



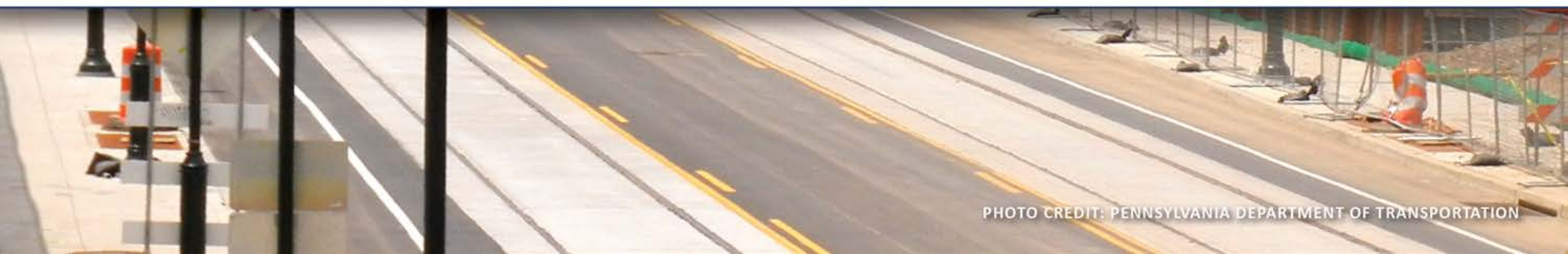
TIP Actions

Transportation Improvement Program

New Jersey TIP (FY2016-2019)

Pennsylvania TIP (FY2017-2020)

November 2017



King Road Bridge over Herkaken Creek (County Bridge #54)

Bucks County | Add New Project to TIP

- ▶ **Action Type:** TIP Amendment
- ▶ **Action:** Add a new \$2 million sSTP funded bridge project to the TIP:
 - FY18 PE (\$300,000)
 - FY19 FD (\$300,000)
 - FY20 UTL (\$20,000) and ROW (\$30,000);
 - FY21 CON (\$1.35 million).
- ▶ These are additional funds to the region from PennDOT due to county's \$5 Registration Fee.





TIP Action | Proposed – PA

Amend the PA TIP for the Following Project:

a. King Road Bridge over Herkaken Creek

That the RTC Recommend that the Board approve amending the TIP by adding a new \$2 million sSTP funded bridge project to the TIP:

- FY18 PE (\$300,000)
- FY19 FD (\$300,000)
- FY20 UTL (\$20,000) and ROW (\$30,000);
- FY21 CON (\$1.35 million).

These are additional funds to the region.



Masonry Stone Arch Bridges – Group T, Various Counties | Add New Project to TIP

- ▶ **Action Type:** TIP Amendment
- ▶ **Action:** Add a new district-wide group of 7 bridges totaling \$10.15 million:
 - FD in FY17 (\$150,000 State 185)
 - CON (\$10 million STU/STP/State185 total) in FY18 and FY19

Chester County

(1) Mansion Road over the South Branch of French Creek (SD)

Delaware County

(2) Bryn Mawr Avenue over a Branch of Meadow Brook Creek (SD)
(3) Bryn Mawr Avenue over Meadow Brook Creek

Montgomery County

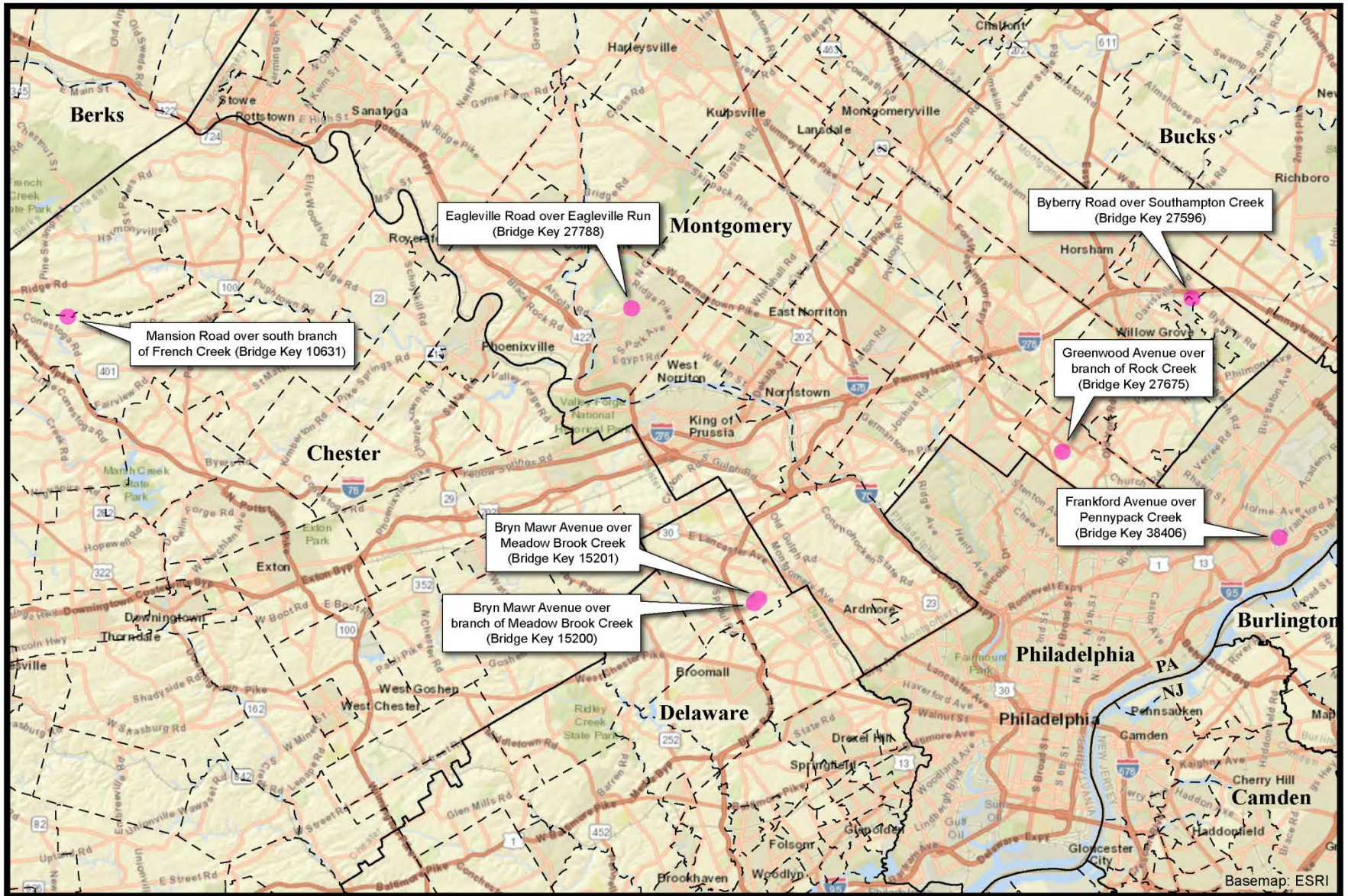
(4) Byberry Road over Southampton Creek (SD)
(5) Greenwood Avenue over a Branch of Rock Creek (SD)
(6) Eagleville Road over Eagleville Run (SD)

Philadelphia

(7) Frankford Avenue over Pennypack Creek



PA17-63: Masonry Stone Arch Bridges – Group T



TIP Action | Proposed – PA

Amend the PA TIP for the Following Project:

b. Masonry Stone Arch Bridges – Group T

That the RTC Recommend that the Board approve amending the TIP by adding a new district-wide group of 7 bridges totaling \$10.15 million:

- FD in FY17 (\$150,000 State 185)
- CON (\$10 million STU/STP/State185 total) in FY18 and FY19 .

Chester County

(1) Mansion Road over the South Branch of French Creek (SD)

Delaware County

(2) Bryn Mawr Avenue over a Branch of Meadow Brook Creek (SD)

(3) Bryn Mawr Avenue over Meadow Brook Creek

Montgomery County

(4) Byberry Road over Southampton Creek (SD)

(5) Greenwood Avenue over a Branch of Rock Creek (SD)

(6) Eagleville Road over Eagleville Run (SD)

Philadelphia

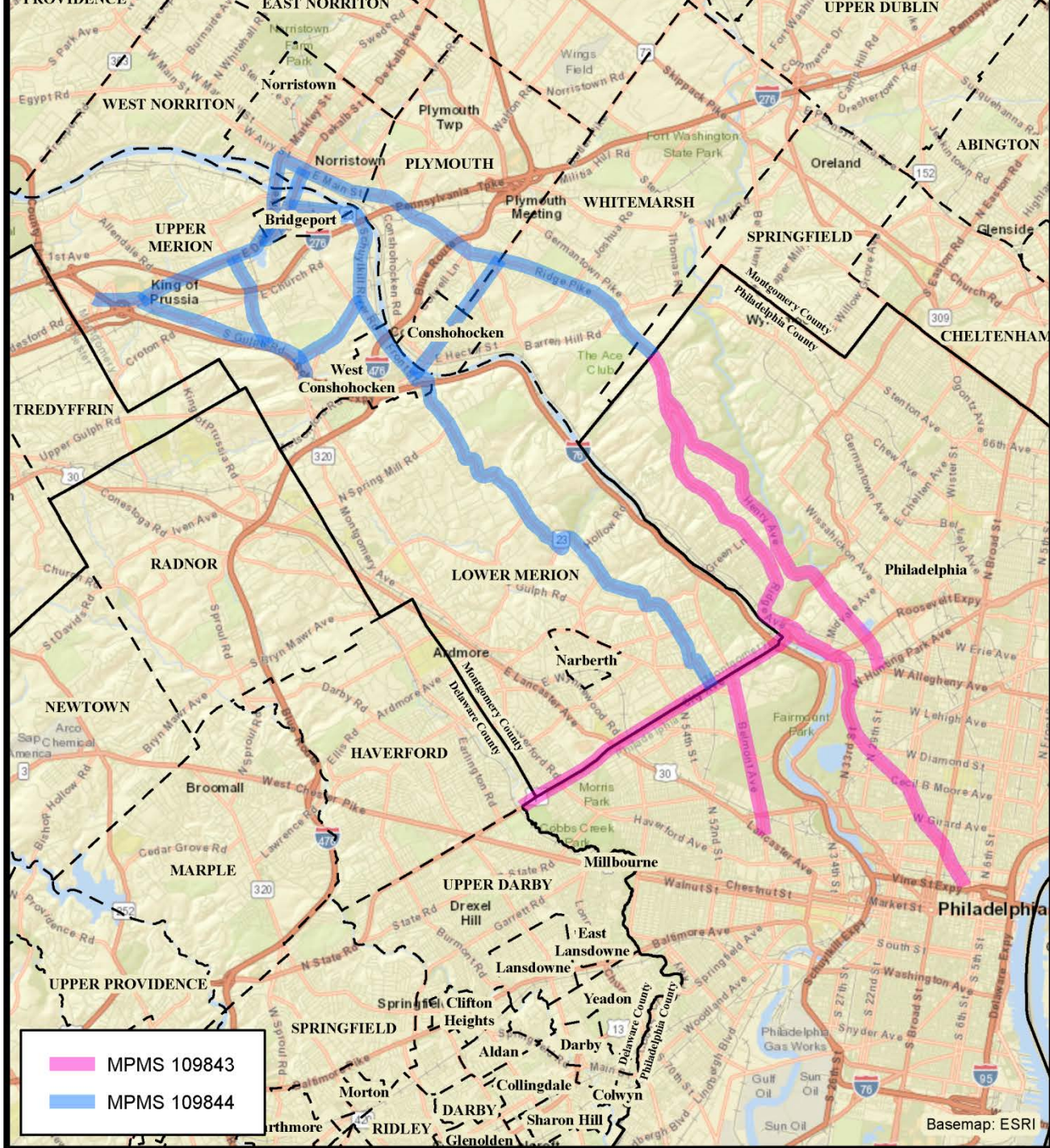
(7) Frankford Avenue over Pennypack Creek



Comprehensive ATMS of I-76 Parallel Arterial Corridors Design Support Agreements (Green Light-Go), Phila. & Montgomery Counties | Add New Project to TIP

- ▶ **Action Type:** TIP Amendment
- ▶ **Action:** Add 2 Green Light-Go projects totaling \$3 million State 073:
 - FY18 PE (\$1.5 million) for Philadelphia
 - FY18 PE (\$1.5 million) for Montgomery County
- ▶ These are additional funds to the region.
- ▶ **Purpose:** Provide arterial traffic signals/ITS design to supplement the I-76 Integrated Corridor Management Project, design & construct docs to modernize traffic signals systems and ITS devices in Philadelphia and Montgomery Counties, and identify next steps.





District 6 TSMO Support Contract (Green Light-Go), Various Counties | Add New Project to TIP

- ▶ **Action Type:** TIP Amendment
- ▶ **Action:** Add a new \$2 million State 073 funded Green Light-Go project for FY18 PE.
- ▶ These are additional funds to the region.
- ▶ **Purpose:**
 - Provide operational support to TSMO projects, such as the I-76 Integrated Corridor Management Project.
 - Assist PennDOT with providing key oversight and focus on Active Arterial Traffic Management and activities to improve safety and mobility in region.



TIP Actions | Proposed – PA

Amend the PA TIP for the Following Projects:

c. Comprehensive ATMS of I-76 Parallel Arterial Corridors Design Support Agreements (Green Light-Go)

That the RTC Recommend that the Board approve amending the TIP by adding 2 Green Light-Go projects totaling \$3 million State 073:

- FY18 PE (\$1.5 million) for Philadelphia
- FY18 PE (\$1.5 million) for Montgomery County

d. District 6 TSMO Support Contract (Green Light-Go)

That the RTC Recommend that the Board approve amending the TIP by adding a new \$2 million State 073 funded Green Light-Go project for FY18 PE.

These are additional funds to the region.

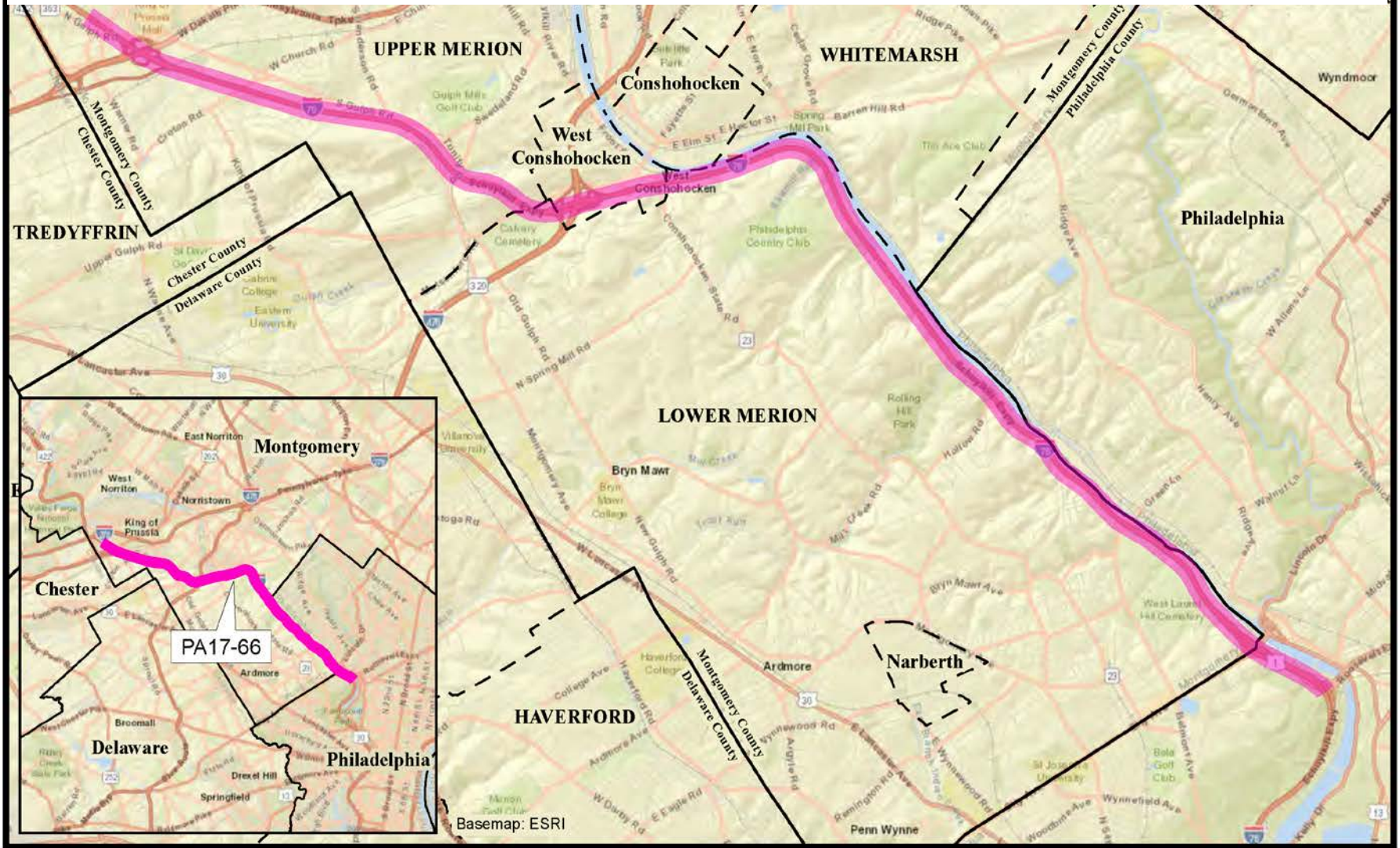


I-76, Regional Travel Information, Various Counties | Cost Increase

- ▶ **Action Type:** TIP Amendment
- ▶ **Action:** Increase overall CON cost (and specifically in FY18 and FY19) by \$8.5³² million from \$2.143 million (\$1.714 million NHPP/\$429,000 State 581) to \$10.675 million (\$5.538 million NHPP/\$2.405 million STU/\$598,000 STP/\$2.134 million State 581).
- ▶ **Reason:** Increased cost estimate due to various items (e.g. additional variable speed limit signs, ground mounted cabinets/battery backup systems)



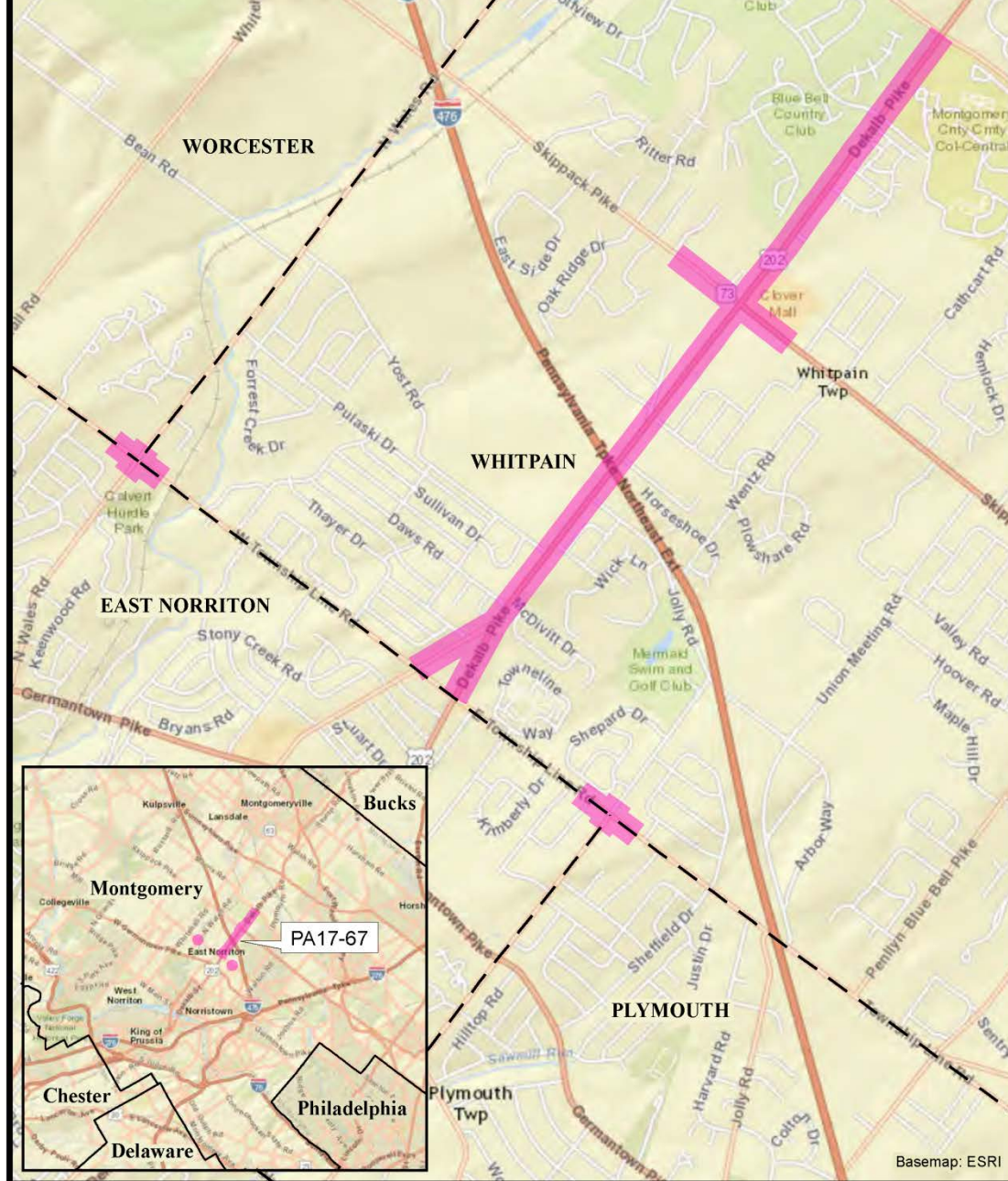
TSMO Strategies for this I-76 Corridor Section (e.g. VSL and Queue Warning Systems)



US 202, Township Line Road to Morris Road (61N), Montgomery County | Cost Increase

- ▶ **Action Type:** TIP Amendment
- ▶ **Action:** Increase overall project cost by \$9.649 million (for UTL) from \$67.803 million to \$77.452 million:
 - FY19 UTL: \$6.25 million (\$5 million NHPP/\$1.25 million State 581)
 - FY20 UTL: \$3.399 million (\$2.719 million NHPP/\$680,000 State 581)
- ▶ **Reason:** More utility relocation required than anticipated in order to meet current stormwater regulations and requirements.





TIP Actions | Proposed – PA

Amend the PA TIP for the Following Cost Increases:

e. I-76, Regional Travel Information

That the RTC Recommend that the Board approve amending the TIP by increasing overall CON cost (specifically in FY18 and FY19) by \$8.532 million from \$2.143 million to \$10.675 million.

f. US 202, Township Line Road to Morris Road (61N)

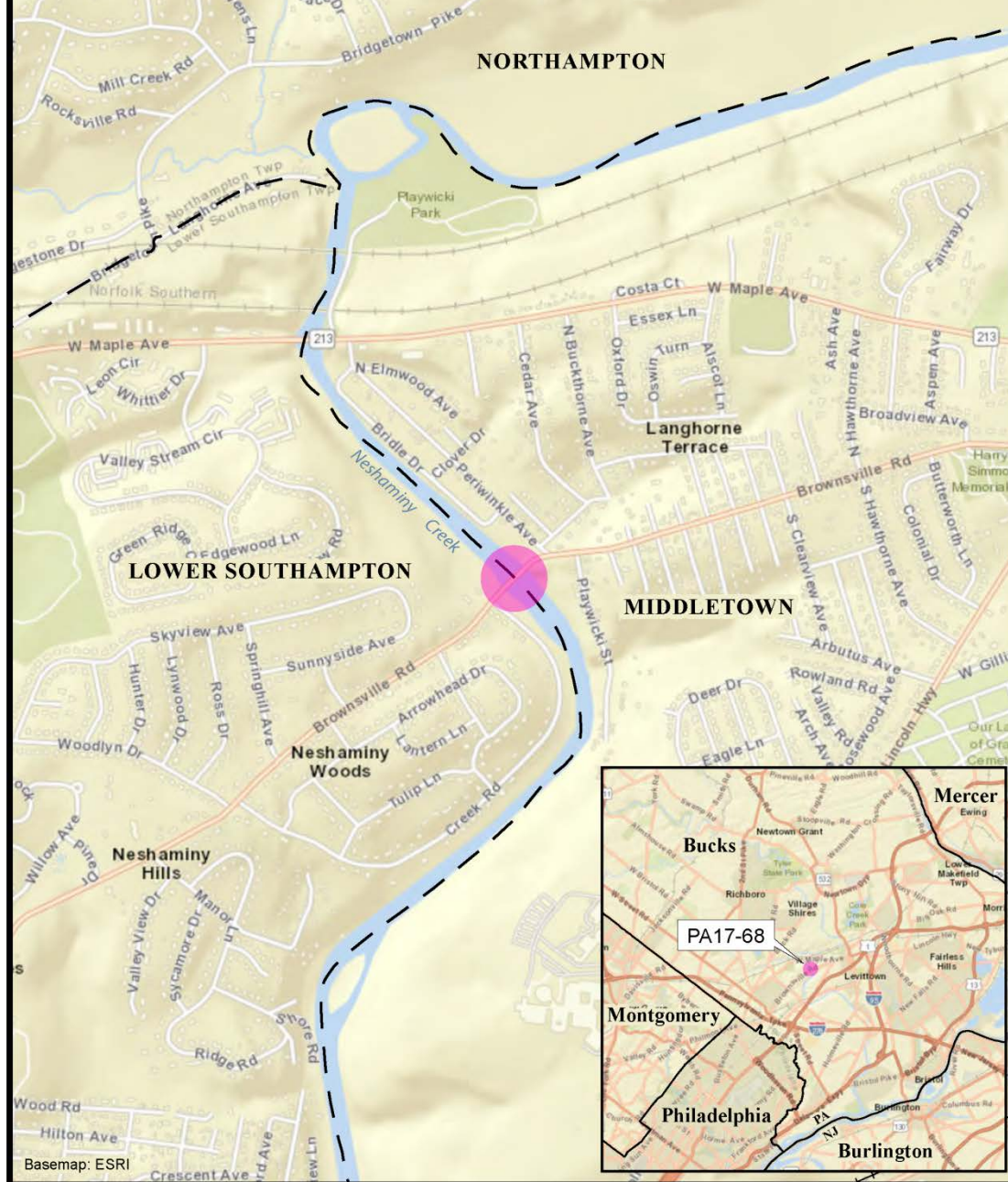
That the RTC Recommend that the Board approve amending the TIP by increasing overall project cost by \$9.649 million (for UTL in FY19 and FY20) from \$67.803 million to \$77.452 million.



Bridge Replacement Brownsville Road, Bucks County | Add FD Back into the TIP

- ▶ **Action Type:** TIP Amendment
- ▶ **Action:** Add Final Design (FD) phase back into the TIP for \$1.4 million in FY18 (\$700,000 State 185) and FY19 (\$700,000 State 185).
- ▶ Action will not impact ROW, UTL, or CON cost and schedule.
- ▶ **Reason:** Funds for FD not encumbered under the previous TIP.





TIP Action | Proposed – PA

Amend the PA TIP for the Following Project:

g. Bridge Replacement Brownsville Road

That the RTC Recommend that the Board approve amending the TIP by adding the Final Design (FD) phase back into the TIP for \$1.4 million in FY18 (\$700,000 State 185) and FY19 (\$700,000 State 185).





Transportation
Improvement
Program

TIP

Thank You!

www.dvrpc.org/TIP

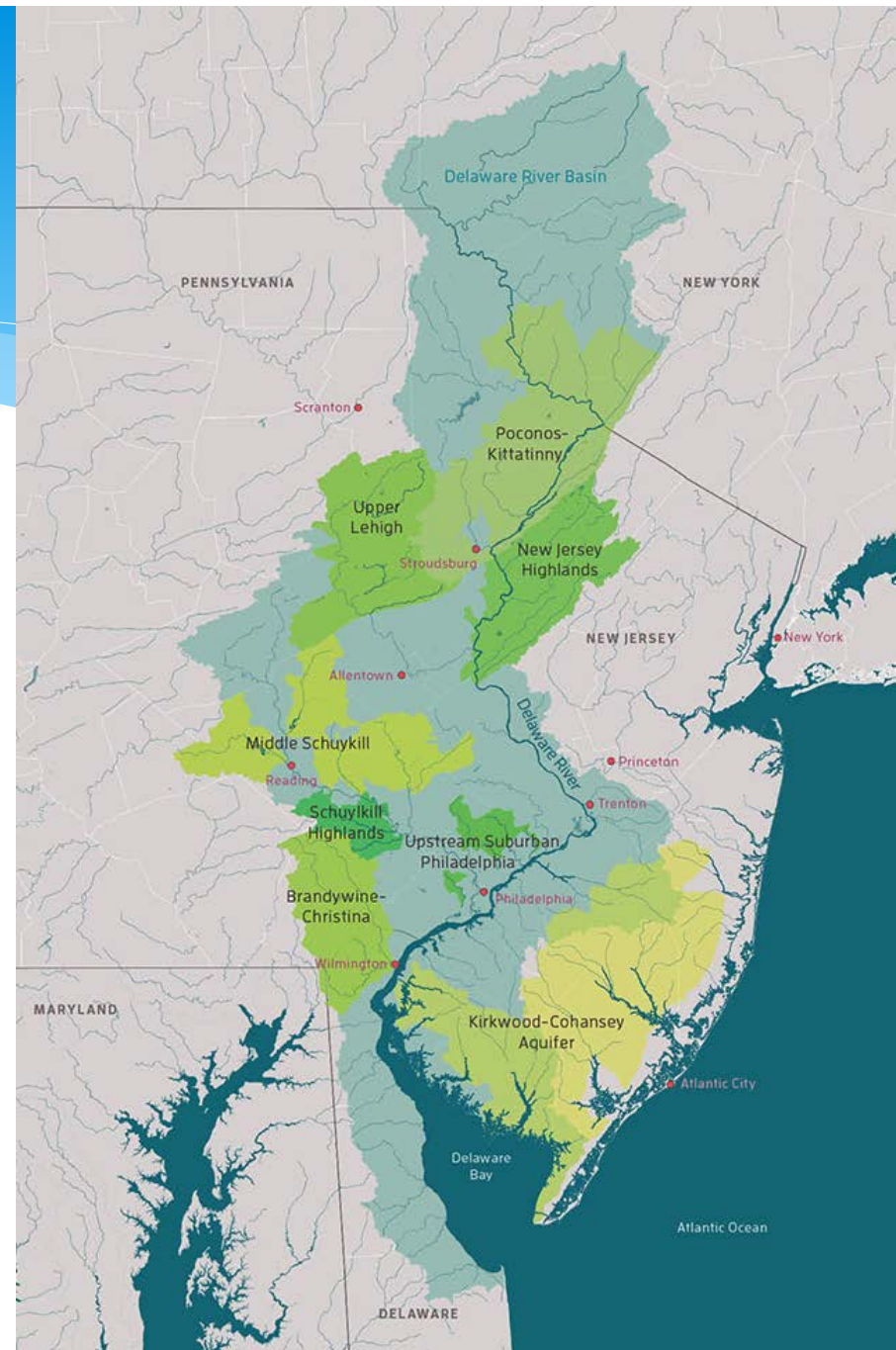
Delaware River Watershed Initiative Data/GIS/Modeling Work Group

DVRPC RTC Meeting: November 14, 2017

Presented by: Christina Arlt, AICP
Senior Planner, Office of Community and Economic Development

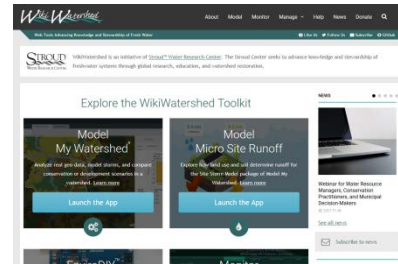
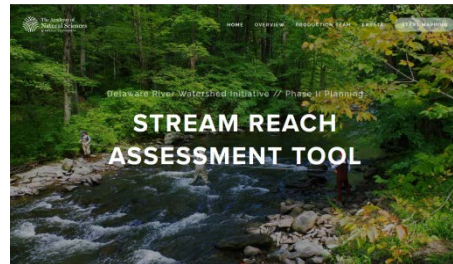
William Penn Foundation's Delaware River Watershed Initiative (DRWI)

- * Need for:
 - * Data/GIS/Modeling professionals to collaborate
 - * GIS maps for small non-profits



What will the DRWI Data/GIS/Modeling Work Group do?

- * Meet up to six times (some virtual)
- * Host up to four educational webinars



- * Make maps for small non-profits doing work in the Delaware River Watershed
- * Prioritize recommendations for additional Delaware River watershed data sets and/or modeling analysis, as well as future Work Group activity

How does this support DVRPC's Long Range Plan, *Connections 2045*?

- * “Sustain the Environment” principle
 - * Goal: “Manage stormwater and improve water quality”
- * “Develop Livable Communities” principle
 - * Goal: “Encourage regional cooperation and multimunicipal planning”

Funding

- * \$330,510 Total Project Cost
 - * \$275,000 from William Penn Foundation over 24-months
 - * \$185,000: DVRPC staff support
 - * \$90,000: Stipends to other organizations
 - * \$55,510 DVRPC Match

Work Program Amendment Action Item

Delaware River Watershed Initiative Data/GIS Work Group

Recommend for approval to the DVRPC Board this Work Program Amendment, which will allow DVRPC staff to convene a Data/GIS/Modeling group to:

- * prioritize data needs,
- * share knowledge,
- * expand capacity, and
- * collaborate to provide technical mapping, modeling, and spatial analysis assistance to support the Delaware River Watershed Initiative (DRWI).



A TRANSPORTATION MANAGEMENT ASSOCIATION

The TDM Plan for Fort Washington Office Park

NOVEMBER 14, 2017

DVRPC REGIONAL TECHNICAL COMMITTEE

PARTNERSHIPS



Fort Washington Office Park and Major Roadways

Upper Dublin Township, Montgomery County, Pennsylvania



WHY A TDM PLAN

In an effort to:

- Meet the needs of current stakeholders
- Attract future employers and residents
- Allow for the growth of the office park while mitigating impact on an already congested transportation network of I-276, PA 309 and municipal roadways
- Allow the park to be competitive and resilient in a diversifying market place



TDM PLAN GOAL

*Provide Upper Dublin Township
with the tools to make
Fort Washington Office Park
an accessible, multi-modal use park.*



TDM PLAN TIMELINE

- Office Park TDM Analysis
- Public Meeting 1
- Office Park Commuter Habits Survey
- Office Park Company/Business Survey
- Office Park Property Owners Survey
- Large Employer Focus Group
- Commute Shed Analysis
- Public Meeting to discuss finding of geo-spatial analysis
- Stakeholder Interviews
- Best Practices Research
- Plan Development
- Public Meeting to unveil the TDM Plan



THE PROCESS

Public Engagement

- Understanding of transportation demand management (TDM)
- Awareness of the project

Analysis

- Survey
- Geo-spatial

Recommendations

- The TDM Plan

Implementation

- Partnerships
- Support



PUBLIC ENGAGEMENT: UNDERSTANDING TDM

A FEW WAYS
**TRANSPORTATION
DEMAND MANAGEMENT**
WILL BENEFIT YOUR COMPANY

 **LABOR FORCE ACCESS**

REDUCED COSTS 

 **IMPROVED COMMUTES
& GOODS MOVEMENT**

**ENHANCED EMPLOYEE
RECRUITMENT AND RETENTION** 

 **ADDITIONAL EMPLOYEE
BENEFITS AT LITTLE TO NO
COST**

**ACHIEVE SUSTAINABILITY
GOALS** 

TAKE THE SURVEY TODAY
WWW.SURVEYMONKEY.COM/R/COMPANYCOMMUTE

A FEW WAYS
**TRANSPORTATION
DEMAND MANAGEMENT**
WILL BENEFIT YOU

 **LESS TRAFFIC**

MORE MONEY 

 **MORE TIME**

HEALTH BENEFITS 

 **IMPROVED WORK
RELATIONSHIPS**

**COMMUNITY
INVOLVEMENT** 

TAKE THE SURVEY TODAY
WWW.SURVEYMONKEY.COM/R/ICOMMUTE

PUBLIC ENGAGEMENT: UNDERSTANDING TDM



Single
Occupant
Vehicle

TRAVEL
BEHAVIOR

**What's
On the
Outside**



SOV
TRAVEL
BEHAVIOR

**What's
On the
Inside**



PUBLIC ENGAGEMENT: UNDERSTANDING TDM

CALENDAR NEWS DOCUMENTS & FORMS CONTACT US STORE (VIEW CART)

type here to search

Upper Dublin Township
MONTGOMERY COUNTY, PA

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Transportation Demand Management Plan

Business & Development / Fort Washington Office Park / Transportation Demand Management Plan

[TDM Plan Geo-Spatial Analysis](#)

[Map Appendix](#)

[GeoSpatial Analysis PowerPoint](#)

[Marketing Materials >](#)

[TDM Focus Group Final Report - 1/27/2017](#)

As part of its ongoing reinvestment and modernization program for the Fort Washington Office Park, Upper Dublin Township has initiated a new Transportation Demand Management (TDM) study. This will improve the office park transportation options with a comprehensive review of the current transportation modes and barriers, and the creation of new programs and policies.

The goals of the resulting TDM plan are to provide current employees with enhanced transit options and greater accessibility to and within the office park, and to attract future businesses and investments, with a mix of new uses. The big picture planning goals of TDM programs include the reduction of roadway congestion and single-occupancy

WEARETDM.COM
Transportation Demand Management

WHO WE ARE WHAT TDM DOES WHY TDM MATTERS GET INVOLVED TDM NEWS

PITTSBURGH BECOMES FIRST U.S. CITY WITH YEAR-ROUND UPS BIKE-DELIVERY ROUTE - PITTSBURGH CITY PAPER

Delivery giant United Parcel Service (UPS) is getting in on the bike action. Starting Nov. 9, Downtown Pittsburgh will be home to UPS's only year-round delivery route that utilizes an electric-assist bike-cart in the U.S.

[READ ARTICLE](#)

LATEST TDM NEWS

[MORE NEWS](#)

[The Real Reason Behind the Push for KOP Rail - PhillyMag](#)
November 8, 2017

[SEPTA releases impact statement for King of Prussia rail extension, seeks public input - Penn Live](#)
November 7, 2017

[How Strava, The App For Athletes, Became An App For Cities - CODESIGN](#)
November 7, 2017

WHAT IS TDM?

Transportation Demand Management (TDM) are strategies to help reduce

PUBLIC ENGAGEMENT: AWARENESS OF THE PROJECT



PUBLIC ENGAGEMENT: AWARENESS OF THE PROJECT

STUCK IN TRAFFIC?
LET'S GET MOVING!
Let us know what you think!



Take the Survey:
<https://www.surveymonkey.com/r/icommute>

THANK YOU

1040

COMMUTER SURVEYS
COMPLETED

50

OFFICE PARK COMPANIES
PARTICIPATED

Surveys open until January 31st 2017!

STUCK IN
TRAFFIC?
**LET'S GET
MOVING!**

Let us know what you think!

As part of our ongoing reinvestment and modernization program for the Fort Washington Office Park, Upper Dublin Township has initiated a new Transportation Demand Management (TDM) study. This will review current transportation modes and barriers, and provide new programs and policies to improve office park transportation options.



Take the Survey:

<https://www.surveymonkey.com/r/icommute>



STUCK IN TRAFFIC?
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PUBLIC ENGAGEMENT: AWARENESS OF THE PROJECT

November 2016 Issue 47

THE FIRST TDM PLAN IN GREATER PHILADELPHIA

BY COURTNEY MENJIVAR | JANUARY 10, 2017



How can you improve transportation related to a large, suburban office park without building bigger parking lots? By embracing Transportation Demand Management, or "TDM."

Or, as my TDM colleague Justin Schor put it recently to over three dozen employers in suburban Philadelphia: "manage what you have" in terms of infrastructure.

Recently, the Ambler Gazette of Montgomery County, PA published an article about the first TDM project, a project that our firm is working on with the Greater Valley Forge Transportation Management Plan, a project that our firm is working on with the Greater Valley Forge Transportation Management Plan, a project that our firm is working on with the Greater Valley Forge Transportation Management Plan, a project that our firm is working on with the Greater Valley Forge Transportation Management Plan.



Connections

Municipal Authority, Committee Approved

Paul Leonard, Upper Dublin Township Manager, pictured at right, presented at the annual FWBA "State of the Fort Washington Office Park" held at the Hilton Garden Inn Fort Washington. More than 55 FWBA members and guests attended the luncheon created by the HGI catering staff. The long range plan for office park improvements has a price tag of about \$68.3 million of which \$18+ million has been spent using Township and grant funds. A volunteer Core Committee has been overseeing the major improvements to date. It was the Core Committee that recommended that a General Municipal Authority (GMA) be adopted, which it was in September 2013. The GMA Committee consists of five appointed members whose primary tasks are to research, review and develop fee structures proportionately for improvements and identify the businesses that benefit from such. The Authority could take on

A video blog and a PDF of Mr. Leonard's presentation are available. Email Kathy@fwba.org

TDM Grant \$75,000

Upper Dublin Township has been awarded \$75,000 for the development of a Transportation Demand Management (TDM) Plan for the Fort Washington Office Park. It is a Delaware Valley Regional Planning Commission-Transportation and Community Development Initiative Grant.

A goal of the plan is to provide Upper Dublin Township with the necessary tools to brand the FWOP as an accessible, multi-modal, mixed-use park.

The FWOP is a 536-acre economic and employment center comprised of 123 properties with over 11,000 employees. Like many regional office centers, FWOP is interested to attract a diversified business market to accommodate a younger workforce. The TDM plan will support these efforts by taking a fresh look at possible low cost barriers and actions to develop a strategy to meet the needs of current and new employees. The order to attract future employees who benefit.



CONTINUED PAGE 3

Coffee With A Cop

Timoney Knox, LLP coordinated a recent "Coffee With A Cop" event in the front parking lot of George's Market at Drexelton. George's supplied lots of coffee and the Upper Dublin Bagel Squad contributed bagels and cream cheese for everyone. Parents, students, residents, business owners and canine blends stopped by to chat with officers from the Upper Dublin Police Department. Officers Parnen and Leventberg are pictured with Penn State students collecting for THON that day.



MORE PHOTOS PAGE 11

Loyalty Program for FWBA Members: Code FWBA034


Upper Dublin Parks & Recreation Department offers all FWBA members a special discount, even though they might not be Upper Dublin residents. A discount code will be assigned when registering for an event at upperdublin.org. Code FWBA034. If needed, call Tammy Schwartz, Recreation Supervisor at 215-646-7800 x 304, (M-F 9-5)

Annual "Kids in Smiles Toy Drive"

SEE PAGE 20 FOR DETAILS

CONTINUED PAGE 3

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Are you managing your ADHD?

DISCOVER WHY

Upper Dublin hosting survey on office park transportation

Goal to improve transit options for employees

UPPER DUBLIN --> It's all about changing travel behavior. The basic premise behind Transportation Demand Management is to "manage what you have" in terms of infrastructure, and "get away from driving alone." Justin Schor, a principle of Wells + Associates, told about 40 Fort Washington Office Park employees at a Nov. 7 information session on TDM study.

The township, armed with a \$75,000 Delaware Valley Regional Planning Commission Transportation and Community Development Initiative grant, is conducting a Transportation Demand Management study as part of its effort to "transition the office park into an accessible, multi-modal, mixed use occupancy vehicles (SOV), and willingness to utilize alternatives."

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CONTINUED PAGE 3

ANALYSIS: SURVEY



Participation in Survey

- **1,109** employees from **46** companies
- **38** Companies
- **6** Property Owners

Key Findings:

- **Mode:** 94% Drive Alone, 3% Public Transit
- **Heaviest Arrival Time:** 7:31 – 8:00 AM
- **Departure Time:** 5:01- 5:30 PM
- **Commute Time:**
 - 16- 30 minutes (29%)
 - 30- 45 minutes (33%)
- **Commute Distance:**
 - 5- 14 miles (42%)
- **Barriers:** Lack of access to alternative modes, fluctuating work schedules, child/adult care, cost and time.
- **Opportunity:** Shuttle from train station (40%), carpooling, commuter benefits



ANALYSIS: GEOSPATIAL

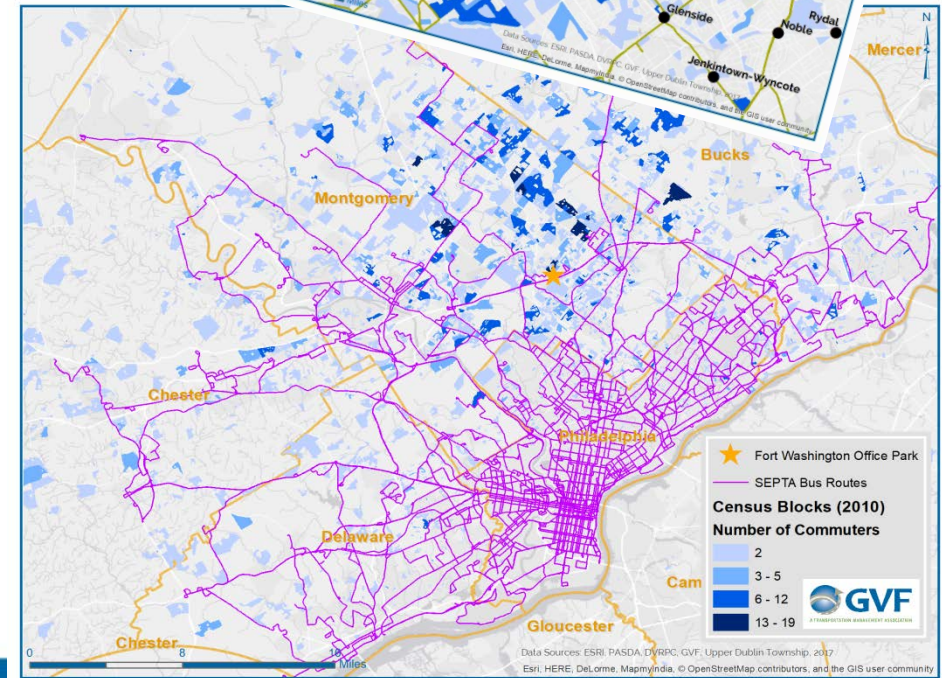
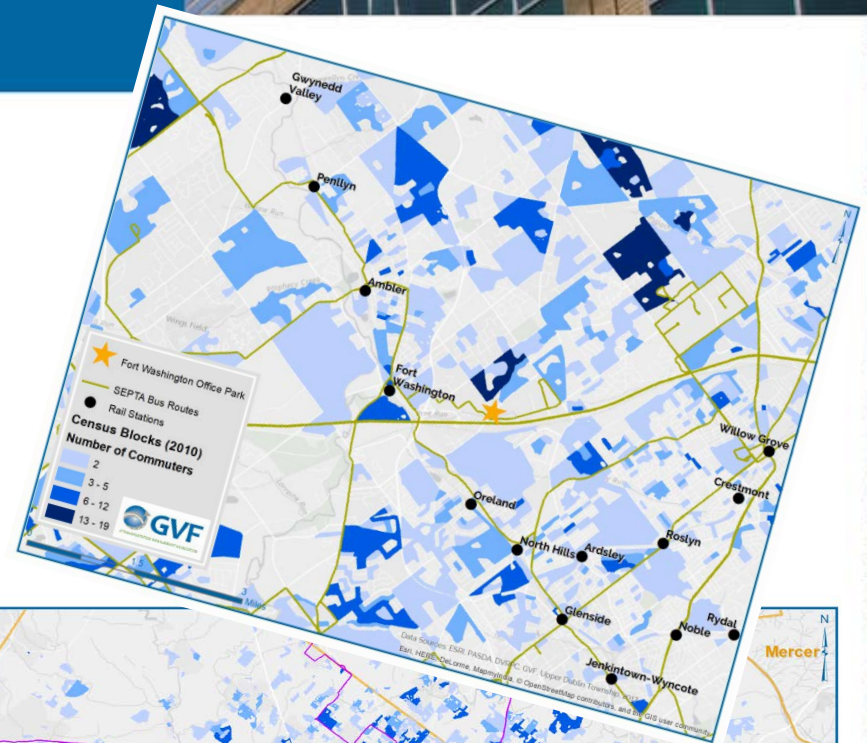
Main Components

Commuters Distribution Analysis

- Political boundaries (States, counties, local municipalities)
- US Census Blocks

Access to Alternative Modes of Transportation

- Walking and Biking
- Public Transit
 - Bus
 - Train
- Carpooling
- Vanpooling



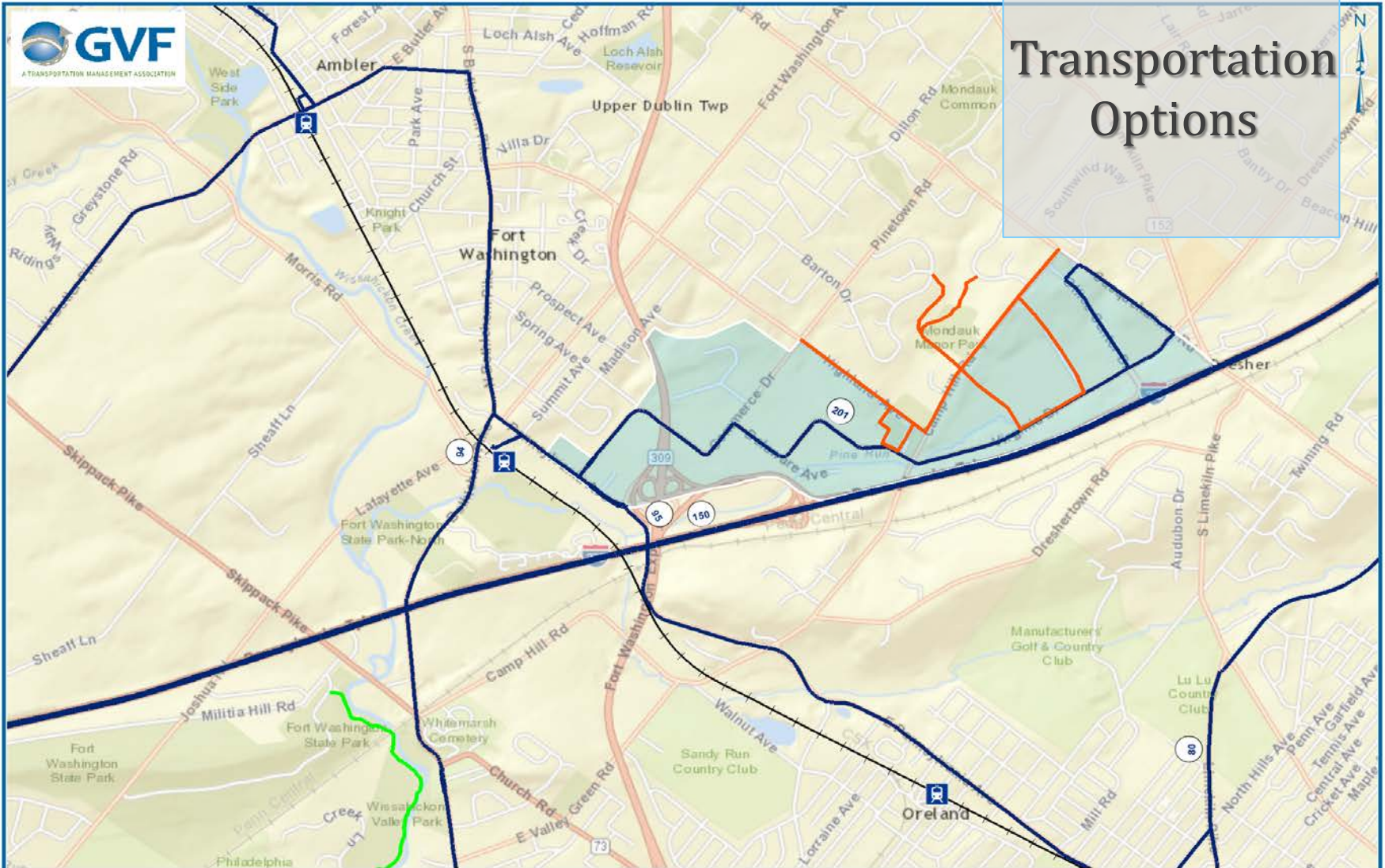
ANALYSIS: GEOSPATIAL

- 4,259 useable addresses of Office Park Commuters
 - Margin of Error of 1% for a population of 11,000
- Environmental Systems Research Institute (ESRI) ArcMap
 - 17 data layers provided by DVRPC, SEPTA, State of New Jersey and Delaware, Pennsylvania Spatial Data Access (PASDA), Lehigh County, Upper Dublin Township, the U.S. Census, ESRI, TomTom, Google Maps and GVF





Transportation Options



Office Park Office Park Trails Circuit Existing Trails Rail Stations SEPTA Bus Routes Route Number

Data Sources: ESRI, PASDA, DVRPC, GVF, Upper Dublin Township, 2017
Sources: Esri, HERE, DeLorme, USGS, Intermap, increment P Corp., NRCAN, Esri Japan, METI, Esri (China (Hong Kong)), Esri (Thailand), MapmyIndia, © OpenStreetMap contributors, and the GIS User Community



DENSITY BY STATE

State	# of Commuters	% of Commuters
Pennsylvania	9,788	89%
New Jersey	675	6%
Delaware	381	3%
New York	105	1%
Maryland	51	0%
Total	11,000	100%



Fort Washington Office Park

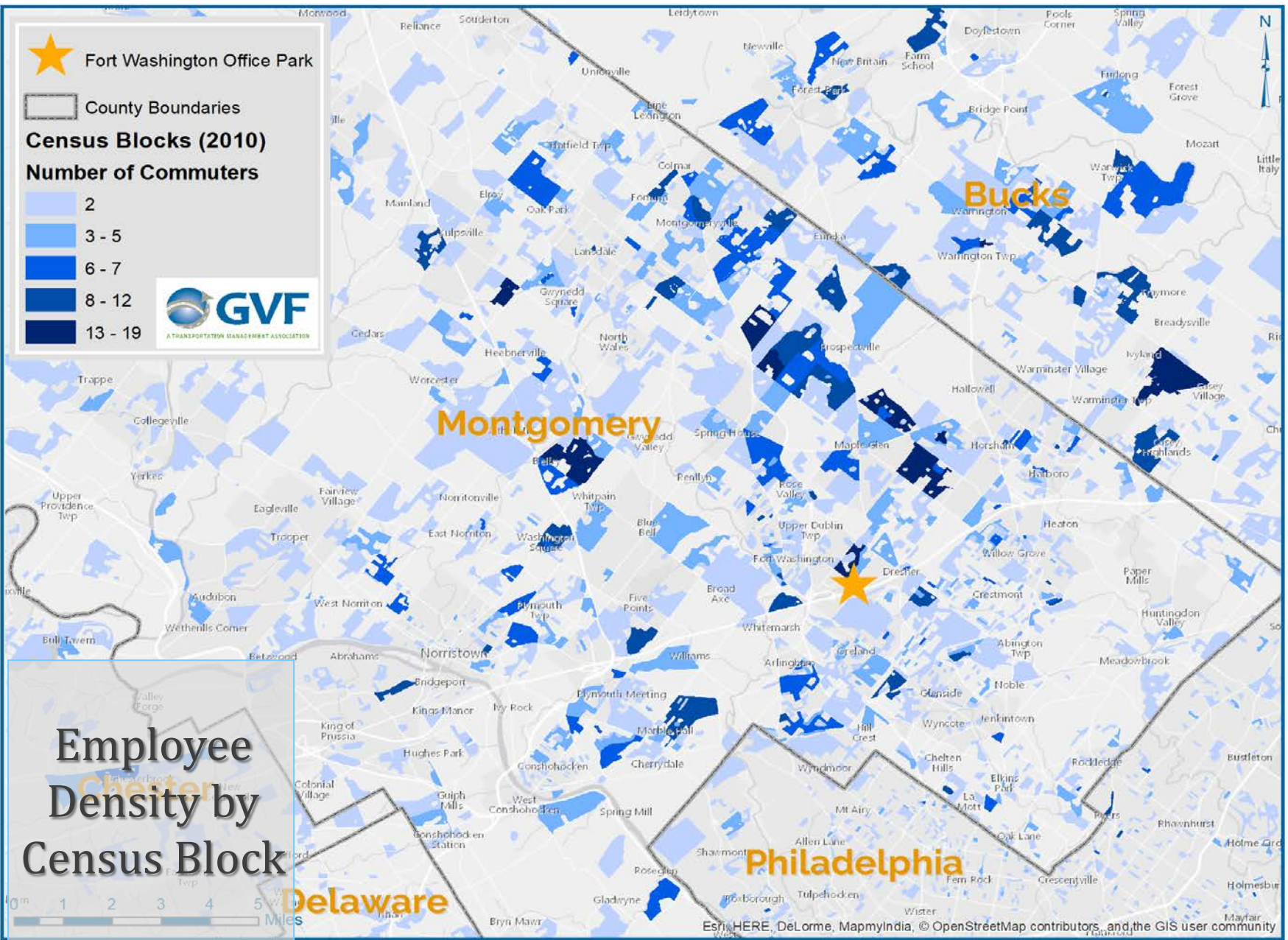


County Boundaries

Census Blocks (2010)

Number of Commuters

- 2
- 3 - 5
- 6 - 7
- 8 - 12
- 13 - 19



Employee Density by Census Block

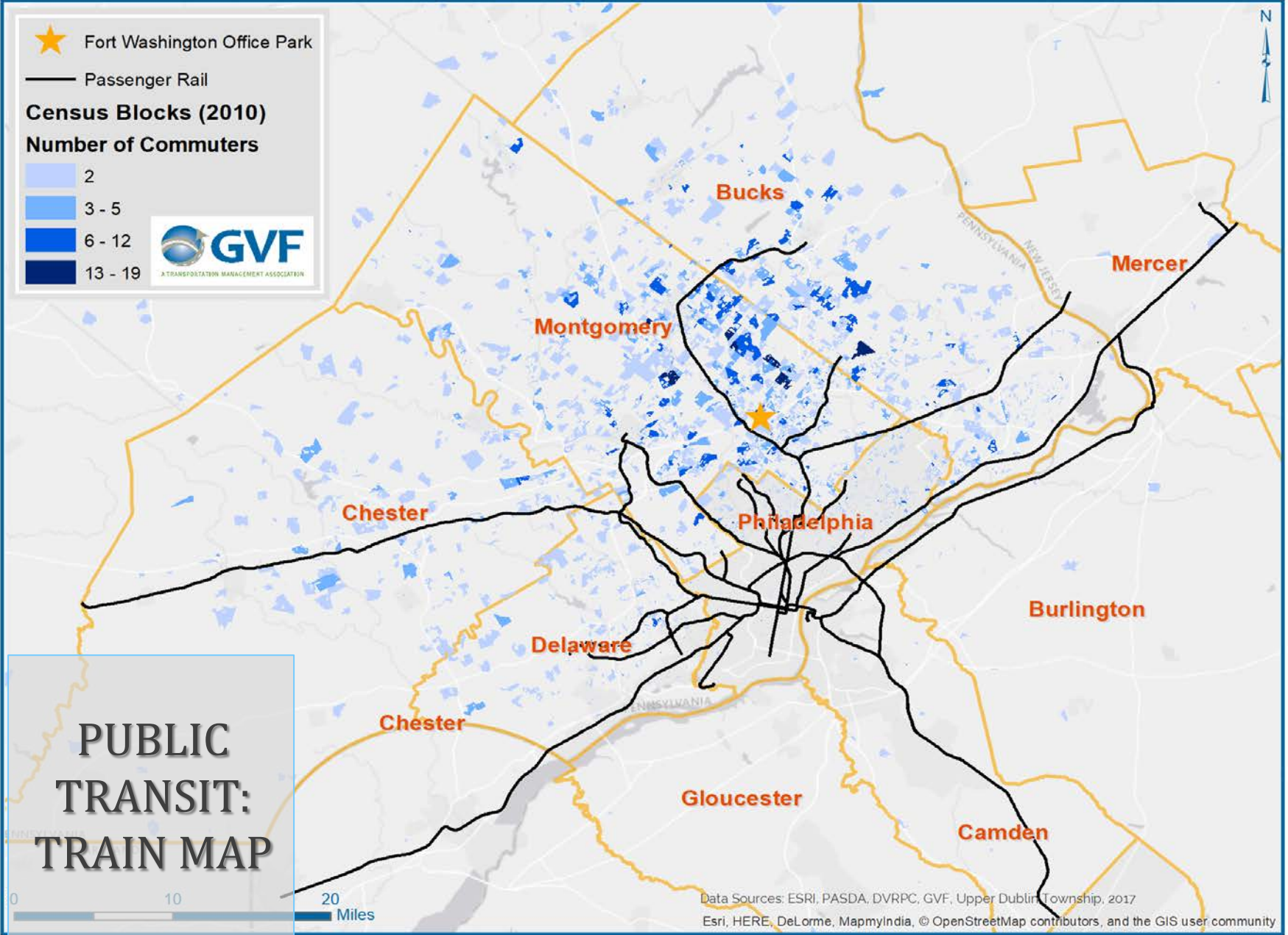
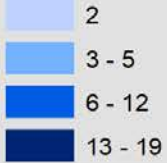


★ Fort Washington Office Park

— Passenger Rail

Census Blocks (2010)

Number of Commuters

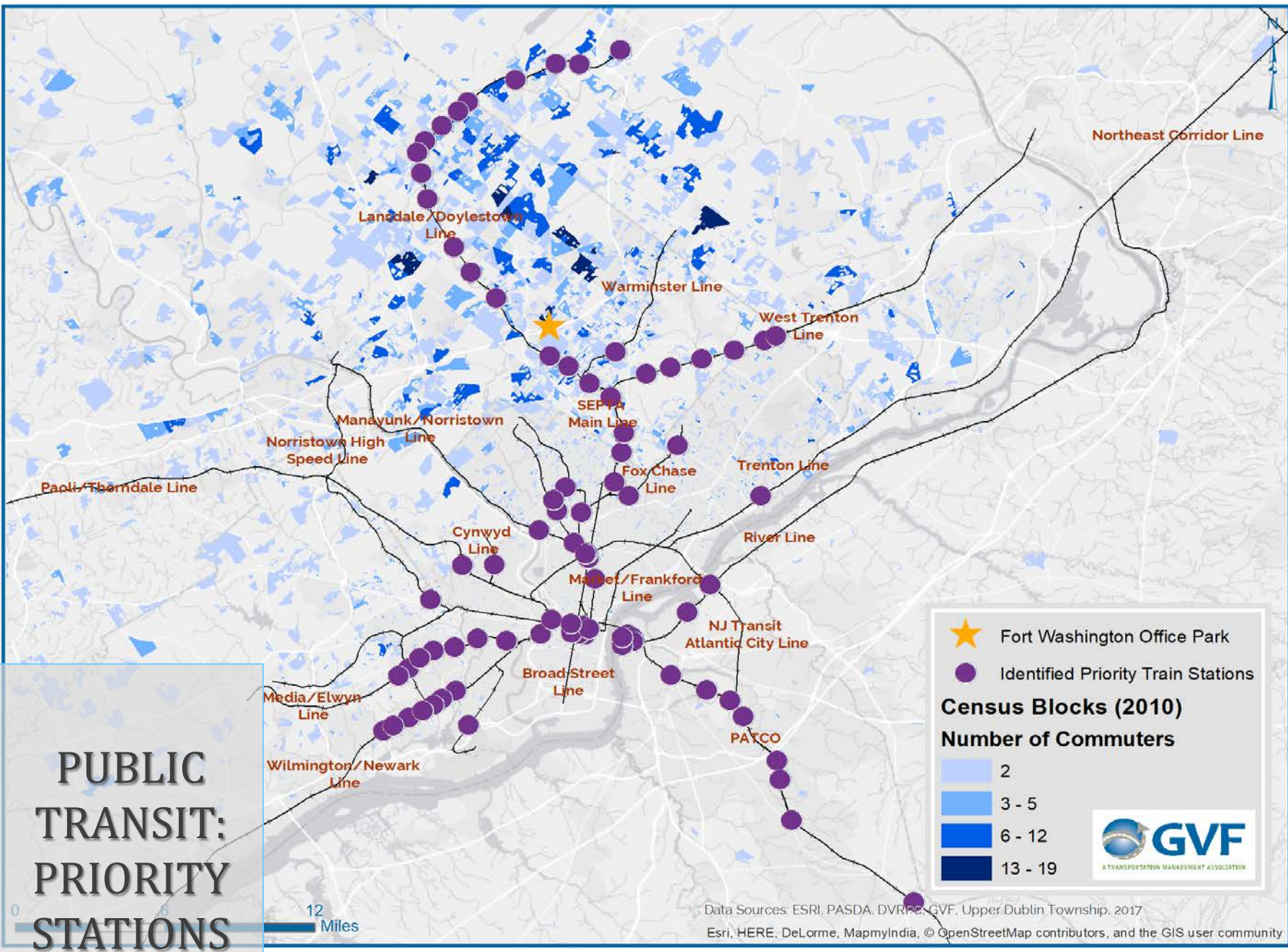


PUBLIC TRANSIT: TRAIN MAP



Data Sources: ESRI, PASDA, DVRPC, GVF, Upper Dublin Township, 2017
Esri, HERE, DeLorme, MapmyIndia, © OpenStreetMap contributors, and the GIS user community

PUBLIC TRANSIT: PRIORITY STATIONS



Data Sources: ESRI, PASDA, DVRPC, GVF, Upper Dublin Township, 2017
Esri, HERE, DeLorme, MapmyIndia, © OpenStreetMap contributors, and the GIS user community

- ★ Fort Washington Office Park
- Identified Priority Train Stations

Train Stations

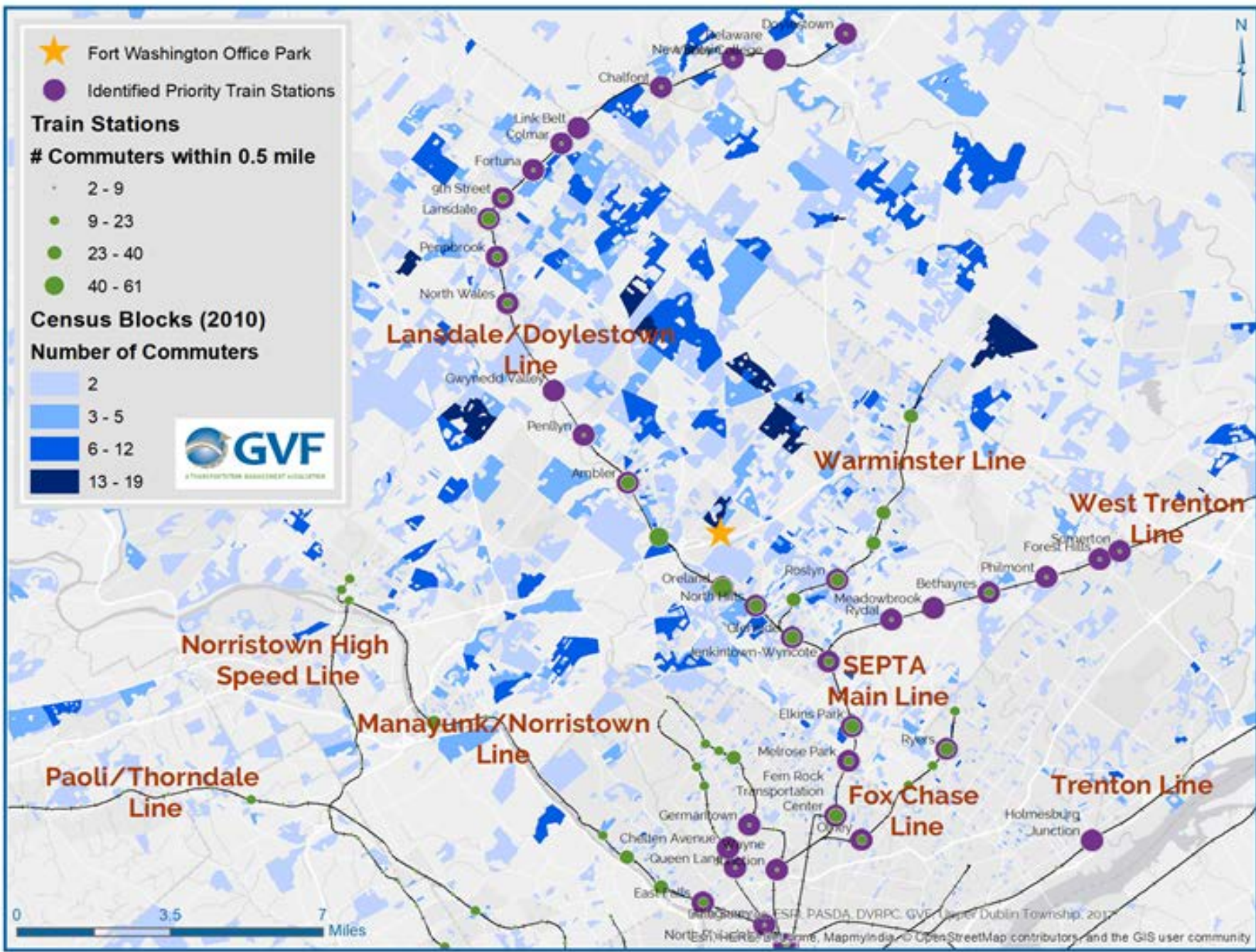
Commuters within 0.5 mile

- 2 - 9
- 9 - 23
- 23 - 40
- 40 - 61

Census Blocks (2010)

Number of Commuters







- 2
- 3 - 5
- 6 - 12
- 13 - 19


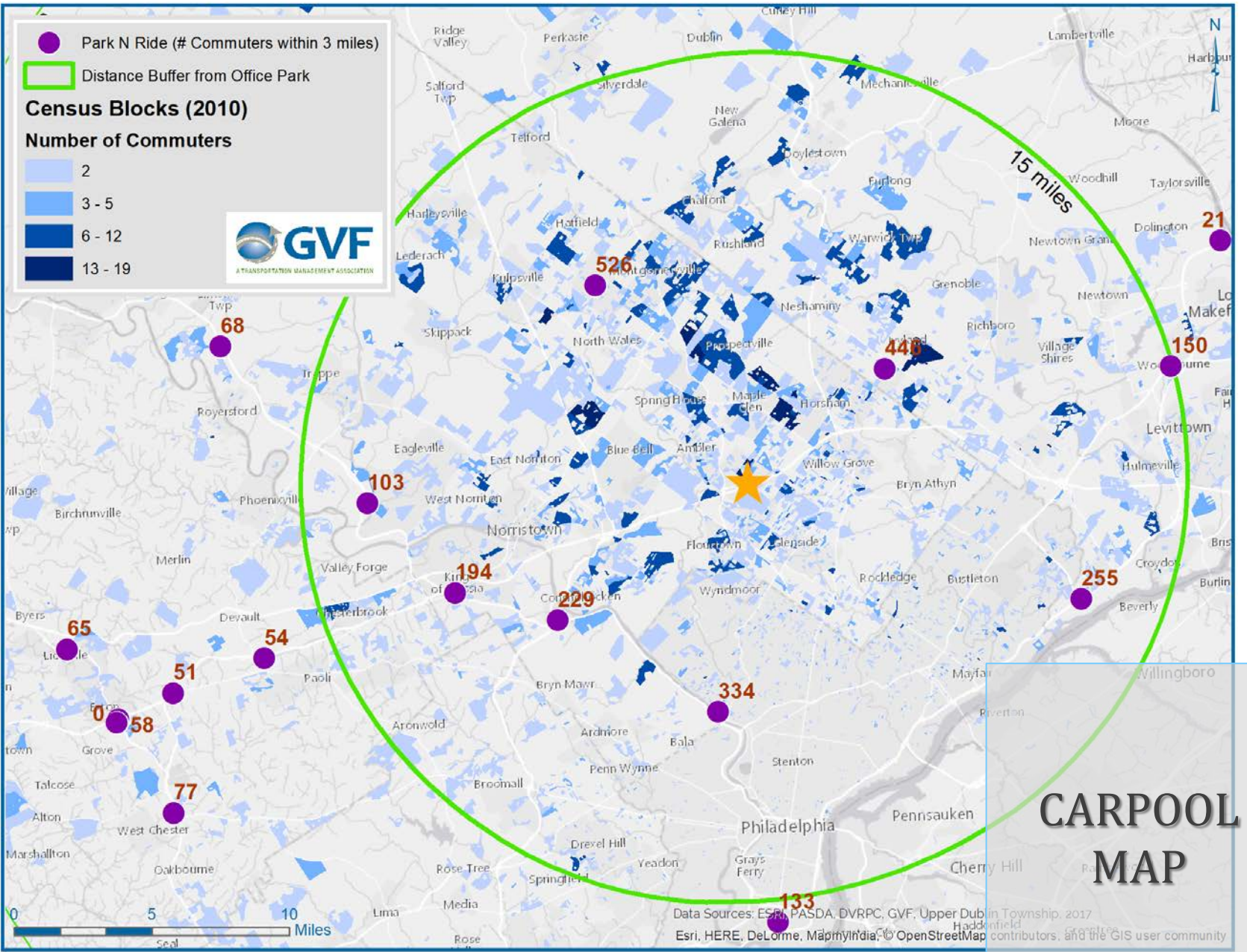


Map provided by SEPTA, PASDA, DVRPC, GVF, Upper Dublin Township, 2017.
 North Arrow, Scale, MapmyIndia, OpenStreetMap contributors, and the GIS user community

COMMUTERS TRAIN ACCESS

LINE	STATION	.25 Miles	.5 Miles	1 Mile
Lansdale/Doylestown	Oreland	21	61	121
Lansdale/Doylestown	Lansdale	9	37	75
Warminster Line	Roslyn	7	35	103
Lansdale/Doylestown	Ambler	5	33	100
Lansdale/Doylestown	North Hills	7	30	129
Multiple Lines	Fern Rock TC	7	30	103
Multiple Lines	Glenside	12	28	96
Multiple Lines	Elkins Park	7	28	63
Fox Chase Line	Ryers	5	26	93
Fox Chase Line	Fox Chase	2	23	86
Lansdale/Doylestown	North Wales	16	23	65
Fox Chase Line	Lawndale	12	21	84
Fox Chase Line	Cheltenham	2	19	84
Lansdale/Doylestown	Pennbrook	5	16	93
Multiple Lines	Jenkintown-Wyncote	2	16	58

 Park N Ride (# Commuters within 3 miles)
 Distance Buffer from Office Park
Census Blocks (2010)
Number of Commuters
 2
 3 - 5
 6 - 12
 13 - 19

CARPOOL MAP

Data Sources: ESRI, PASDA, DVRPC, GVF, Upper Dublin Township, 2017
 Esri, HERE, DeLorme, MapmyIndia, © OpenStreetMap contributors, and the GIS user community

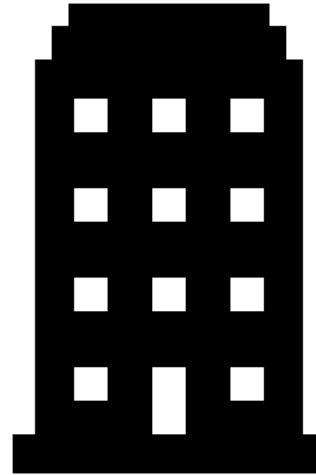


RECOMENDATIONS

Three major stakeholders:



Upper Dublin Township



Property Owners



Employers



RECOMMENDATIONS

Strategy	Responsible Party
Partnership and Coordination	Township, Property Owner, Employer
Public Outreach, Marketing, and Education	Township, Property Owner, Employer
Parking Management	Township, Property Owner, Employer
Pedestrian and Bicycle Improvements	Township, Property Owner, Employer
Financial and Non-Monetary Incentives	Property Owner, Employer
Aesthetics	Township, Property Owner
Employee Commute Data Collection, Analysis	Employer
Land Use Management	Township
Policies	Township

NEXT STEPS

UPPER DUBLIN TOWNSHIP
MONTGOMERY COUNTY
PENNSYLVANIA

FORT WASHINGTON OFFICE PARK TRANSPORTATION DEMAND MANAGEMENT PLAN



NOVEMBER 2017



Upper Dublin Township
MONTGOMERY COUNTY, PA



**Stuck in Traffic?
Let's Get Moving!**

You're Invited to
**The Unveiling of the
Transportation Demand Management Plan**
for the
Fort Washington Office Park

Register Here for Event

Quick Links



Fort Washington Office
Park Brochure

Transportation Improvement Plan
Overview



Lunch and learn about the recommendations of the new TDM plan and how office park commuters can benefit from new programs and initiatives.

WHY TDM PLANS



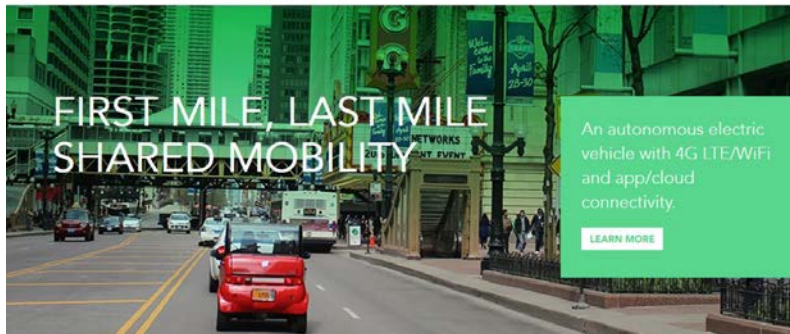
Source: Montgomery County Planning Commission

FUTURE OF TDM



innova ev

SUSTAINABILITY | STUDENT EXPERIENCE | SIMPLICITY | ABOUT US | BLOG | CONTACT



QUESTIONS?

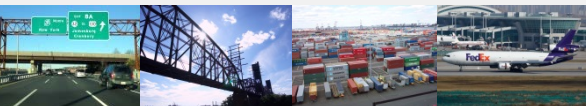


New Jersey Statewide Freight Plan Update



WHY A STATEWIDE FREIGHT PLAN?

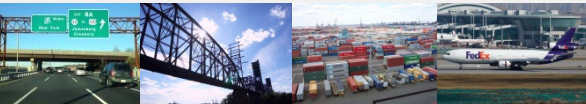
- **Continues previously completed work**
- **Required by the FAST Act to be eligible for NHFP funding**
- **Creates fiscally constrained investment plan:**
 - **Identifies priority freight projects**
 - **Provides NJDOT with key elements to respond to stakeholder needs**





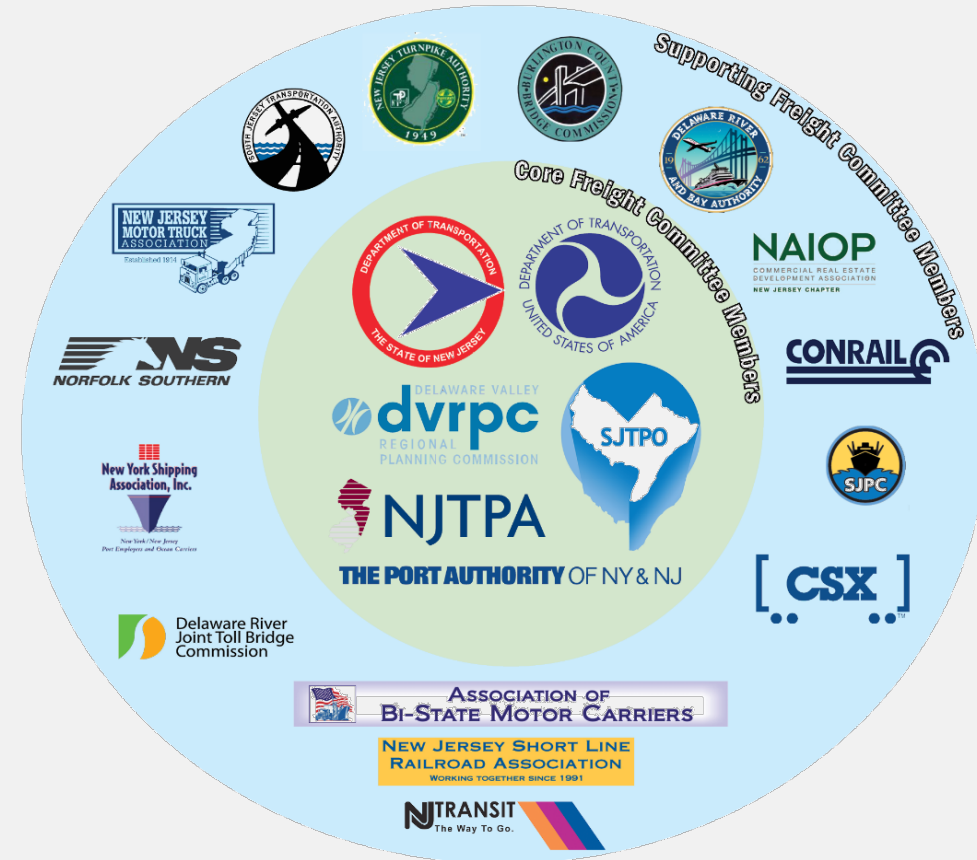
FUNDING

- **FAST Act Funding (New Jersey)**
 - NHFP funding: ~\$30M annually (10% can be allocated to rail/intermodal)
 - \$4.5B nationally for discretionary freight focused grant program
- **Local Freight Impact Fund (TTF) has been funded at \$28 million per year.**



NEW JERSEY FREIGHT ADVISORY COMMITTEE

- Guidance on statewide freight concerns
- Provided substantive review of Plan elements
- Reflect the diverse range of stakeholders
 - Core Stakeholders
 - MPOs
 - Bridge/Toll Commissions
 - Modal-specific Industry Partners
 - Neighboring Agencies



NEW JERSEY GOALS AND OBJECTIVES



Strengthen Economic Competitiveness

Support existing and emerging freight-dependent businesses, maintain and enhance the State's economic competitiveness and productivity, and retain and generate New Jersey jobs by providing freight shippers and receivers with an effective, attractive multimodal freight transportation system for moving goods to, from, within, and through the State



Improve Reliability and Efficiency

Improve the efficiency and reliability of goods movement across and between all modes of the freight transportation system



Improve Safety and Security

Ensure the protection of people, cargo, and infrastructure



Enhance System Resiliency

Improve system flexibility and the ability of the freight network and infrastructure to withstand and recover from natural disasters and other unforeseen events



Maintain and Renew Infrastructure

Prioritize maintenance actions and strategic investments to ensure the freight transportation system is in a state of good repair and provides efficient multimodal goods movement and connectivity to national and international markets



Support Environmental Stewardship, Local Communities, and Quality of Life

Promote freight as a good neighbor, encourage environmentally friendly and sustainable practices, and operate a freight transportation system that preserves New Jersey's natural, historic, and cultural resources and supports a high quality of life in New Jersey's local communities



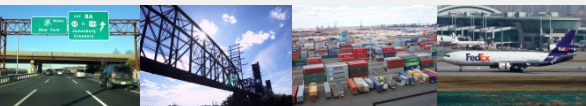
Leverage Innovative Technology and Practices

Utilize emerging, innovative technology, practices, and programs as strategies to enhance New Jersey's economic competitiveness, improve system efficiency and reliability, and reduce costs



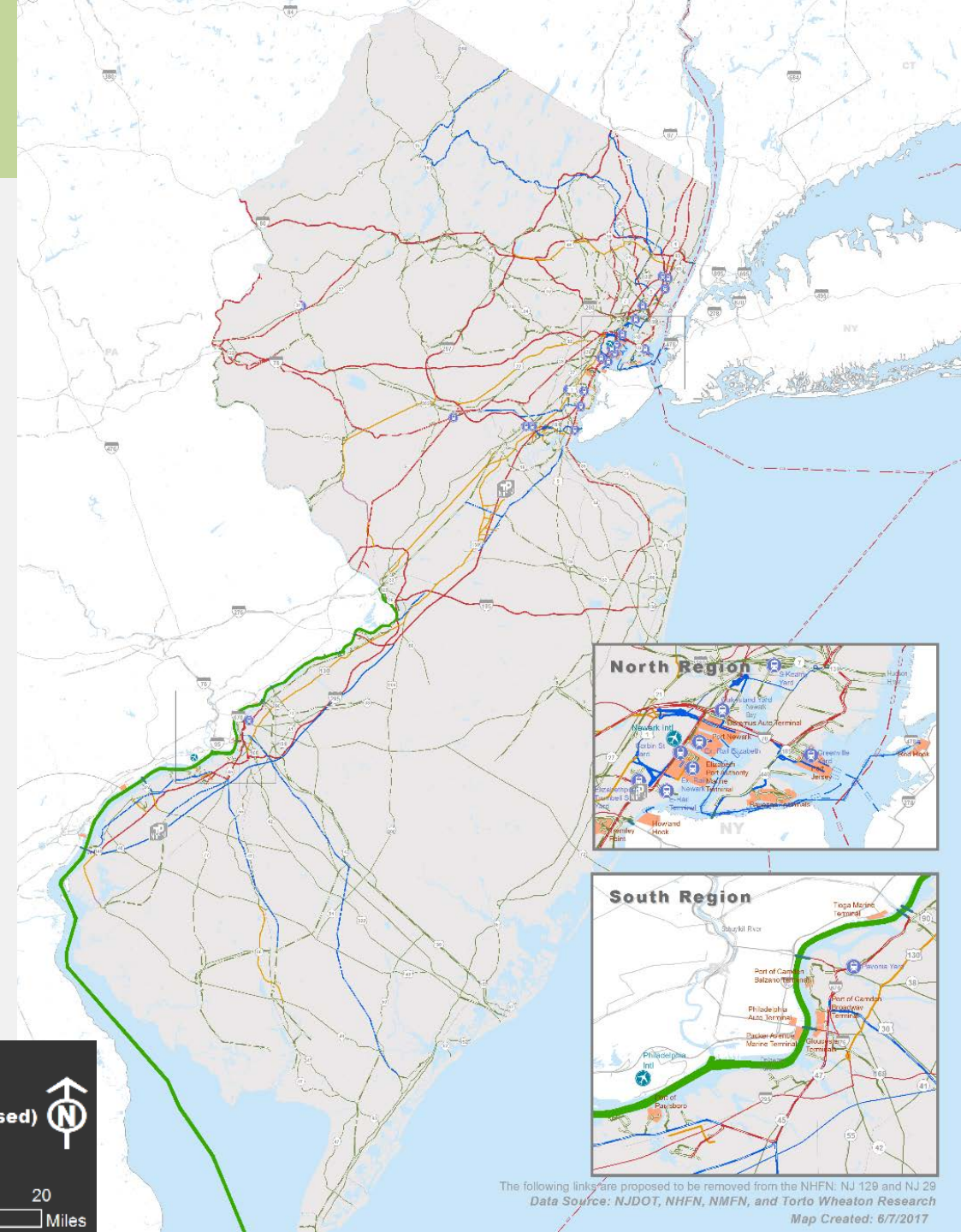
Facilitate Interagency Coordination and Governance

Foster cooperation, coordination, and partnerships among state, regional and local government agencies, private sector partners, and other stakeholders to promote effective investment in and operation of the freight transportation system



NEW JERSEY FREIGHT NETWORKS

- Interconnected and multi-modal statewide network:
 - Highway
 - Maritime
 - Rail
 - Air



Freight Highway Component

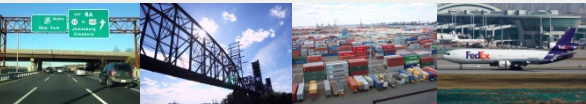
Airport	Rail Yard	Ports (PANYNJ / SJPC)	Railway	N
NHFN Highway	NJ Access Network (as defined under NJ AC 16:32)	Railway (Proposed)	NMFN Marine Highway (Proposed)	0 5 10 20 Miles
Highway (Proposed Additions)	CRFC	NJ Rail Network	NJ Marine Highway (Key Additional Routes)	
Bridges				
CUFC				

The following links are proposed to be removed from the NHFN: NJ 129 and NJ 29
 Data Source: NJDOT, NHFN, NMFN, and Torto Wheaton Research
 Map Created: 6/7/2017

COMMODITY FLOW ANALYSIS

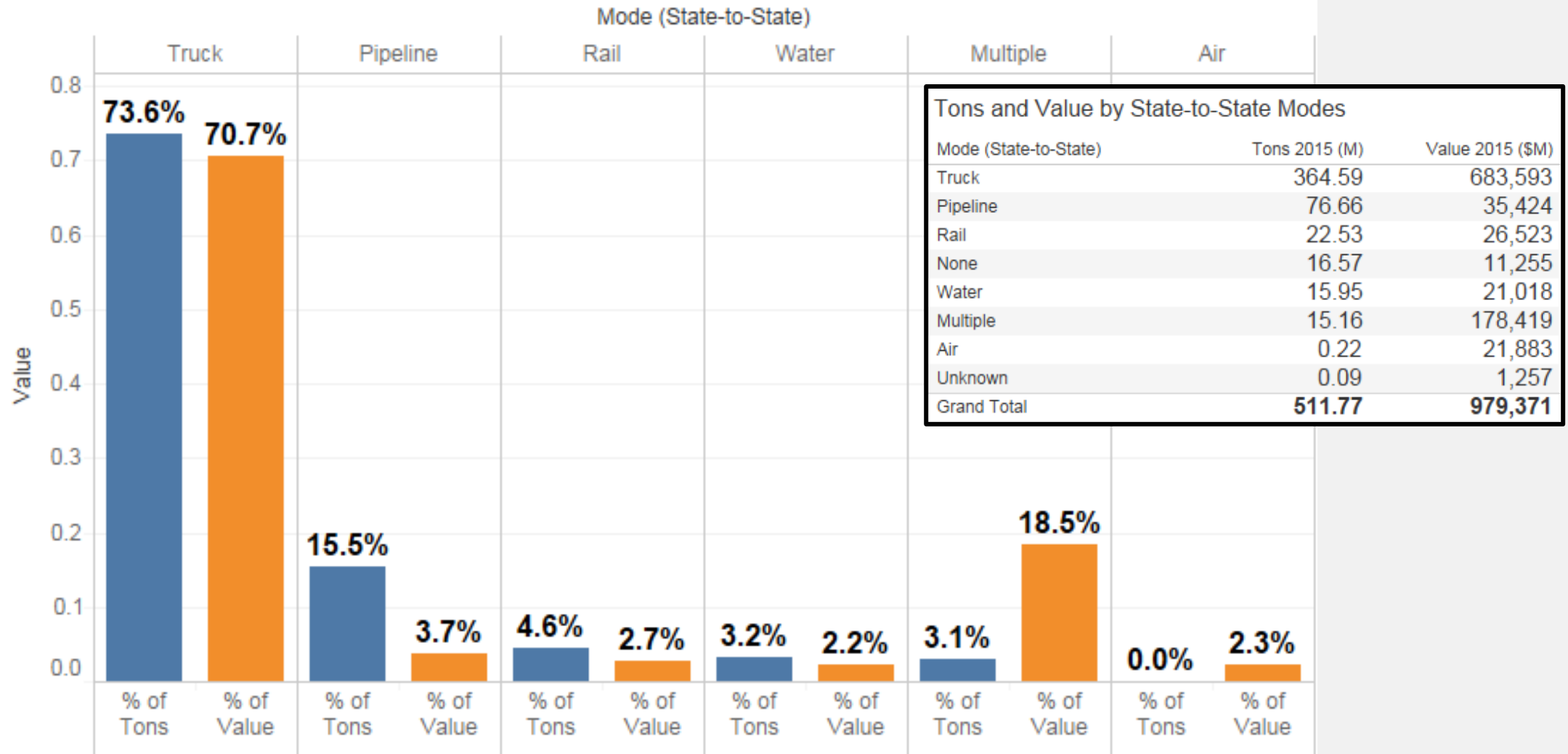
Tons and Value by State-to-State Direction

State-to-State Flows	Tons 2015 (M)	Value 2015 (\$M)
Internal	224.71	228,597
Outbound	136.98	424,756
Inbound	150.07	326,019
Grand Total	511.77	979,371

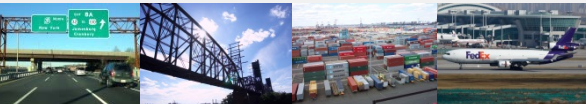


COMMODITY FLOW ANALYSIS (BY MODE)

Share of Tons and Value by State-to-State Modes

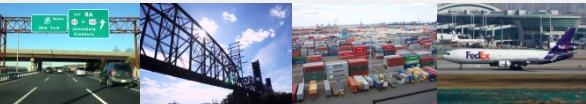


Mode (State-to-State)	Tons 2015 (M)	Value 2015 (\$M)
Truck	364.59	683,593
Pipeline	76.66	35,424
Rail	22.53	26,523
None	16.57	11,255
Water	15.95	21,018
Multiple	15.16	178,419
Air	0.22	21,883
Unknown	0.09	1,257
Grand Total	511.77	979,371



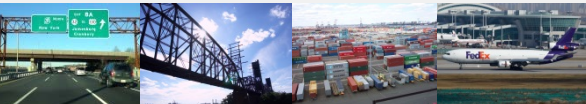
IDENTIFYING KEY PRIORITY PROJECTS

- **Highway**
 - Planning Truck Travel Time Index
 - Average Truck Travel Speed
 - Truck Traffic Volumes (NJ CMS)
 - Truck Crash Clusters
- **Rail**
 - Need for Upgrade to 286k
 - User- or Stakeholder-Identified Issues



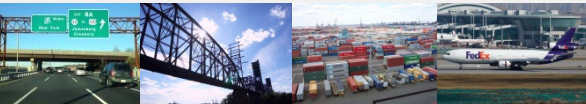
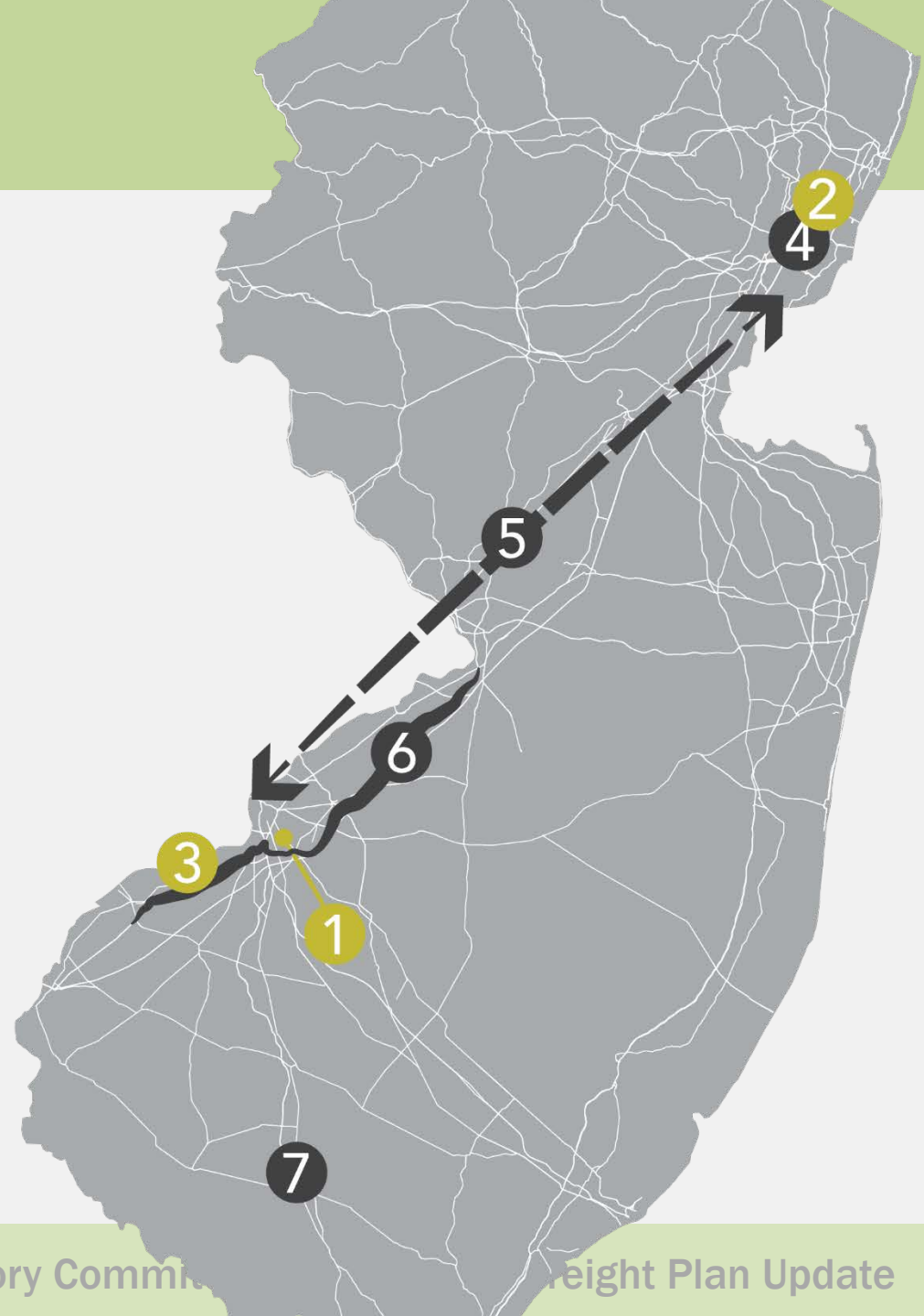
PRIORITY PROJECTS

- ~300 rail and highway projects identified
 - SOGR (pavement, bridge)
 - ITS Projects
 - Capital Improvements
- Freight Investment Plan
 - 65 funded projects on the STIP that correlate with the ~300 priority projects
 - 3 NHFP-funded projects
- Freight Planning Projects
 - 4 pilot projects
 - Change the way Freight concerns are addressed within specific projects



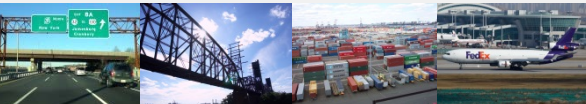
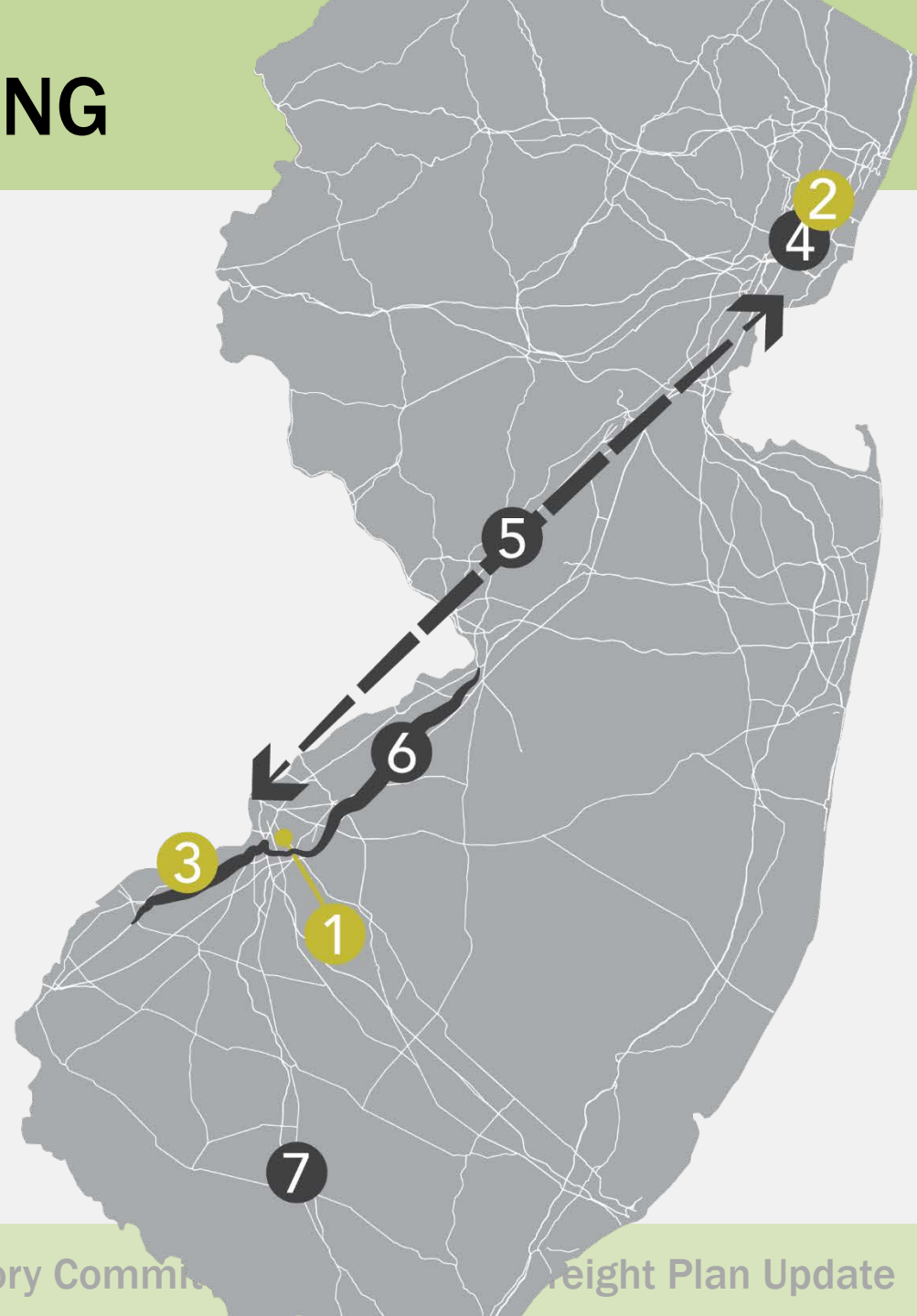
PRIORITY PROJECTS - NHFP

- 1 Direct Connection, Route 295/42/I-76**
Relieves existing bottleneck at interchange by providing direct connections between multiple highways; includes ITS and safety investments in addition to improvements to relieve congestion at existing bottleneck.
- 2 Passaic and Harsimus Bridge**
Replaces two-track, riveted steel through Girder Bridge with floor beams and stringers that is nearing end of its useful life. Removes superstructure and replaces it with new ballasted deck Girder Bridge.
- 3 Penns Grove Secondary Siding Installation**
Construction of new railroad siding track to facilitate movement at the recently improved Port of Paulsboro and reduce idling and occupation of the Penns Grove mainline during port entry/exit maneuvers.



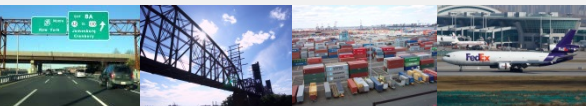
PRIORITY PROJECTS - PLANNING

- 4** **FRIO/HX Draw**
This project will identify necessary improvements to the HX Draw bridge, which serves thousands of carloads annually, and includes multiple businesses that New Jersey risks losing if targeted improvements are not advanced.
- 5** **North-South Rail Connector**
This study will investigate opportunities to better connect New Jersey's freight generators in North and South Jersey by rail, including the investigation of potential corridors and economic development opportunities.
- 6** **I-295 Interchanges**
This planning study will review conditions and identify potential solutions (focused on the needs of the freight industry) at five interchanges along I-295 within Burlington and Gloucester County.
- 7** **NJ 55 at NJ 47 Interchange**
This project will aim to address ramp, capacity, and operational deficiencies, each of which impacts the movement of heavy vehicles through this critical junction.



REGIONAL INITIATIVES

- **Freight Advisory Committee**
 - Continue to leverage knowledge, expertise, and relationships
- **Capital Programming Process**
 - Inclusion of Freight SMEs in CD/PE phases
- **Truck Parking**
 - Pilot P3 Concept in Springfield Twp
- **Local Outreach**
 - Improve coordination and participation with municipal/county officials/stakeholders



THANK YOU

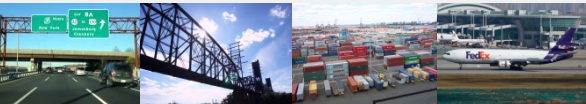


Stephen Chiaramonte

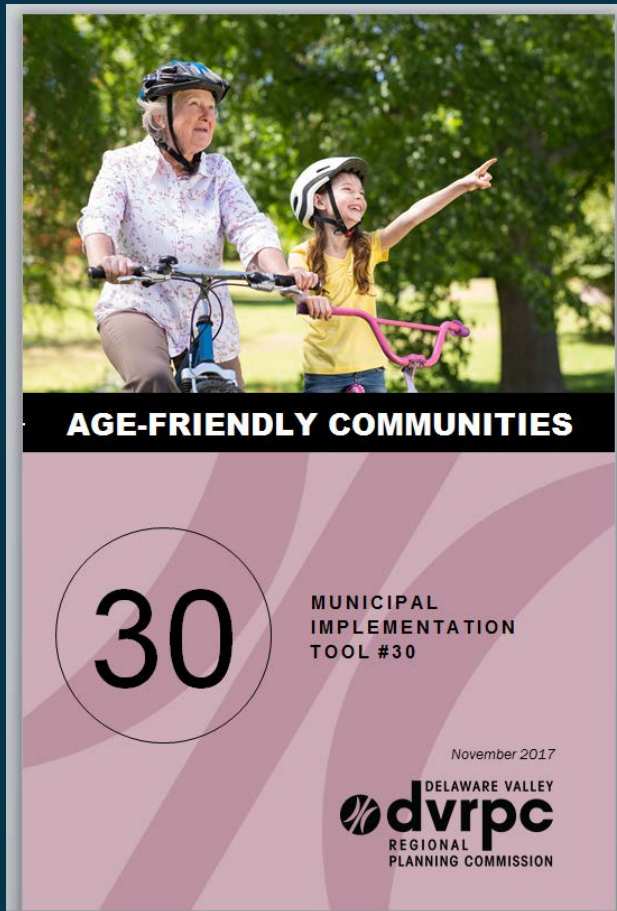
WSP

S.Chiaramonte@WSP.com

215-209-1240



DVRPC's Work on Aging: Latest Tool



- What are Age-Friendly Communities?
- Aging in the Region
- WHO/AARP Designation
- Age-Friendly's Eight Domains
 - Age-Friendly Checklist
- How Can Munis Be More Age-Friendly?
- Dementia-Friendly Communities
- Resources

<https://www.dvrpc.org/MIT>

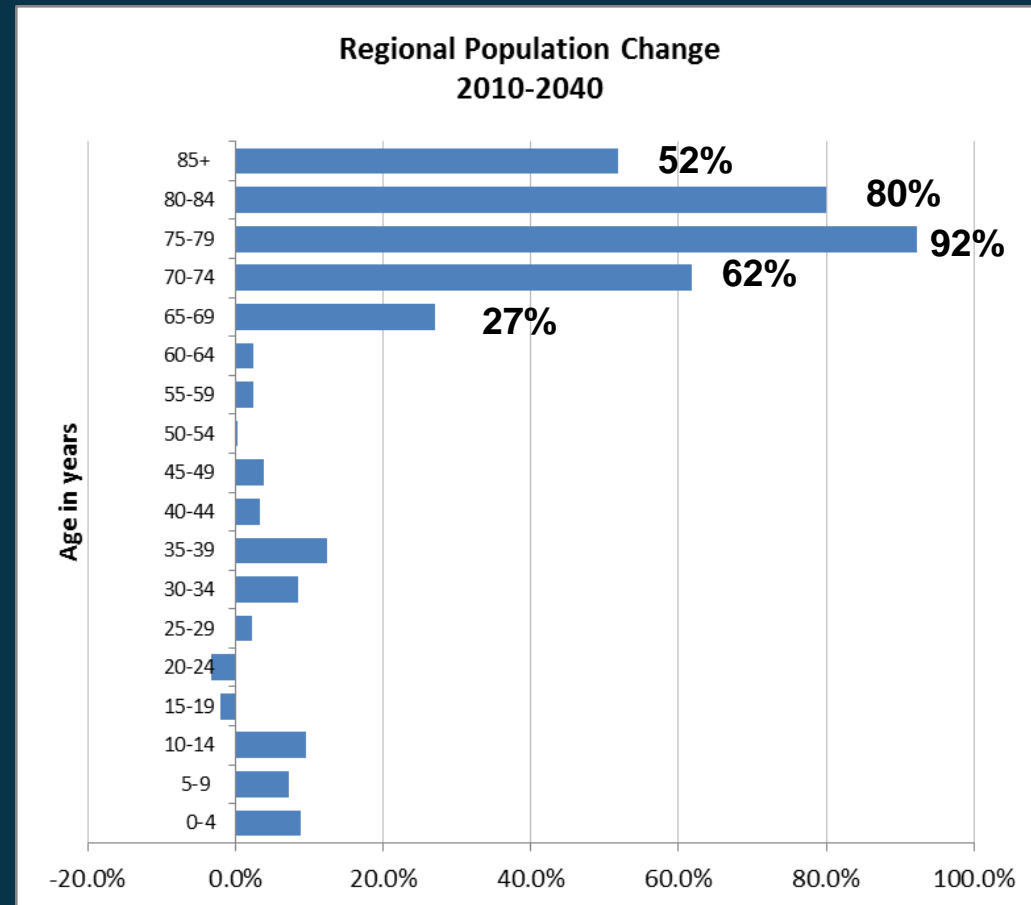




Age-friendly communities are places where older adults can age “actively”— in the physical, social, economic, and civic life of a community.

Create Age-Friendly Communities: Why?

- Demographic imperative
- Forecast: Region will grow by 11% from 2010-2040; those 65+ will grow by 58%
 - *Larger contrast in suburbs*
 - *Suburban SF homeowners*
 - *Limited mobility*
 - *Transit may be lacking*
 - *Dispersion across suburbs*



WHO/AARP Age-Friendly Designation

- WHO's Global Network of Age-Friendly Cities & Communities (2010)
- Designation process via AARP:
 - 1) *Establish process to involve older people*
 - 2) *Do a baseline assessment of the 8 domains*
 - 3) *Develop a 3-year action plan*
 - 4) *Identify indicators to monitor progress*
- City of Philadelphia, West Chester Borough, Princeton
 - *Swarthmore, East Goshen, West Philly, Montgomery County*



WHO/AARP Domains for Assessment

- Outdoor Spaces and Buildings
- Transportation
- Housing
- Social Participation
- Respect and Social Inclusion
- Civic Participation and Employment
- Communication and Information
- Community Support and Health Services



Outdoor Spaces and Buildings

- Narrowing down of spatial experience—getting outdoors harder, immediate neighborhood more important
- Amplification of impact of many small environmental deficits
- Assess for:
 - *Sidewalks, crosswalks, quality of pavements*
 - *Access to green space*
 - *Security, cleanliness*
 - *Places to sit, public toilets*
 - *Age-friendly buildings and businesses*



Outdoor Spaces and Buildings

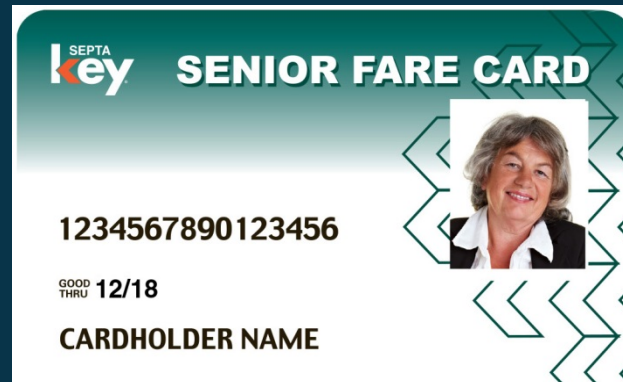


Transportation

- Maintaining one's sense of self and well-being
- Greater reliance on walking and transit, just as falls and traffic risks greater concerns
- Walking is barrier against vascular dementia and depression
- Assess for:
 - *Transit availability, affordability, reliability, frequency*
 - *Travel destinations*
 - *Age-friendly vehicles, transit stops & stations*
 - *Safety and comfort of modes*
 - *Community transport options*



Transportation



Housing

- Identity, continuity, status
- Poor housing=poor health
- Not necessarily downsizing, rather better design; may need more space
- Assess for:
 - *Housing mix*
 - *Affordability*
 - *Design*
 - *Community integration*
 - *Access to essential services*



Housing



How Can Munis Be More Age-Friendly?

- Update zoning/SALDO to allow, require, or incentivize: ADUs, shared housing, less parking for senior housing, visitability, inclusionary units, adult day care, long-term care, home-based offices, sidewalks, TOD, colocation
- Adopt Complete Streets, Vision Zero, lower speed limit zones, senior pedestrian zones, wayfinding & legible signage, programs for older cyclists
- Plan for providing bus shelters, benches, public restrooms, senior playgrounds



Dementia-Friendly Communities

- In the U.S., 60% live in their communities, 1 in 7 live alone
 - *Will go out for undemanding tasks*
 - *Will only use transit or cars with a companion*
 - *Less aware of physical and social dangers*
 - *Can be anxious or confused in crowded or complex places*
 - *Can't always interpret clues for entrances or uses of buildings*
 - *Use landmarks rather than maps or directions to orient*
- Familiar, Legible, Accessible, Distinctive, Comfortable, Safe
 - Buildings that reflect uses, small block sizes, hierarchy of street types, obvious building entrances, landmarks, street furniture, public seating, pedestrian crossings with audible and visual cues



Resources

AARP Livable Communities

APA *Aging in Community Policy Guide & Talking Points*

APA PA Healthy Communities Task Force

Area Agencies on Aging

Dementia Friendly America

DVRPC *Equity Through Access Map Toolkit*

www.dvrpc.org/aging

Generations United

Grantmakers in Aging

Leading Age

Milken Institute Center for the Future of Aging

NJ Future *Creating Places to Age in NJ*

Next Avenue

Penn State Extension Program

Village to Village Network

