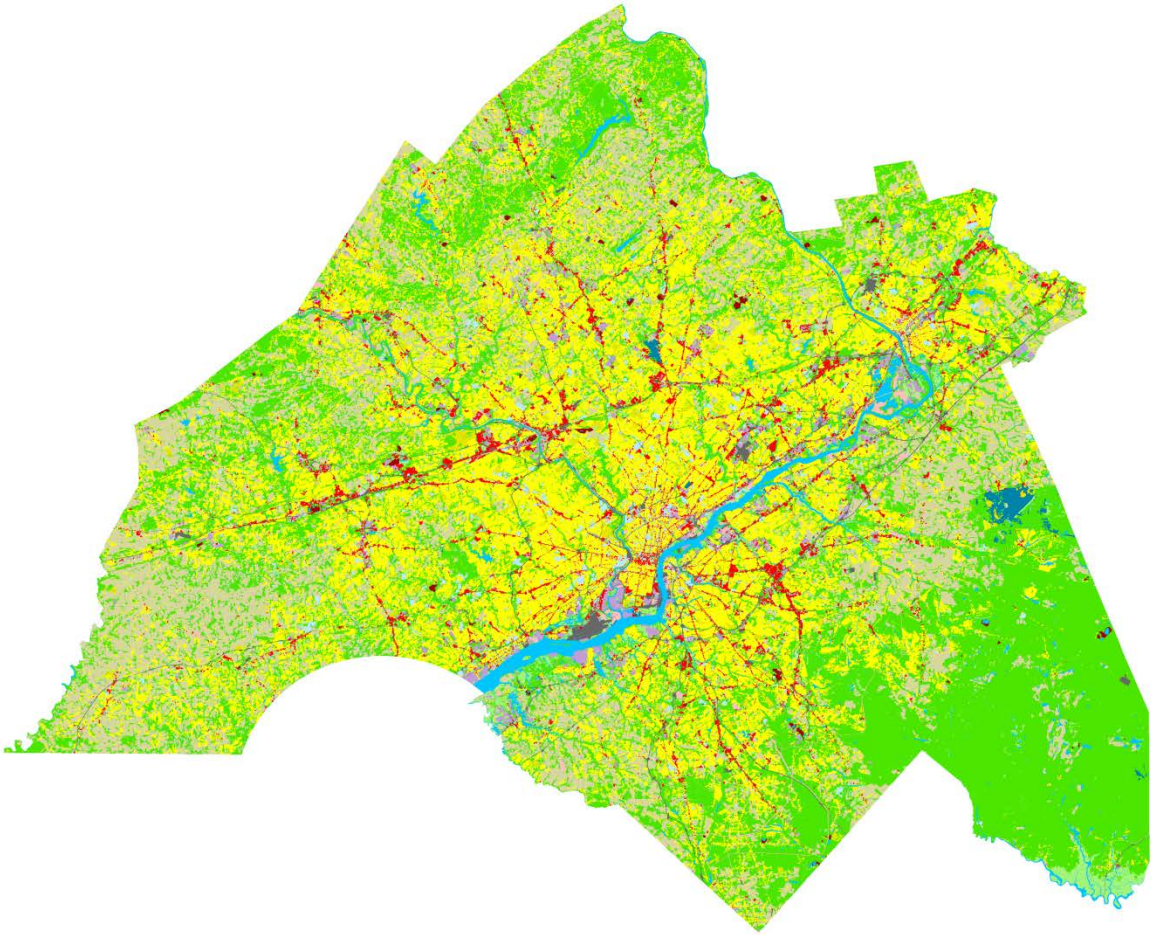

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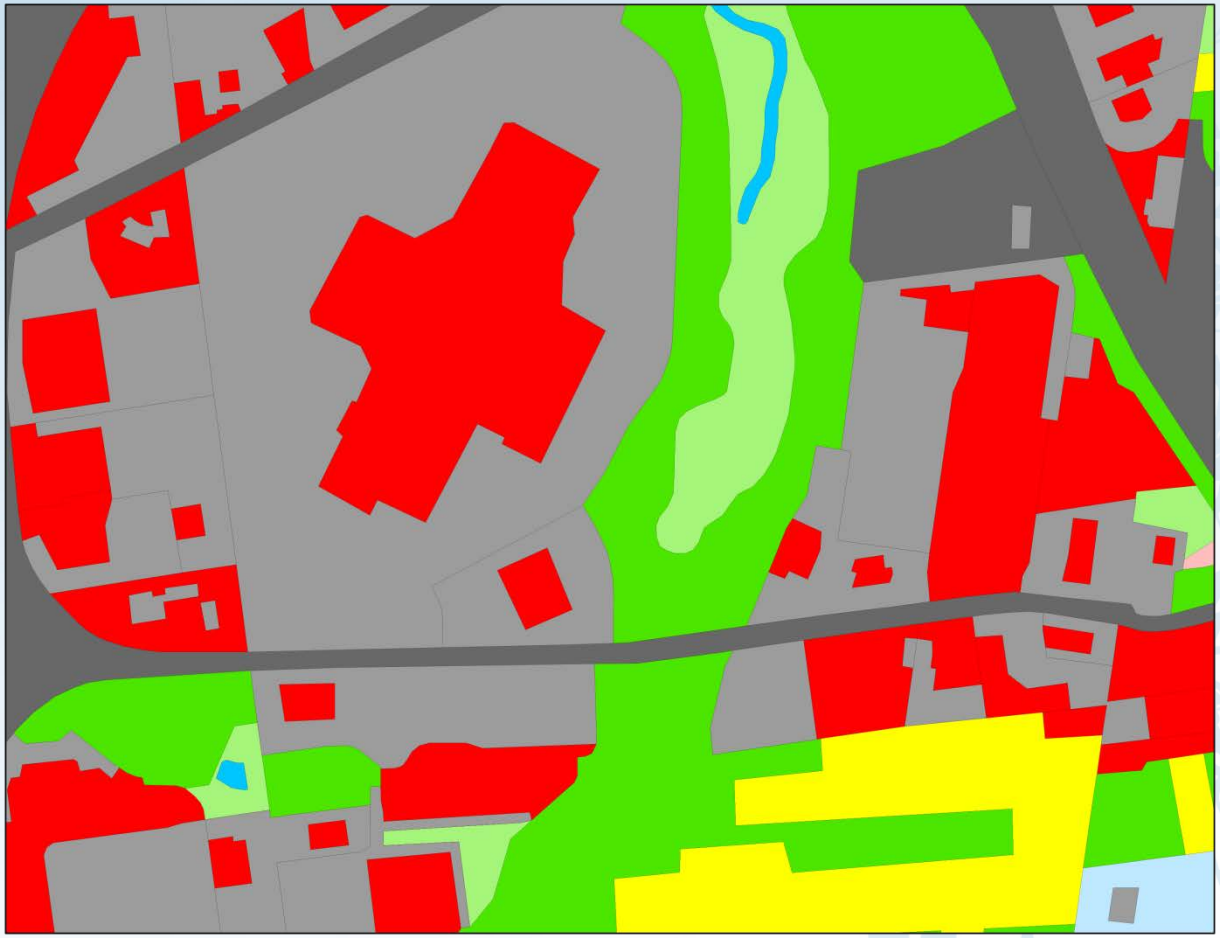
Category Changes

- 2010 Land Use (Used for P1 Update)
  - 14 categories
  - 27 subcategories (13 parking-related)

- 2015 Enhanced Land Use
  - 13 categories
  - 72 subcategories (32 parking-related)
  - These subcategories are meant more for data than for display.

Major Category Changes

- Mixed Use.
- Commercial subcategories.
- Shopping centers.



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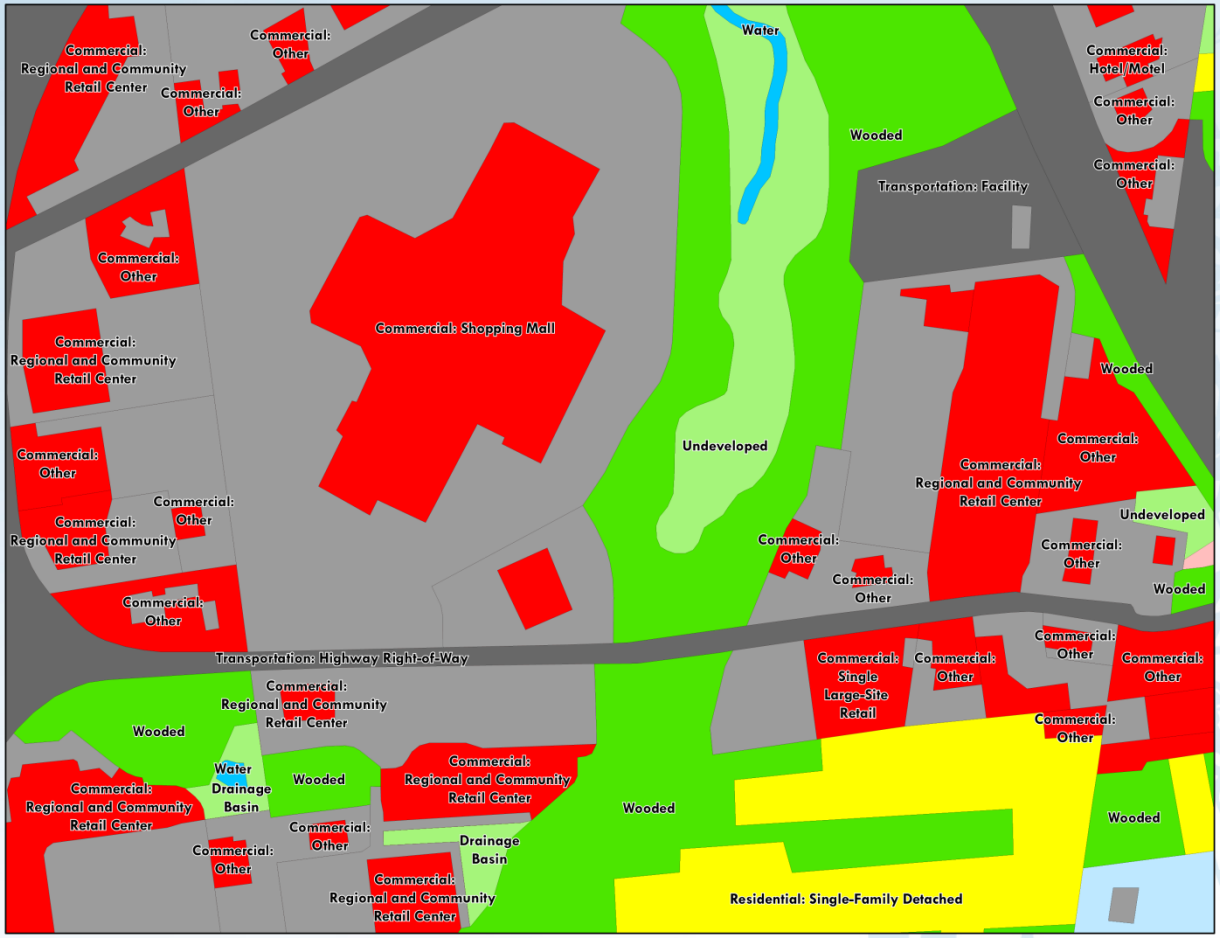
Commercial: Regional and Community Retail Center
Commercial: Other
Commercial: Other
Commercial: Other
Commercial: Shopping Mall
Commercial: Regional and Community Retail Center
Commercial: Other
Commercial: Other
Commercial: Regional and Community Retail Center
Commercial: Other
Transportation: Highway Right-of-Way
Commercial: Regional and Community Retail Center
Wooded
Water
Drainage Basin
Wooded
Commercial: Regional and Community Retail Center
Commercial: Regional and Community Retail Center
Commercial: Other
Commercial: Other
Drainage Basin
Commercial: Regional and Community Retail Center
Water
Wooded
Undeveloped
Wooded
Transportation: Facility
Commercial: Hotel Motel
Commercial: Other
Commercial: Other
Wooded
Commercial: Other
Commercial: Regional and Community Retail Center
Undeveloped
Commercial: Other
Commercial: Other
Wooded
Commercial: Other
Commercial: Single Large-Site Retail
Commercial: Other
Commercial: Other
Commercial: Other
Wooded
Residential: Single-Family Detached

Commercial: Regional and Community Retail Center
Commercial: Other
Commercial: Other
Water
Commercial: Hotel/Motel
Commercial: Other
Wooded
Transportation: Facility
Commercial: Other
Commercial: Other
Commercial: Shopping Mall
Commercial: Regional and Community Retail Center
Wooded
Undeveloped
Commercial: Other
Commercial: Regional and Community Retail Center
Commercial: Other
Commercial: Regional and Community Retail Center
Undeveloped
Commercial: Other
Commercial: Other
Commercial: Other
Wooded
Transportation: Highway Right-of-Way
Commercial: Regional and Community Retail Center
Commercial: Single Large-Site Retail
Commercial: Other
Commercial: Other
Commercial: Other
Commercial: Other
Wooded
Water
Drainage Basin
Wooded
Commercial: Regional and Community Retail Center
Commercial: Regional and Community Retail Center
Wooded
Commercial: Other
Drainage Basin
Commercial: Other
Commercial: Regional and Community Retail Center
Residential: Single-Family Detached
Wooded

Thank you

Mark H. Gatti
mhgatti@dvrpc.org

http://www.dvrpc.org/Mapping/

Unified Planning Work Program Development

RTC Meeting

John Ward
Deputy Executive Director

September 12, 2017

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

UPWP REQUIREMENTS

- FAST Act Planning Factors
- Transportation Improvement Program
- Long Range Plan
- Travel Demand Model
- Performance Measure Targets and Monitoring
- Congestion Management Process
- Air Quality Program
- Public Participation Process
- Federal and State Partners Planning Emphasis Areas

LONG-RANGE PLAN GOALS

- Sustain the Environment
- Develop Livable Communities
- Expand the Economy
- Advance Equity and Foster Diversity
- Create an Integrated, Multimodal Transportation Network

UPWP PROGRAM AREAS

- Work Program Administration
- Public Participation
- Regional Congestion Management Process
- Transportation Operations
- Corridor Planning
- Regional Transit Planning Program
- Bicycle and Pedestrian Planning Program
- Delaware Valley Freight Planning
- Transportation Safety and Security
- Travel Monitoring

UPWP PROGRAM AREAS

- Smart Growth Planning
- Economic Analysis and Coordination
- Strategies for Older Communities
- Energy and Climate Change Initiatives
- Long Range Plan
- Air Quality Planning
- Environmental Planning
- Transportation Improvement Program
- Travel and Land Use Modeling
- Geographic Information Systems

FUNDING THE UPWP

- Federal formula funds for MPOs
  - Distributed by PennDOT and NJ DOT
  - Required local match of federal funds (state/local sources)
- Member government contributions
  - Covers items not eligible for federal funds
  - Provides match for other federal funds
- Individual Project/Program requests
  - Specific work contracted directly with project sponsor
  - Outside Grants
- Subcontracts to member governments
  - SRHPP and TSP
  - TCDI
  - William Penn Trails Program
  - NJ Local Concept Development

UPWP DEVELOPMENT SCHEDULE

- County/City Outreach – August/September
- 1st Work Program Committee Mtg – Sept. Board
- Project Ideas Due to DVRPC – October 11th
- 2nd Work Program Committee Mtg – October 19th
- 3rd Work Program Committee Mtg – Oct. Board

UPWP DEVELOPMENT SCHEDULE

- DVRPC staff develops draft document – November
- Out for public comment - December – January
- Board adopts final document – January Board
- Submit to funding agencies = March 1st

FY18 UPWP DEVELOPMENT

- Project Ideas
  - 1 – 2 paragraphs
  - Coordination with DVRPC staff
  - Submit 1 – 2 prioritized projects
- Expect relatively flat funding
- SRHPP and TSP
  - Review Core Area Activities
  - Make sure budgets can be drawn down
  - Unspent federal funds could have repercussions.

THANK YOU

John Ward
Deputy Executive Director

215–238–2899

jward@dvrpc.org

DELAWARE VALLEY
dvrpc
REGIONAL
PLANNING COMMISSION