



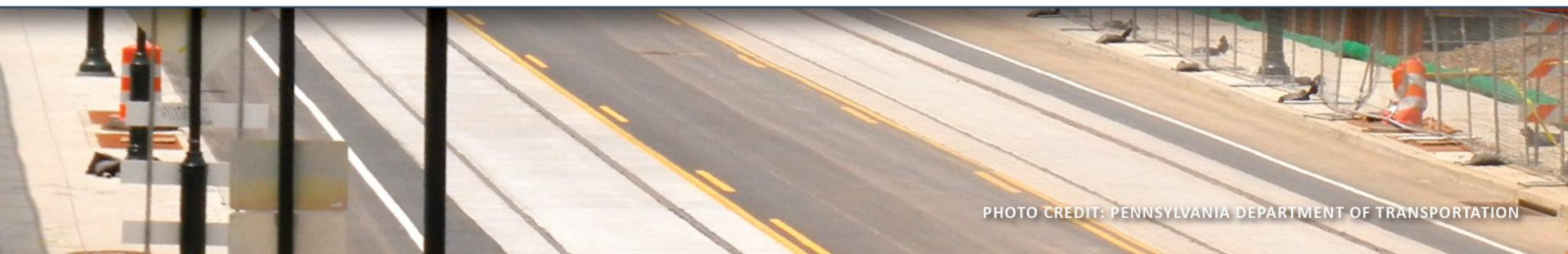
TIP Actions

Transportation Improvement Program

Pennsylvania TIP (FY2017-2020)

New Jersey TIP (FY2018-2021)

March 2018



Washington Turnpike, Bridge over West Branch of Wading River *Burlington County | Add a PE Phase*

- ▶ **Action Type:** TIP Modification
- ▶ **Action:**
 - Add a \$750,000 BRIDGE-OFF funded FY18 PE phase
 - Delay DES from FY18 to FY19
 - Delay CON from FY19 to FY20
 - Federalize DES from \$750,000 STATE to BRIDGE-OFF
- ▶ **Reason:** Consultant was selected via federal process, so PE and DES must be federally funded.





TIP Action | Proposed – NJ

Modify the NJ TIP for the Following Project:

a. **Washington Turnpike, Bridge over West Branch of Wading River**

That the RTC Recommend that the Board approve modifying the TIP by:

- Adding a \$750,000 BRIDGE-OFF funded FY18 PE phase;
- Delaying DES from FY18 to FY19;
- Delaying CON from FY19 to FY20;
- Federalizing DES from \$750,000 STATE to BRIDGE-OFF.

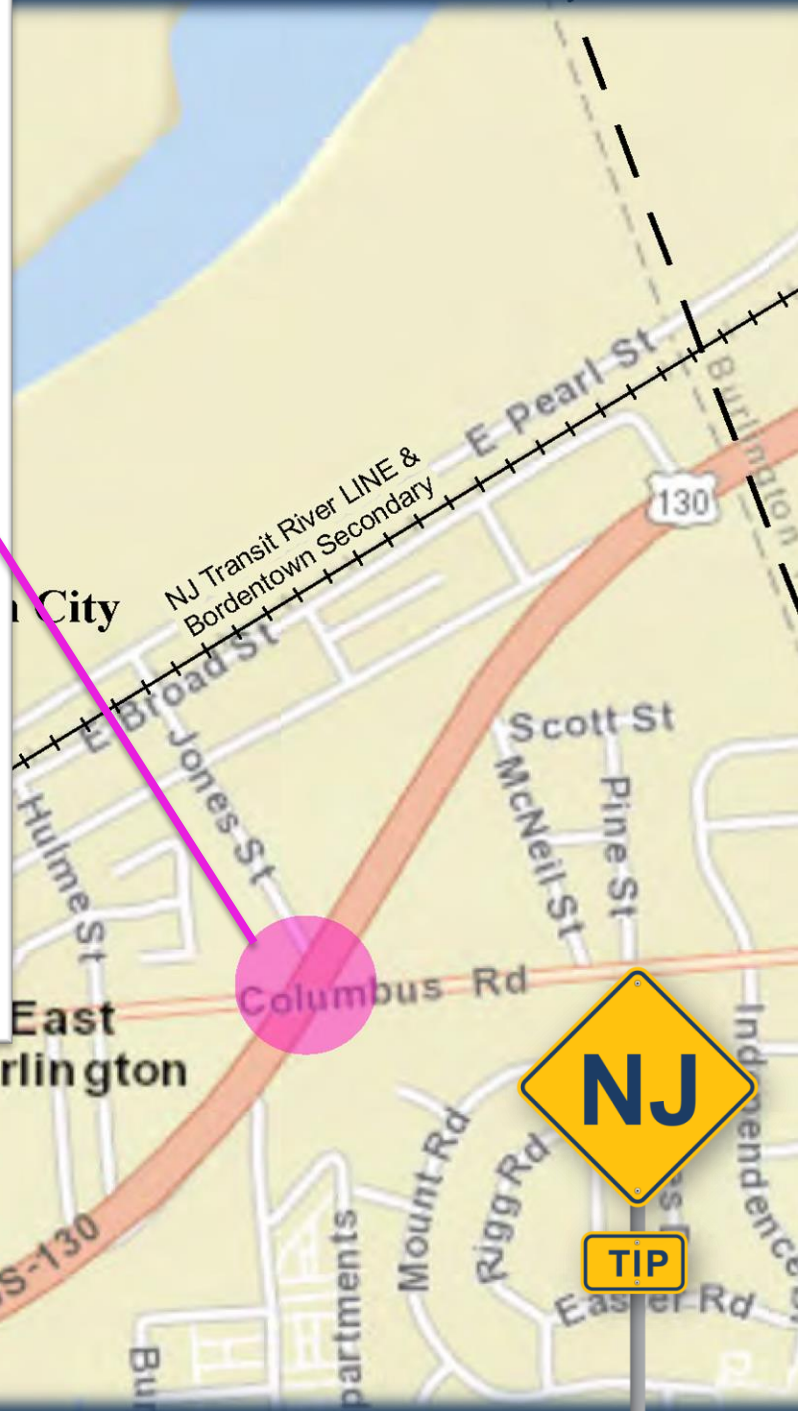


Route 130, Columbus Road/Jones Street

Burlington County | Add Project Back Into the TIP/ Project Breakout

- ▶ **Action Type:** TIP Amendment
- ▶ **Action:**
 - Break out a project from another TIP project, Route 130, Charleston Road/Cooper Street (CR 630) to Crafts Creek
 - Add the break-out project back into the TIP in the amount of \$3,500,000 (\$947,000 DEMO-RS/\$2,553,000 NHPP) for FY18 CON
- ▶ **Reasons:**
 - Need to authorize CON this month. Plan to advertise in April.
 - Other TIP project not ready to authorize until late this year.





TIP Action | Proposed – NJ

Amend the NJ TIP for the Following Project:

b. Route 130, Columbus Road/Jones Street

That the RTC Recommend that the Board approve amending the TIP by:

- Break out a project from another TIP project,
Route 130, Charleston Road/Cooper Street (CR 630) to Crafts Creek
- Add the break-out project back into the TIP in the amount of
\$3,500,000 (\$947,000 DEMO-RS/\$2,553,000 NHPP) for
FY18 CON.



Hanover Street Bridge over Rancocas Creek, CR 616

Burlington County | Federalize Project

- ▶ **Action Type:** TIP Amendment
- ▶ **Action:**
 - Federalize FY18 CON phase from STATE-DVRPC to STBGP-STU
 - Increase CON cost by \$1,614,000 from \$4,150,000 to \$5,764,000
- ▶ **Reasons:**
 - Ready to authorize/obligate CON
 - Allow DVRPC to obligate Federal STBGP-STU funds and save STATE-DVRPC funds for other purposes





TIP Action | Proposed – NJ

Amend the NJ TIP for the Following Project:

c. Hanover Street Bridge over Rancocas Creek, CR 616

That the RTC Recommend that the Board approve amending the TIP by:

- Federalizing FY18 CON phase from STATE-DVRPC to STBGP-STU
- Increasing CON cost by \$1,614,000 from \$4,150,000 to \$5,764,000



ADA Improvements

City of Camden | Add Project Back Into the TIP

- ▶ **Action Type:** TIP Amendment
- ▶ **Action:**
 - Add a \$6,900,000 17-STATE-DVRPC funded project, ADA Improvements, back into the TIP for FY18 CON
- ▶ **Reasons:**
 - Project did not encumber funds in FY17 (previous TIP).
 - The \$6.9 million updated CON cost estimate is a \$3.786 million increase from a previously programmed amount of \$3.114 million in FY15.

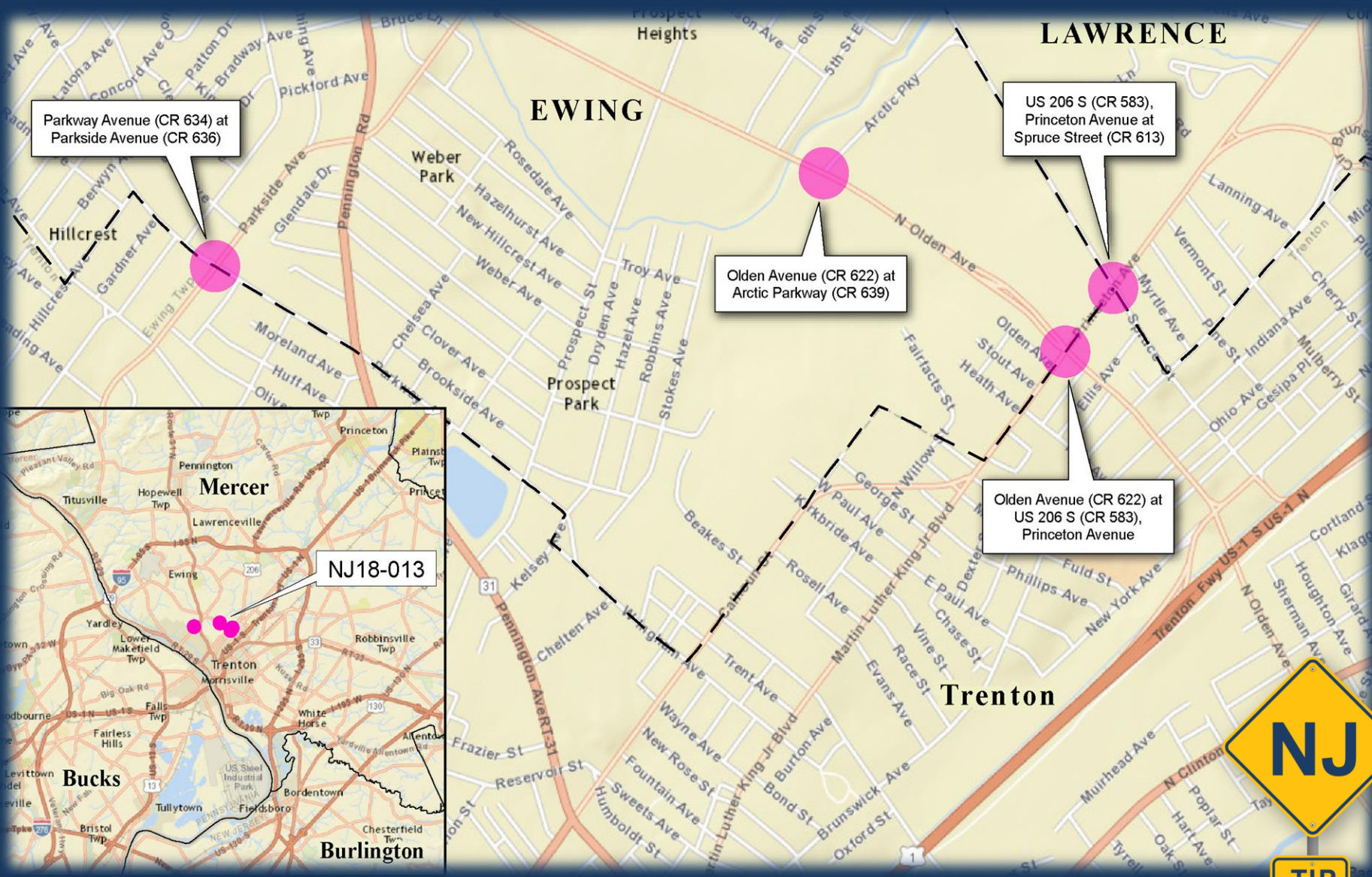


Signal Upgrades

Mercer County | Add Project Back Into the TIP

- ▶ **Action Type:** TIP Amendment
- ▶ **Action:**
 - Add a \$1,000,000 14-STATE-DVRPC funded CON project, Signal Upgrades, back into the TIP for FY18 CON.
- ▶ **Reasons:**
 - Previous TIP project encumbered funds in Dec. 2017 (FY18).
 - DVRPC needs project on TIP to accommodate any cost increases from construction start to close-out.





Parkway Avenue (CR 634) at Parkside Avenue (CR 636)

Hillcrest

EWING

LAWRENCE

US 206 S (CR 583), Princeton Avenue at Spruce Street (CR 613)

Olden Avenue (CR 622) at Arctic Parkway (CR 639)

Olden Avenue (CR 622) at US 206 S (CR 583), Princeton Avenue

NJ18-013

Mercer

Trenton

Bucks

Burlington



TIP

TIP Action | Proposed – NJ

Amend the NJ TIP for the Following Projects:

d. ADA Improvements

That the RTC Recommend that the Board approve amending the TIP by:

- Adding a \$6,900,000 17-STATE-DVRPC funded project, ADA Improvements, back into the TIP for FY18 CON.

e. Signal Upgrades

That the RTC Recommend that the Board approve amending the TIP by:

- Adding a \$1,000,000 14-STATE-DVRPC funded CON project, Signal Upgrades, back into the TIP for FY18 CON.

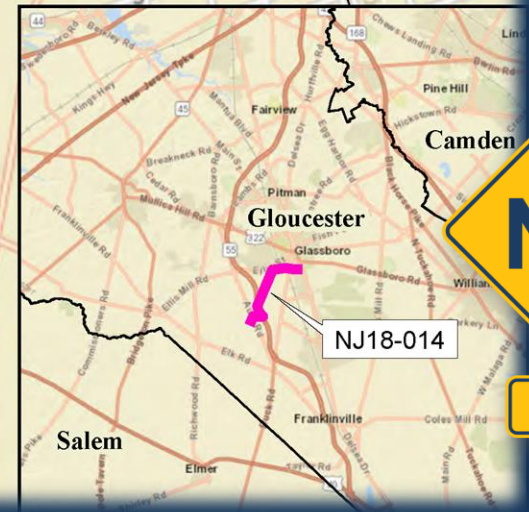


Gloucester County Multi-Purpose Trail Extension - Glassboro Elk Trail

Gloucester County | Add a ROW Back Into the TIP

- ▶ **Action Type:** TIP Modification
- ▶ **Action:**
 - Add a \$1,000,000 14-STATE-DVRPC funded ROW phase back into the TIP for FY18
 - Delay \$2,000,000 17-STATE-DVRPC funded CON from FY18 to FY19
- ▶ **Reasons:**
 - ROW on the previous FY2016 TIP with the same cost for advancement in FY18, but the project did not encumber ROW funds in time.





TIP Action | Proposed – NJ

Modify the NJ TIP for the Following Project:

e. Gloucester County Multi-Purpose Trail Extension - Glassboro Elk Trail

That the RTC Recommend that the Board approve modifying the TIP by:

- Adding a \$1,000,000 14-STATE-DVRPC funded ROW phase back into the TIP for FY18
- Delaying \$2,000,000 17-STATE-DVRPC funded CON from FY18 to FY19



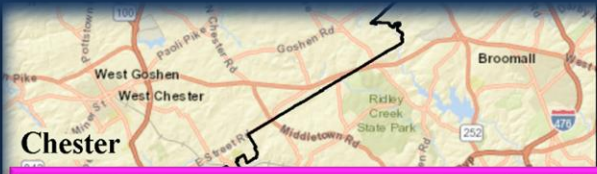
Smithbridge Road Corridor

Delaware County | Scope Change

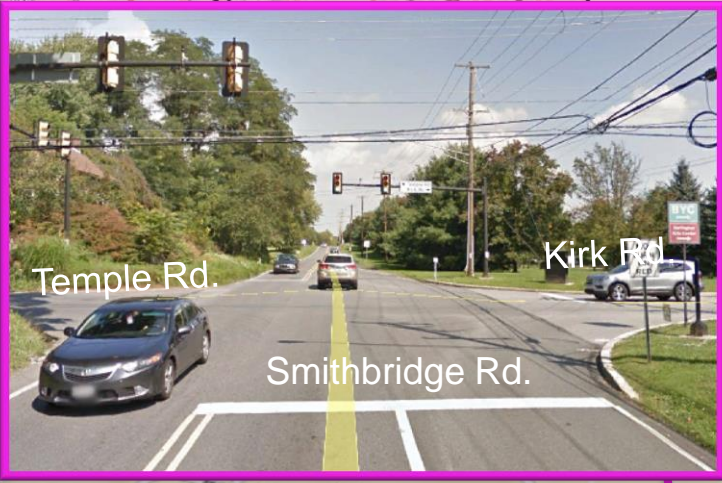
- ▶ **Action Type:** TIP Amendment
- ▶ **Action:**
 - Change scope to include a roundabout at the Smithbridge Road and Kirk/Temple Roads intersection
 - Add a new \$4550,000 HSIP funded ROW phase
 - Increase the CON phase by \$1,055,000 HSIP funds

Action will increase the project's total federal funding to \$2.7 million (\$1.1 million HSIP/\$1.6 million CMAQ).
- ▶ **Reasons:**
 - 2016 CMAQ Competitive Project
 - Including a roundabout as part of project would improve the overall project by addressing safety and congestion issues at the southern end of the corridor.





Chester



Temple Rd.

Kirk Rd

Smithbridge Rd.



CONCORD

Concord Twp

Garnet Valley High School

Garnet Valley Elementary School

Garnet Valley Middle School

History & Education Ctr.

Library

Concord Township Park

Church

DCIU Pennington Education Center



TIP Action | Proposed – PA

Amend the PA TIP for the Following Project:

f. Smithbridge Road Corridor

That the RTC Recommend that the Board approve amending the TIP by:

- Changing scope to include a roundabout at the Smithbridge Road and Kirk/Temple Roads intersection
- Adding a new \$4550,000 HSIP funded ROW phase
- Increasing the CON phase by \$1,055,000 HSIP funds

Action will increase the project's total federal funding to \$2.7 million (\$1.1 million HSIP/\$1.6 million CMAQ).





Transportation
Improvement
Program

TIP

Thank You!

www.dvrpc.org/TIP

Pennsylvania TMA Assistance and MAP Grants FY19 and FY20

**Presentation to the DVRPC Regional Technical Committee:
March 13, 2018**

Pennsylvania TMA Assistance Grant

TMA Assistance Grants provide funding for TDM-related work geared toward reducing traffic congestion and improving air quality, largely by (but not limited to) promoting and/or implementing transportation alternatives and helping to increase their use

- Program initiated in 1990 – now funds nine TMAs statewide
- PennDOT Application Requirements – Each TMA must:
 - Be established as its own TMA and have a current Strategic Plan in place
 - Verify adequate non-grant funding to meet match requirement
 - Demonstrate membership of both public and private sector entities
 - Establish performance measures and goals for grant tasks, approved by CPC

Pennsylvania TMA Assistance Grant

Contractors Include:

- Bucks County TMA
- TMA of Chester County
- Delaware County TMA
- Greater Valley Forge TMA
- Partnership TMA
- Central Philadelphia TMA



Mobility Alternatives Program Grant

MAP is an education and outreach program to promote TDM to employers located, and commuters working, in southeastern Pennsylvania

- Program inception in 1995
- Contractors use common marketing materials (DVRPC)
- Promote and utilize Share-A-Ride (SAR) matching (pacarpool.org)
- Encourage enrollment in the Emergency Ride Home (ERH) program
- Air Quality Partnership (AQP) alerts and outreach, membership



Mobility Alternatives Program Grant

Contractors Include:

- Bucks County TMA (TMA Bucks)
- TMA of Chester County (TMACC)
- Delaware County TMA (DCTMA)
- Greater Valley Forge TMA (GVF)
- Partnership TMA of Montgomery Co. (PTMA)
- Clean Air Council (CAC) for City of Philadelphia
- SEPTA
- DVRPC

Pennsylvania TMA Assistance Grant

Common Program Elements as selected by DVRPC TMA Policy Committee:

- Be a Travel Demand Management (TDM) information resource for municipalities, employers/institutions, and the general public
- Promote increased transit use through a variety of means
- Promote other alternate commute methods and incentives, as appropriate
- Act as coalition builders and advocates for regional transportation programs and capital projects
- Act as liaison between PennDOT and the local business community for Construction Project Mitigation efforts and employer concerns/questions

Pennsylvania TMA Assistance Grant

Sample of Tasks and New Components

- Collaborate on City's "Love to Ride" online program for bicyclists
- Promote Roosevelt Blvd. Direct Bus service as new transit alternative
- Assist PennDOT with education about bridge closings on Chestnut and Market Sts. – promote alternative routes and commute options
- Conduct "Bicycle Commuting 101" (safety, repair, etc.) seminars at employment sites
- Educate municipalities about SEPTA's bus stop design standards
- Promote bicycle and pedestrian links to employment sites and SEPTA service (to increase access to jobs without need for a car)
- Partner with BID to create an SOV reduction plan for the district and employers within
- Establish a Workplace Ambassador program that partners experienced non-SOV commuters with new ones; similarly, establish "bike pools" to help novices



Mobility Alternatives Program Grant

Common Program Elements under MAP:

- Work Program elements for TMAs and Clean Air Council are focused on reducing SOVs *to/from work sites during peak commute times*, and easing specific commute issues during off-peak times
 - Contractors select a corridor or employment center to focus on
- SEPTA provides outreach support to TMAs and also works directly with select regional employers
- DVRPC creates, coordinates and supplies marketing materials; provides SAR and ERH technical support; reviews progress as reported; and administers the program (liaison between CPCs, PennDOT and TMAs)



Mobility Alternatives Program Grant

FY19 Selected Target Areas

- Bucks County TMA: US Rt. 1 Corridor (focus on Lower Bucks)
- TMA of Chester County: Several larger employers (>5)
- Delaware County TMA: Employers near where Rt. 3 meets Rt. 252
- Greater Valley Forge TMA: King of Prussia business district
- Partnership TMA: North Penn area, Indian and Perkiomen Valleys
- Clean Air Council: Airport, Navy Yard [and University City]
- SEPTA: KEY education, introduction on Regional Rail

Pennsylvania TMA Assistance Grant

Funding for six SE PA TMAs:

• Bucks County TMA:	\$ 224,500 (\$179,600/\$44,900 match)
• TMA of Chester County:	\$ 224,500
• Delaware County TMA:	\$ 224,500
• Greater Valley Forge TMA:	\$ 224,500
• Partnership TMA:	\$ 224,500
• Central Philadelphia TMA:	<u>\$ 206,375 (\$165,100 CMAQ/\$41,275 match)</u>
Program Total	\$1,328,875 (\$1,063,100 CMAQ/\$265,775 match)

Note: Funding levels were raised from \$192,000 total for each in FY17 to these levels in FY18.



Mobility Alternatives Program Grant

Funding for eight MAP Contractors:

- Each TMA (5): \$ 67,500 (\$54,000 CMAQ/\$13,500 match)*
- Clean Air Council: \$ 98,375 (\$78,700/\$19,675)
- SEPTA : \$165,000 (\$132,000/\$33,000)
- DVRPC: \$251,000 (\$200,800/\$50,200)
- Total for Program: \$851,875 (\$681,500/\$170,3750)

* TMA MAP budgets remained the same as prior to FY18, since they received an increase in the TMA Assistance grant; CAC and SEPTA do not receive TMA Assistance funds, so their increase is seen here.

TMA Assistance and MAP Grants

FY19 (and FY20) Totals* by Agency by FY

• 5 County TMAs (both TMA Assistance and MAP):	\$292,000
• CPTMA (only TMA Assistance):	\$206,375
• Clean Air Council (only MAP):	\$ 98,375
• SEPTA (only MAP):	\$165,000
• DVRPC (only MAP):	<u>\$251,000</u>
Total:	\$2,180,750

*(includes match)

TMA Assistance and MAP Grants

Required Substantiation

- Monthly invoice (with hourly rates and non-labor items) – to PennDOT, County/City Planning rep
- Monthly narrative – to the above (with invoice) and DVRPC
- Electronic Reporting
 - All Contractors report the same data – use same database
 - TMA Assistance and MAP grant activity/data reported at the same time
 - Quarterly Reports sent to appropriate County Planning (and PC) rep
 - At end of FY, DVRPC staff aggregates all data and forwards to PennDOT's consultant to determine AQ benefit for FHWA reporting

TMA Assistance and MAP Grants

Development and Approval Process

- Work Programs are developed cooperatively with each contractor's county planning commission (by January 31)
- Drafts are reviewed by DVRPC, SEPTA and PennDOT Central Office – revised if needed (by end of February)
- Present to DVRPC's RTC and Board (March)
- Confirm WP components with Policy Committee (April)
- Finalize for contract issue before June 30

TMA Assistance and MAP Grants

ACTION REQUESTED:

DVRPC staff requests that the RTC recommend that the DVRPC Board approve the budget for the FY19 and FY20 work programs, funded by the PA TMA Assistance and MAP Grants at the following **total** (CMAQ and Match) levels:

TMA Assistance:	\$1,328,875
MAP:	<u>\$ 851,875</u>
Both Programs:	\$2,180,750 (per year)

Staff also requests that the RTC recommend that the DVRPC Board amend the PA TIP (PA17-81) to increase the CMAQ funding of MPMS #48199 - Transportation Management Associations (TMA) project by \$141,500 CMAQ and increase the Local Match amount by \$35,375 (\$176,875 total increase).



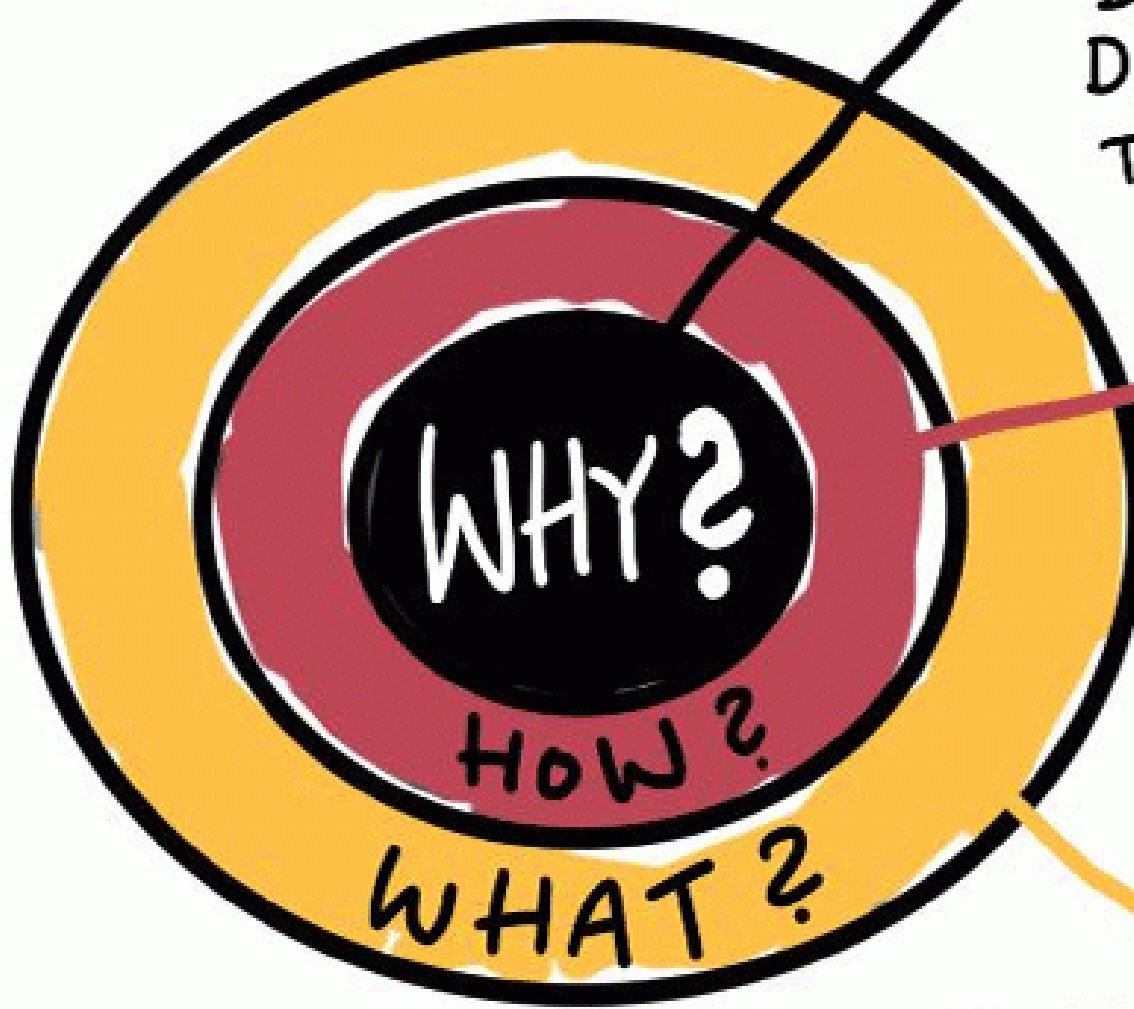
CJTTF

CENTRAL JERSEY
TRANSPORTATION FORUM

MEGAREGIONAL PLANNING WITH THE CENTRAL JERSEY TRANSPORTATION FORUM

Jackie Davis, DVRPC
March 13, 2018

GOLDEN CIRCLE



WHY DO YOU DO WHAT YOU DO? WHAT IS THE PURPOSE?

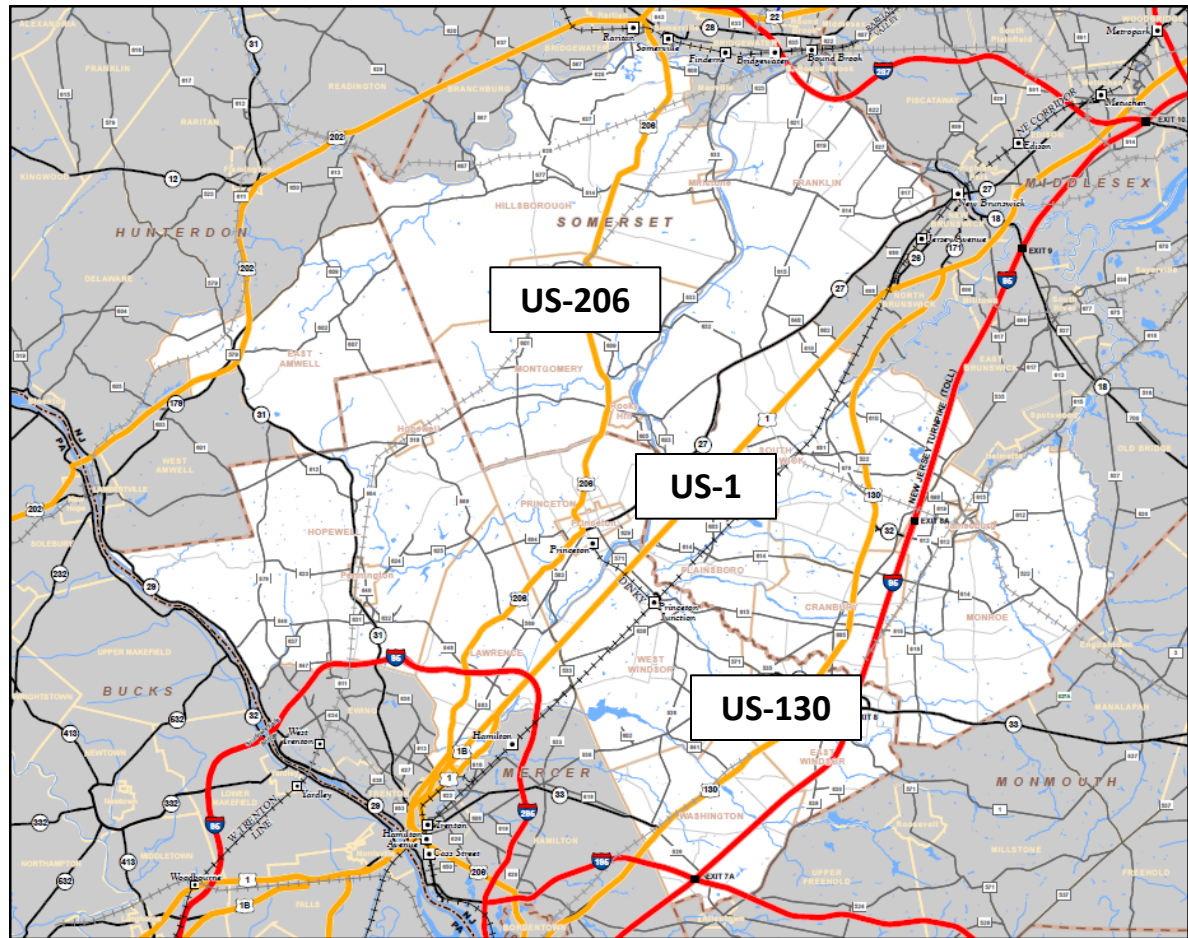
HOW DO YOU DO WHAT YOU DO?

WHAT DO YOU DO?

IDEA: SIMON SINEK



WHY





2001 NJ State Development & Redevelopment Plan

US 1 Corridor

1999
Conditions



2001 NJ State Development & Redevelopment Plan

2020 SDRP Plan
Development



2001 NJ State Development & Redevelopment Plan

2020 Trend
Development

Mainly Zoned
Commercial

The projects listed as completed or currently under construction in the Spring 2016 Planned Projects Status Report will add:



7,150
housing units

860 affordable,
1,270 age-restricted



1.9 million square feet
commercial



612,000
sq. ft. retail



1.26 million
sq. ft. office



2.4 million square feet
warehouse



250,000 sq. ft.
medical/hospital



800,000 sq. ft.
educational

Still growing...

25 projects totaling
\$333 million
investment over TIP
years (2016-19)

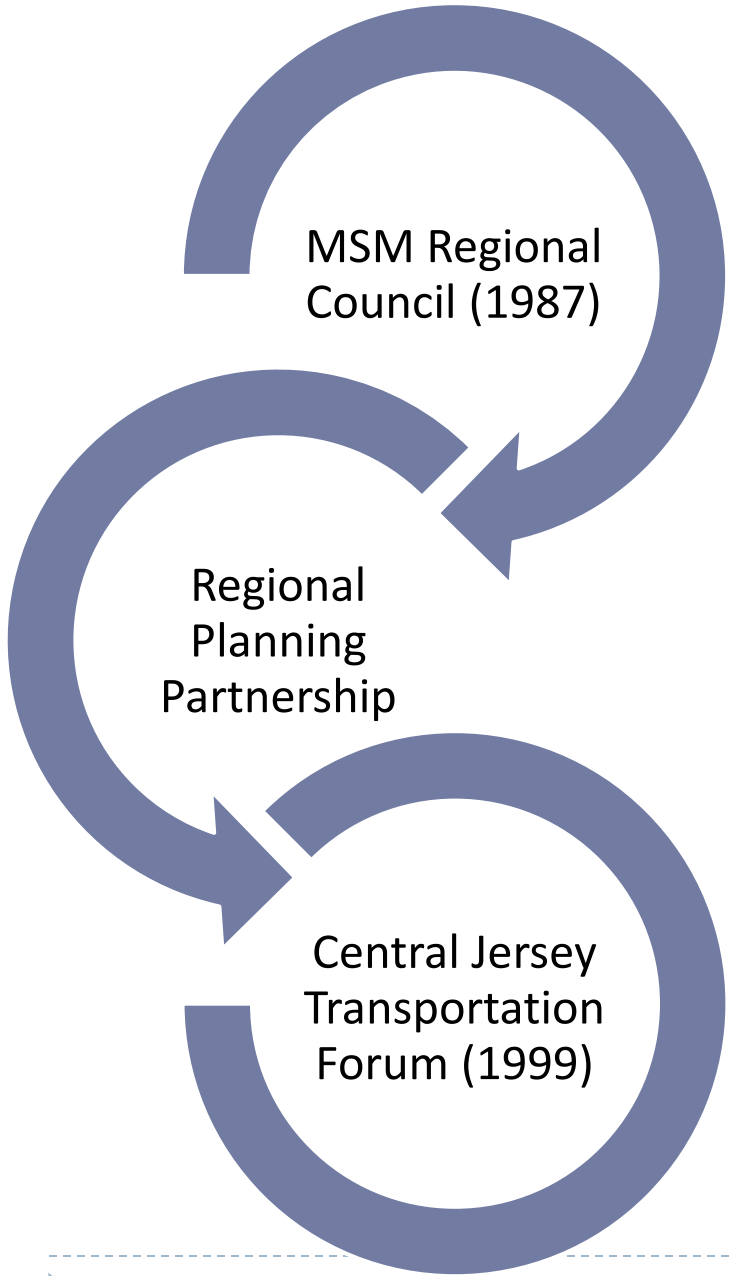
Link Land Use And Transportation

Create East-west Access

Support Transit



HOW



**An
independent
civic planning
organization**

Mega-regional planning



NJTPA

**NORTH JERSEY
TRANSPORTATION
PLANNING AUTHORITY**

19 voting members

11 steering committee representatives

>350 members

3 meetings per year

~65 attendees

2 action teams

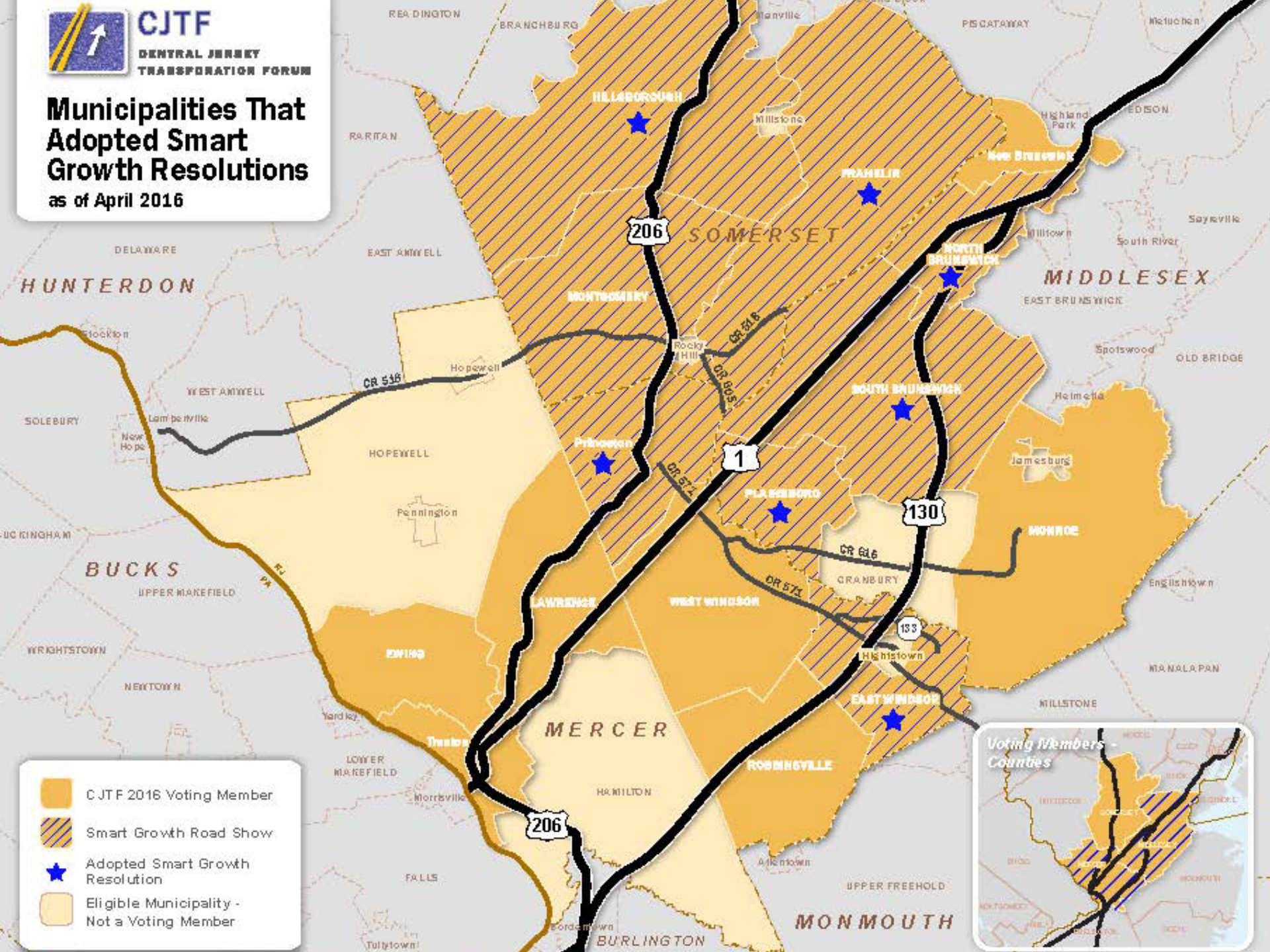


WHAT

Smart growth implementation

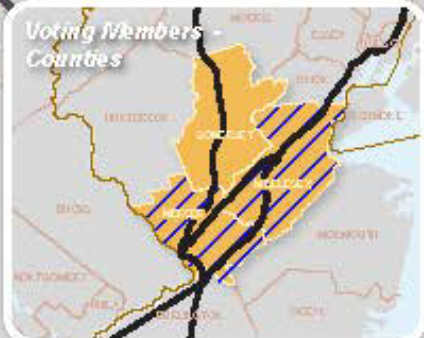
Municipalities That Adopted Smart Growth Resolutions

as of April 2016

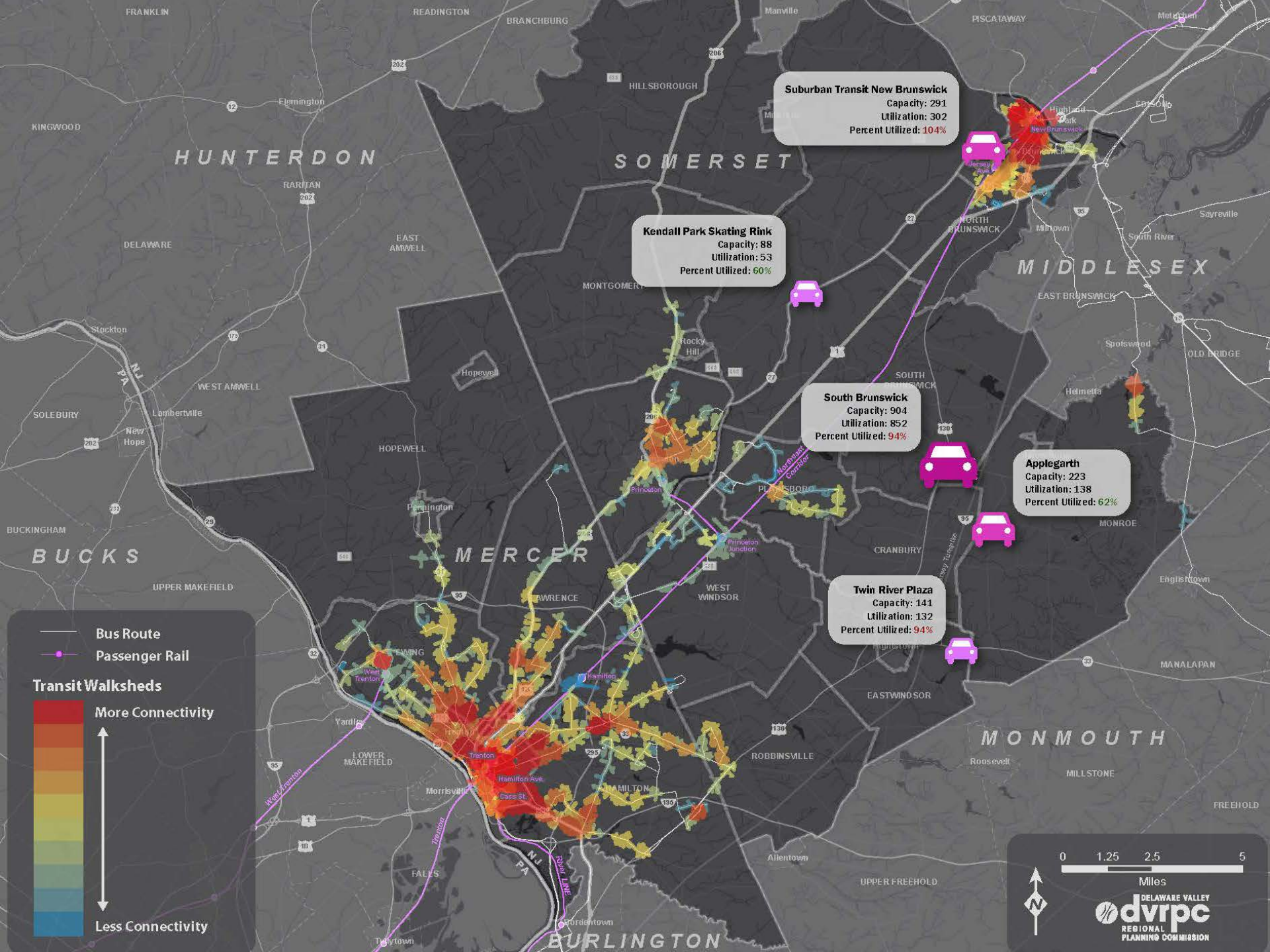


-  CJTF 2016 Voting Member
-  Smart Growth Road Show
-  Adopted Smart Growth Resolution
-  Eligible Municipality - Not a Voting Member

Voting Members - Counties



NJ Transit BRT Alternatives Analysis



CENTRAL NEW JERSEY ROUTE



Bus Rapid Transit **BRT**

ALTERNATIVES ANALYSIS STUDY



CJTf

CENTRAL JERSEY
TRANSPORTATION FORUM

Development Review Checklist for Consideration of Transit

Transit circulation and stop placement

Have NJ Transit (or any other applicable transit service providers) been contacted to verify that transit service currently exists adjacent to a proposed development, or may be feasible to provide in the future?

Are large developments designed to permit safe routing of buses through the development? (Note that deviating from the primary route to serve a development adds travel time, and will be considered only if the transit provider deems it to be appropriate.)

For all intersections and driveways that will accommodate buses, are corners designed for a 50 ft. (15.2m) outside and 30 ft. (9.1m) inside turning radius?

For all roadways and driveways that will accommodate buses, are grades 6% or less?

For all roadways and driveways that will accommodate buses, are lane widths 10-12 ft. (3.0-3.6m)?

For all roadways, driveways, and stop areas that will accommodate buses, have pavement cross-sections been designed to withstand the wear-and-tear that will be generated by heavier vehicles (ideally including concrete pads at bus stop areas)?

Will structures and landscaping outside the cartway permit sufficient vertical and horizontal clearance for buses, with all areas within 2 ft. (0.6m) of curbs kept clear of obstructions to a height of at least 9 ft. (2.7m)?

Are proposed stops connected to primary destinations with an ADA-compliant pedestrian access path free of obstacles?

Bus stop design

Have NJ Transit (or any other applicable transit service providers) been contacted to explore whether new or relocated transit stops can be provided on or adjacent to the proposed development?

If the developer is to provide stop improvements or amenities, have the proposed stop elements been designed to be consistent with local guidelines and approved by NJ Transit (or any other applicable transit service providers)?

If new or relocated transit stops are proposed, are they located in a safe, visible, and well-lit location, in reasonable proximity to primary destinations, as well as stops serving the opposite direction?

**NJDOT US 1
Regional Growth
Strategy**

Route 1 Regional Growth Strategy

Final Report



New Jersey Department of
Transportation

September 2010

Transportation Strategies EVERY MUNICIPALITY Should Consider

WITH LOCAL SUCCESS CASE STUDIES





WHAT('S NEXT)

DRAFT STRATEGIC PLAN

CENTRAL JERSEY TRANSPORTATION FORUM (CJTF)

February 2018

REGIONAL PLANNING SUPPORT:

Implement coordinated land use and transportation plans across municipal boundaries

STRATEGY	ACTIONS REQUIRED	WHY IS THIS IMPORTANT?	HOW WILL WE MEASURE SUCCESS?	TIMEFRAME	LEAD ROLE	SUPPORT	COST/ RESOURCES NEEDED
Smart growth implementation on the project level	<ul style="list-style-type: none"> Hear presentations on the statewide plan and Rt 1 RGS. Steering Committee to internally review the latter. Share examples of smart growth concepts that towns can advance to improve quality of life for its residents and businesses located near and along the Route 1 corridor Set goals and identify types of projects that meets them Publish annual project list including individual projects and individual project goals Comment on regional transportation projects and share information on local land use projects and their regional 	<ul style="list-style-type: none"> Local governments would benefit from being informed of MPO/State plans and regionally significant development projects. Awareness of regional plans better informs local plan decisions. Support for smart growth projects is needed to move toward a more sustainable, livable region. As a regional group, CJTF needs to get behind these types of plans and projects. 	<ul style="list-style-type: none"> Number of regionally significant plans and projects presented to the Form. Number of smart growth projects being implemented by CJTF towns. 	Ongoing	Steering Committee	NJTPA and DVRPC staff	NJTPA and DVRPC staff time, mapping, capital programming and modeling resources

INFORMATION EXCHANGE:

Connect and convene members to encourage information-sharing and collaboration.

STRATEGY	ACTIONS REQUIRED	WHY IS THIS IMPORTANT?	HOW WILL WE MEASURE SUCCESS?	TIMEFRAME	LEAD ROLE	SUPPORT	COST/ RESOURCES NEEDED
Get information directly to decision-makers	<ul style="list-style-type: none"> Continue to meet 3-4 times/year Showcase municipal efforts at meetings Engage elected officials by providing hand-outs and simple calls-to action at Forum meetings Encourage both elected officials & staff to attend meetings Invite federal and state officials Consider stronger participation from major business/private sector entities 	<ul style="list-style-type: none"> No one else is doing this work This is the best shot at regional planning The Mayor's group worked for Penn's Neck In-person meetings and interactions are more likely to bring about needed changes 	<ul style="list-style-type: none"> Meeting attendance How many municipalities are advancing call to action items How many times Mayors Group met 	Quarterly/Annually	Steering committee; members of Forum	DVRPC and NJTPA	DVRPC and NJTPA staff resource, volunteer speakers, participants

EDUCATION & RESOURCES:

Provide programming and resources that elevate understanding of critical regional transportation issues, and provide opportunities for funding.

STRATEGY	ACTIONS REQUIRED	WHY IS THIS IMPORTANT?	HOW WILL WE MEASURE SUCCESS?	TIMEFRAME	LEAD ROLE	SUPPORT	COST/ RESOURCES NEEDED
Provide educational resources to members	<ul style="list-style-type: none"> Collect training opportunities & disseminate Collect best practice data and share with membership Bring in case studies, workshops, and training opportunities Curate a website list to highlight studies and guidance from FHWA and NJDOT Update the best practices brochure as needed Post all presentations on CJTF website and promote their availability on social media 	<ul style="list-style-type: none"> Important to provide information about smart growth planning efforts to local elected officials Keep membership up to date on case studies workshops and training available through state and federal government Provide best practices and booklets as good tools. 	<ul style="list-style-type: none"> Track communications on number and types of educational information distributed. Track web activity to resources. 	Ongoing	All members to forward opportunities	DVRPC/NJTPA to time post/share opportunities and/or develop an online form to collect them.	



CJTJF

CENTRAL JERSEY
TRANSPORTATION FORUM

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

Jackie Davis
jdavis@dvrpc.org
215.238.2818

Freight Movement Around NJ Turnpike Interchange 6A



Karen Whitaker
Transportation Planner
Office of Corridor Planning
kwhitaker@dvrpc.org

David Anderson, AICP
Manager
Office of Corridor Planning
danderson@dvrpc.org

March 13, 2018
Regional Technical Committee

Key Stakeholders

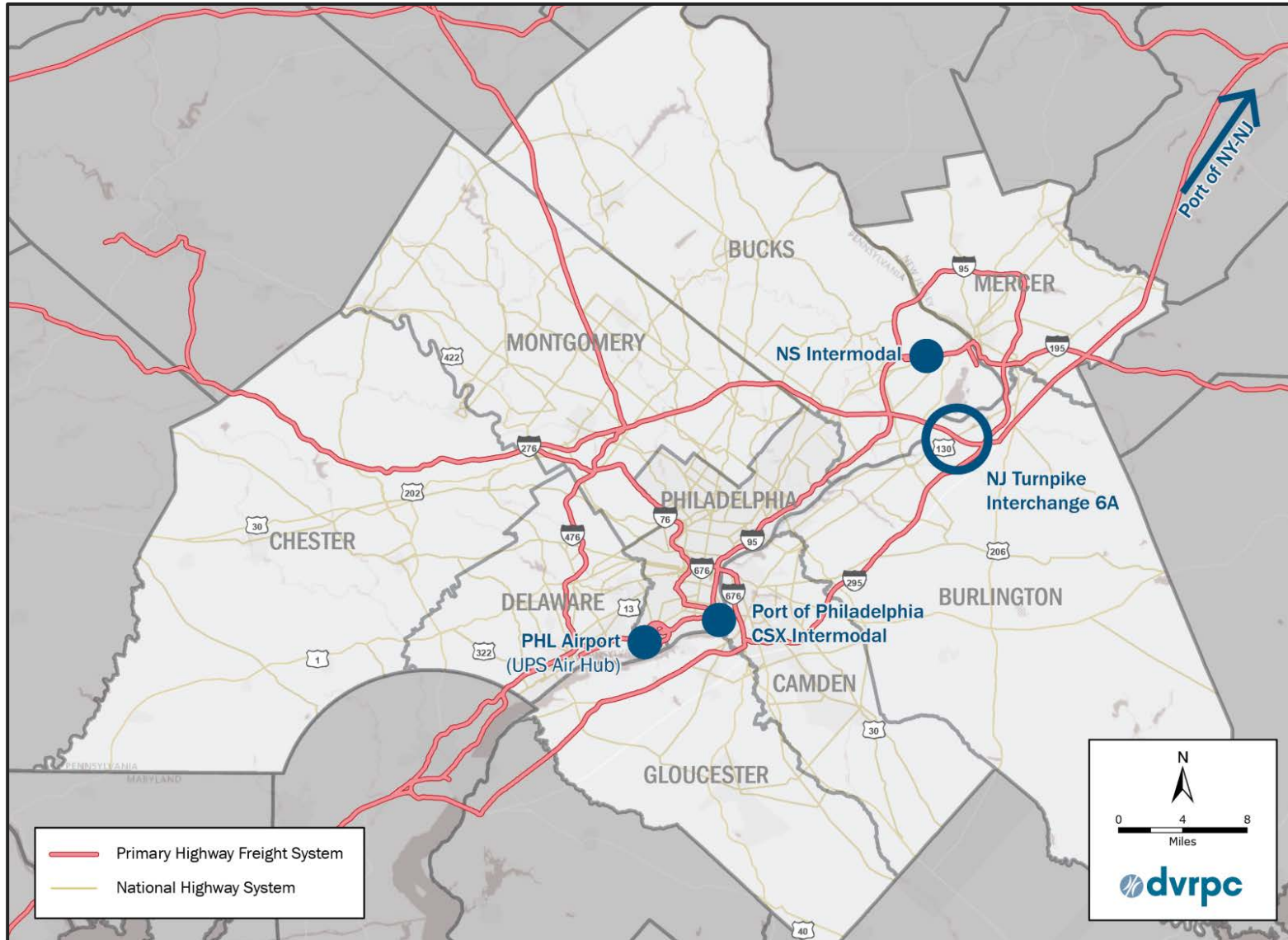
- Burlington County
- Florence Township
- Burlington Township
- NJDOT

Project Goals

- Identify roadway improvements on US 130 that can support greater traffic volumes generated by new development
- Address the need to provide safe pedestrian and bicycle access to, from, and within the study area.

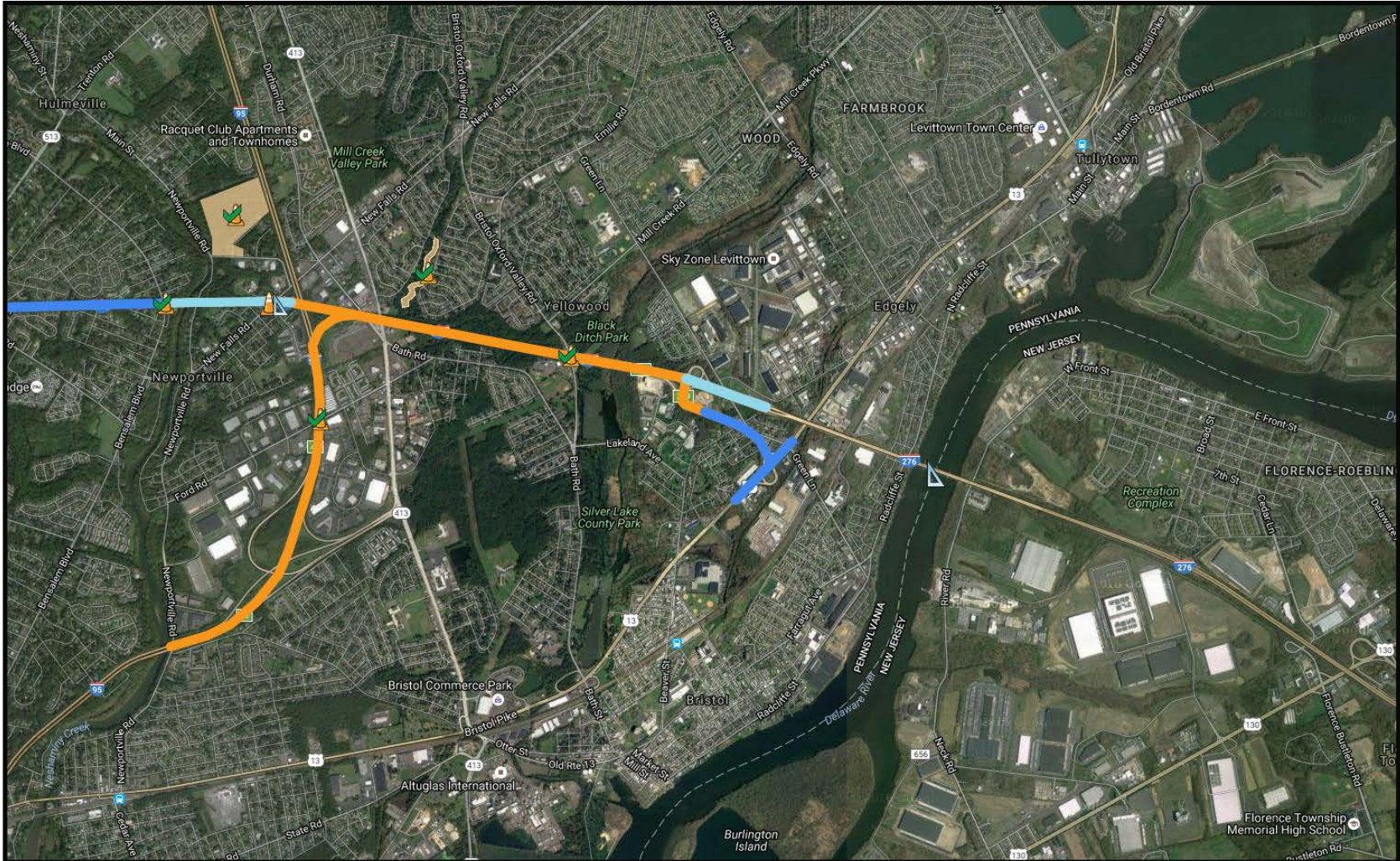
Study Area

Regional Context



PA Turnpike

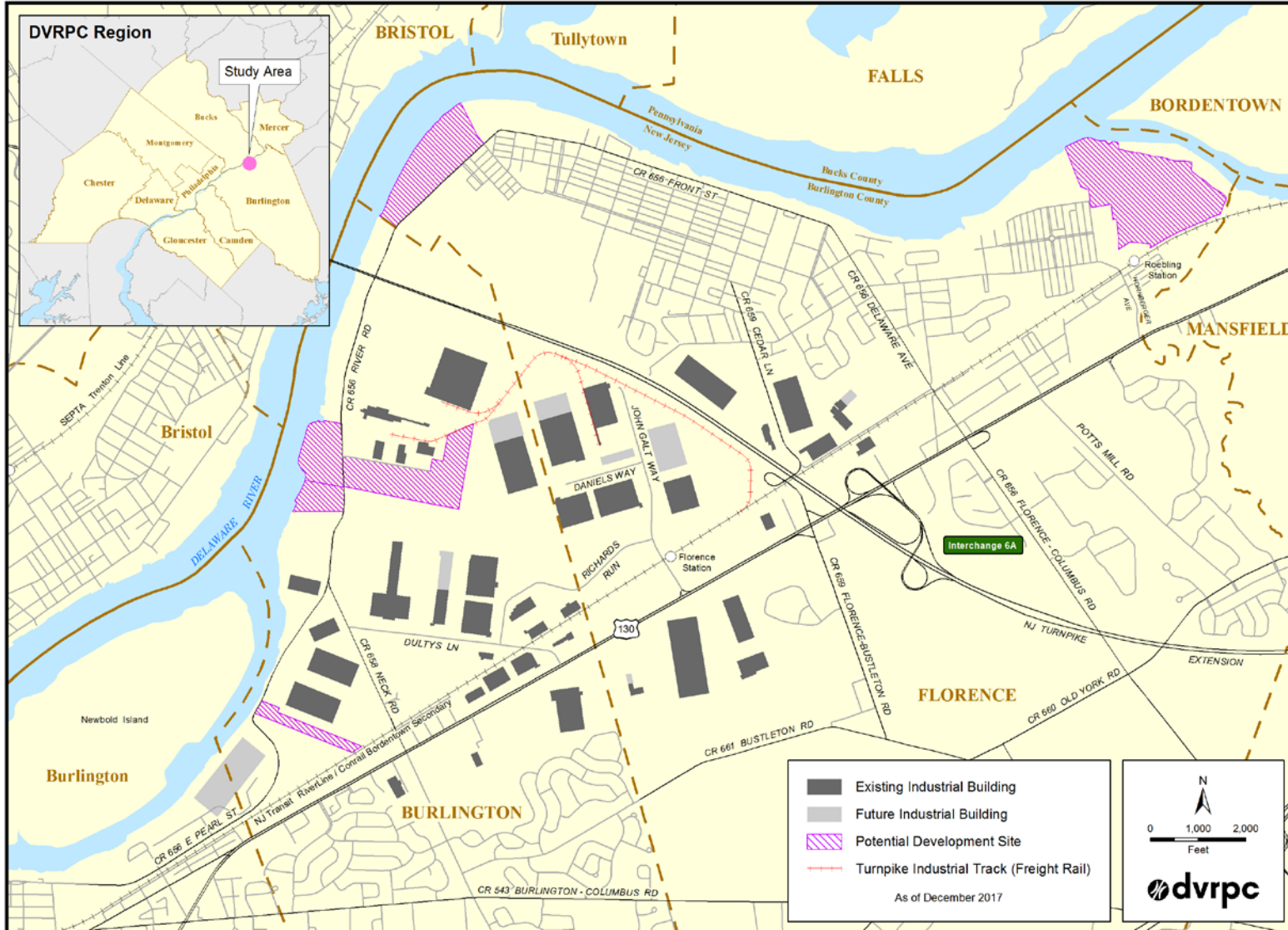
PA Turnpike/I-95 Interchange Project



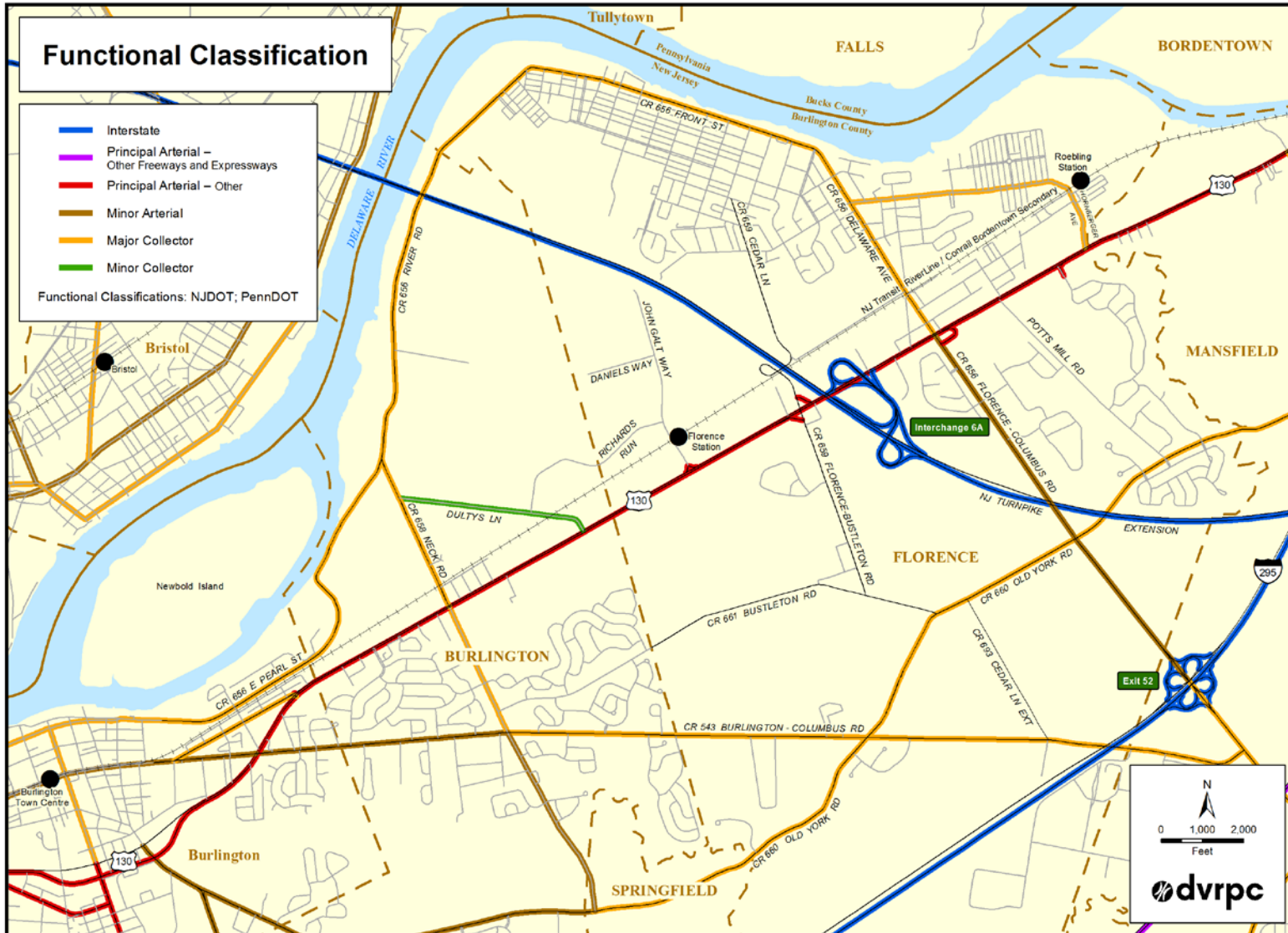
Source: PA Turnpike Commission, patpconstruction.com

Study Area

Local Context

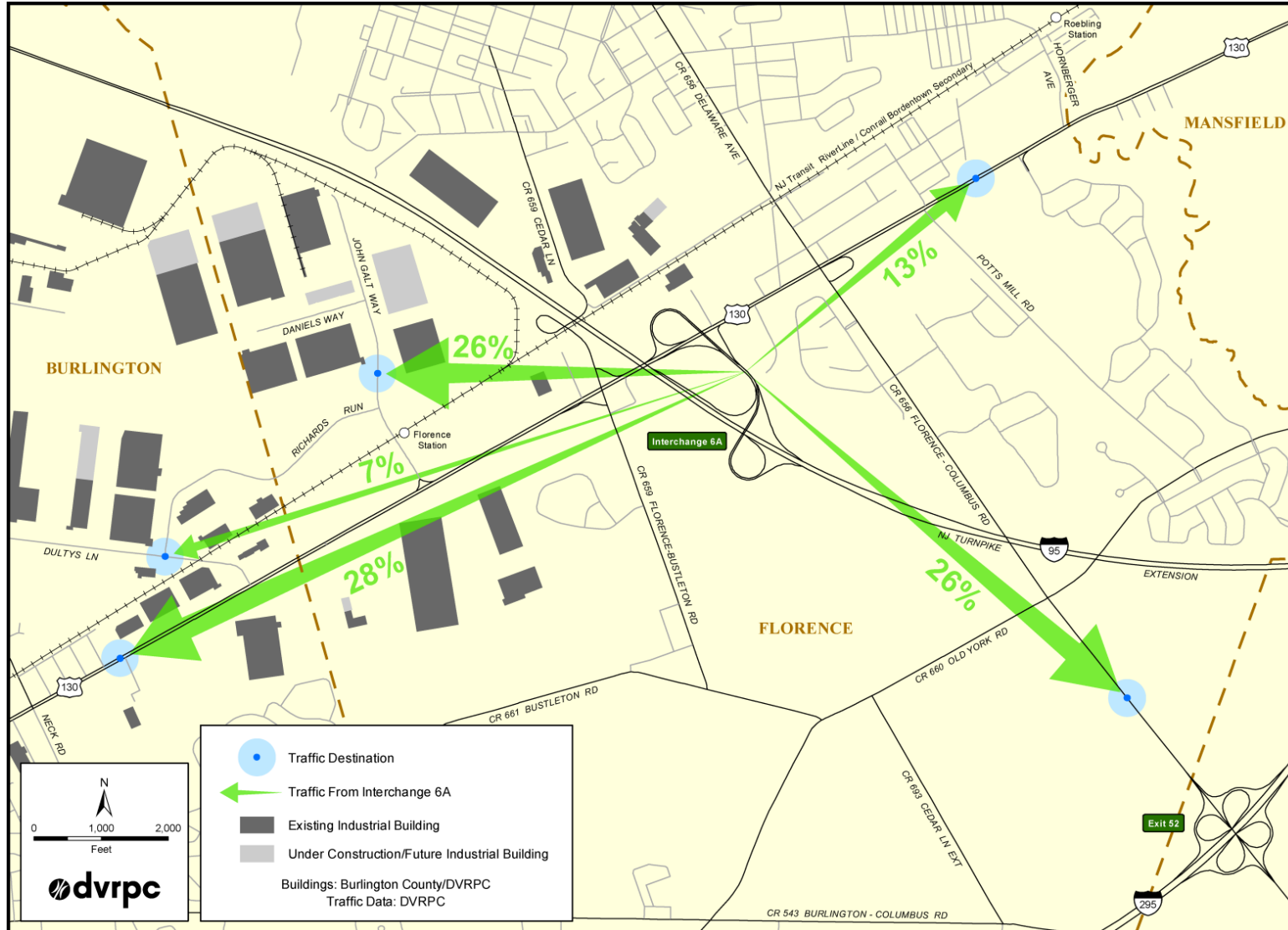


Study Area Transportation Network



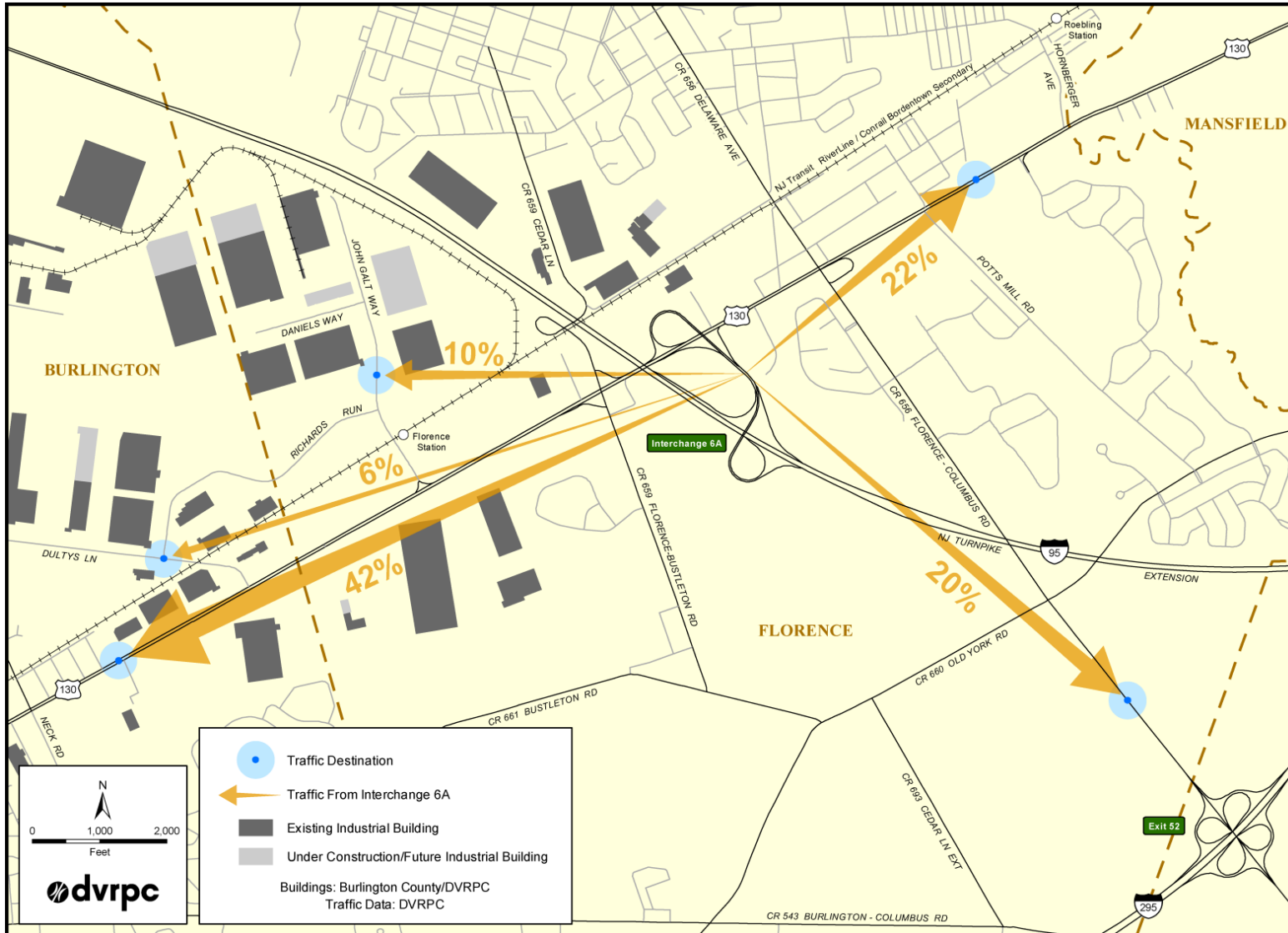
Interchange 6A Existing Traffic Patterns

AM Peak Period (6:30 AM to 8:30 AM)



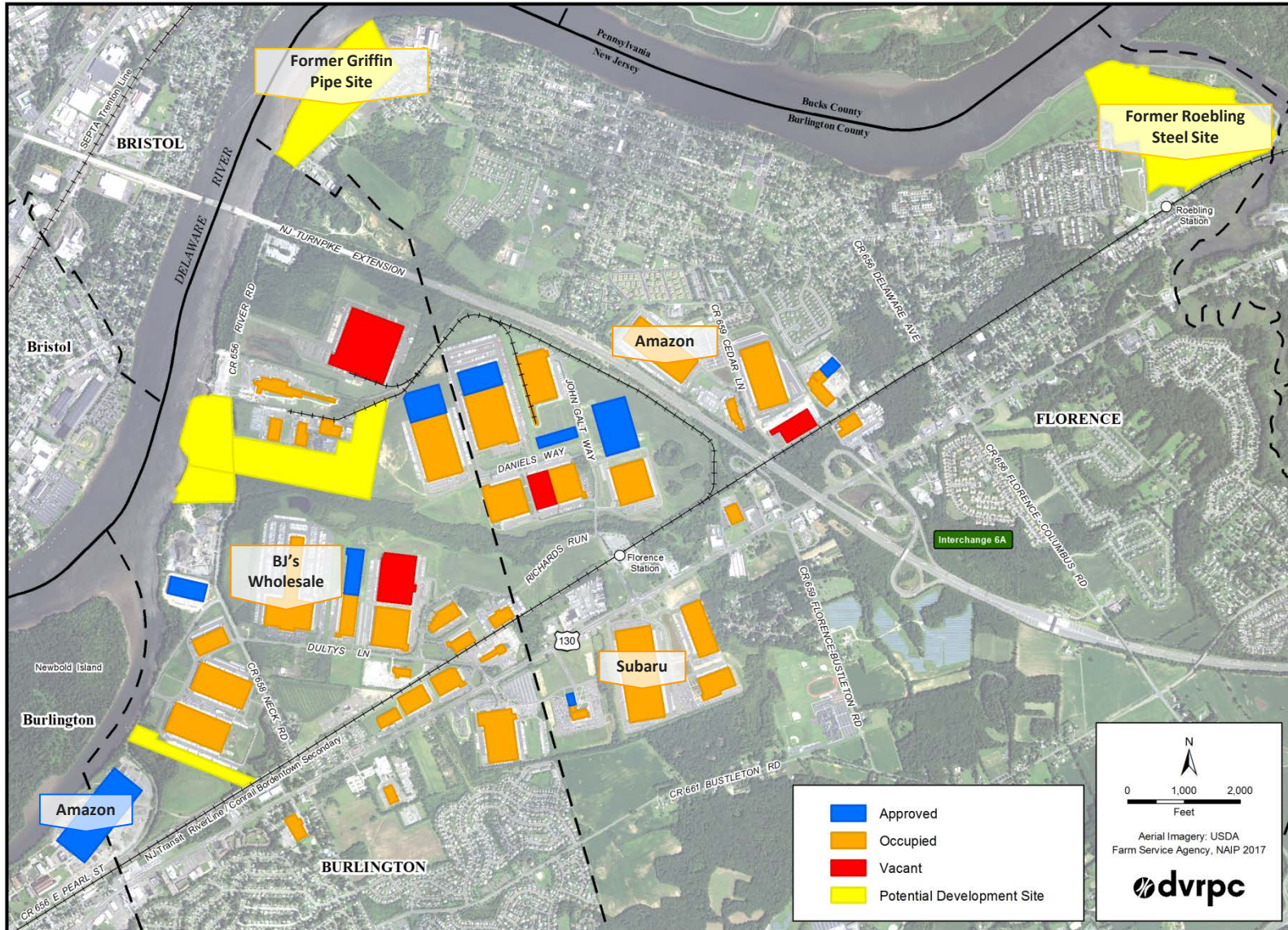
Interchange 6A Existing Traffic Patterns

PM Peak Period (3:30 PM to 5:30 PM)



Study Area Future Traffic Patterns

Future Development



Study Area Future Traffic Patterns

Trip Generation: Additional Future Peak Hour Trips

WAREHOUSE

Approximately 10,000,000 SQ FT



AM		PM	
Inbound	Outbound	Inbound	Outbound
3,888	1,211	1,396	3,334

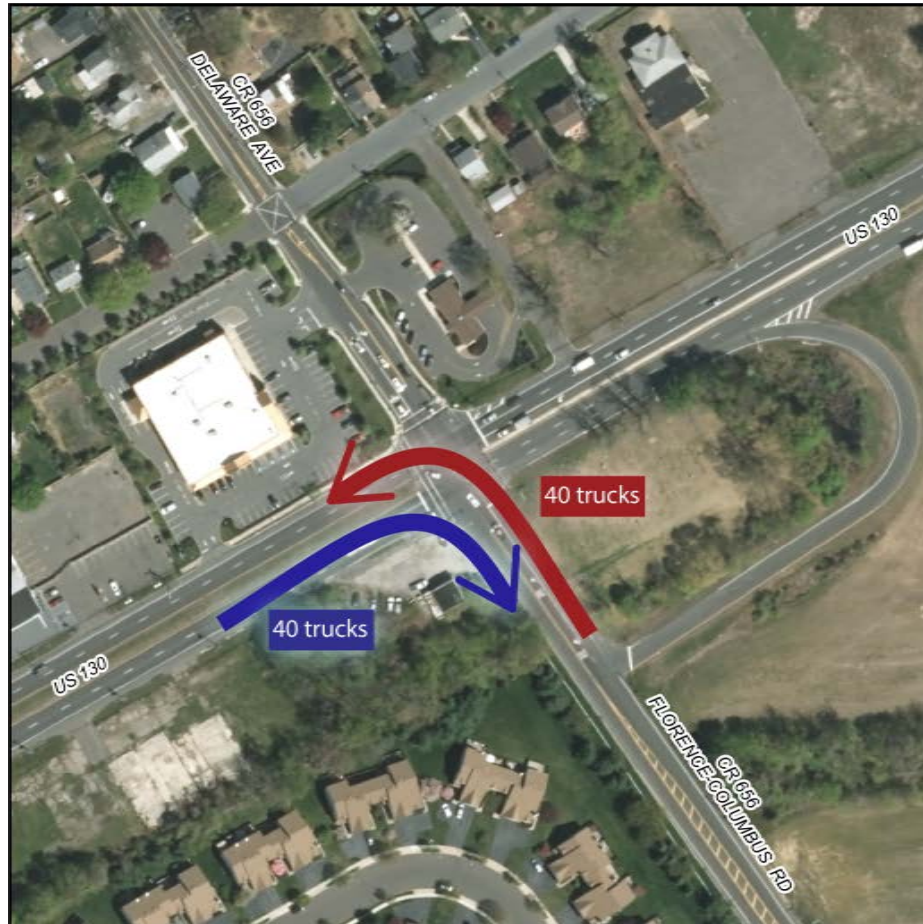
Modeling of Key Intersections

Scenarios

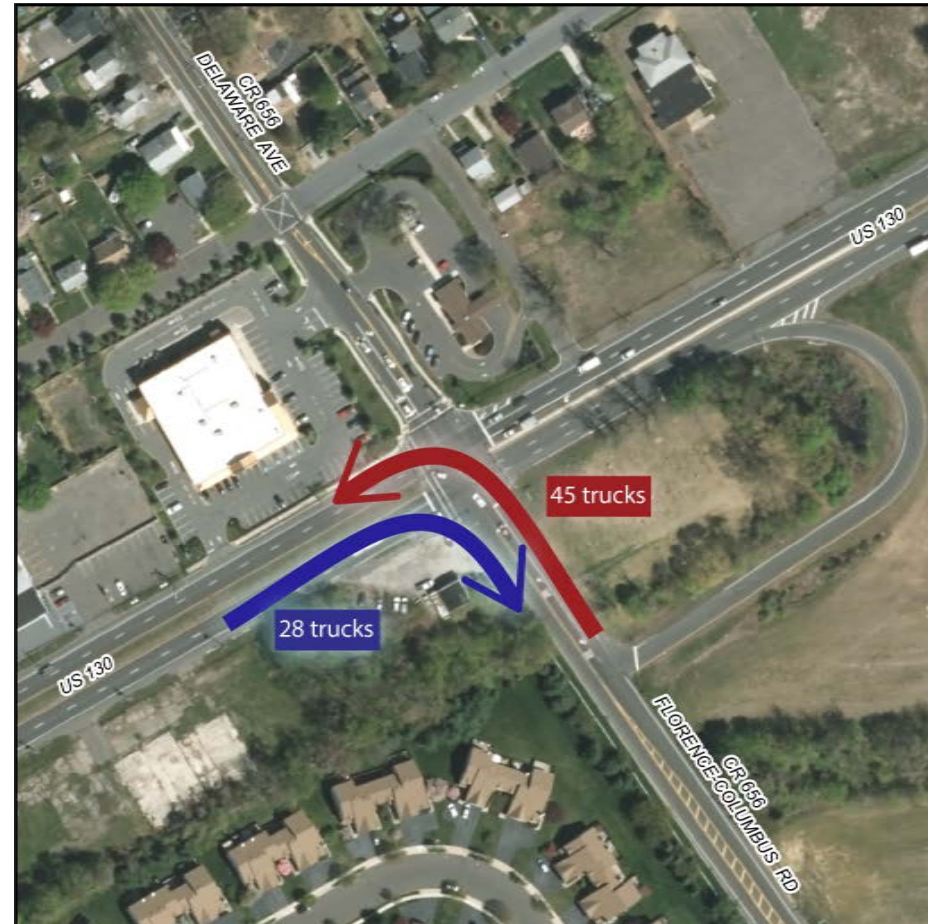
1 Base Year	2 No Build
2015 existing conditions	2025 background growth
3 Build	4 Build + Improvements
2025 background growth + new developments	Build scenario + roadway improvements

US 130 and CR 656 Turning Movement Counts

AM Peak (7:30 AM to 8:30 AM)



PM Peak (4:30 PM to 5:30 PM)









US 130 and CR 656

Recommendations



US 130 and CR 656

LOS

	Existing	Build	Build + Improvements
AM			
PM			

US 130 and Jones Street

AM Peak (7:30 AM to 8:30 AM)









PM Peak (4:30 PM to 5:30 PM)



US 130 and Jones Street Recommendations



US 130 and Jones Street LOS

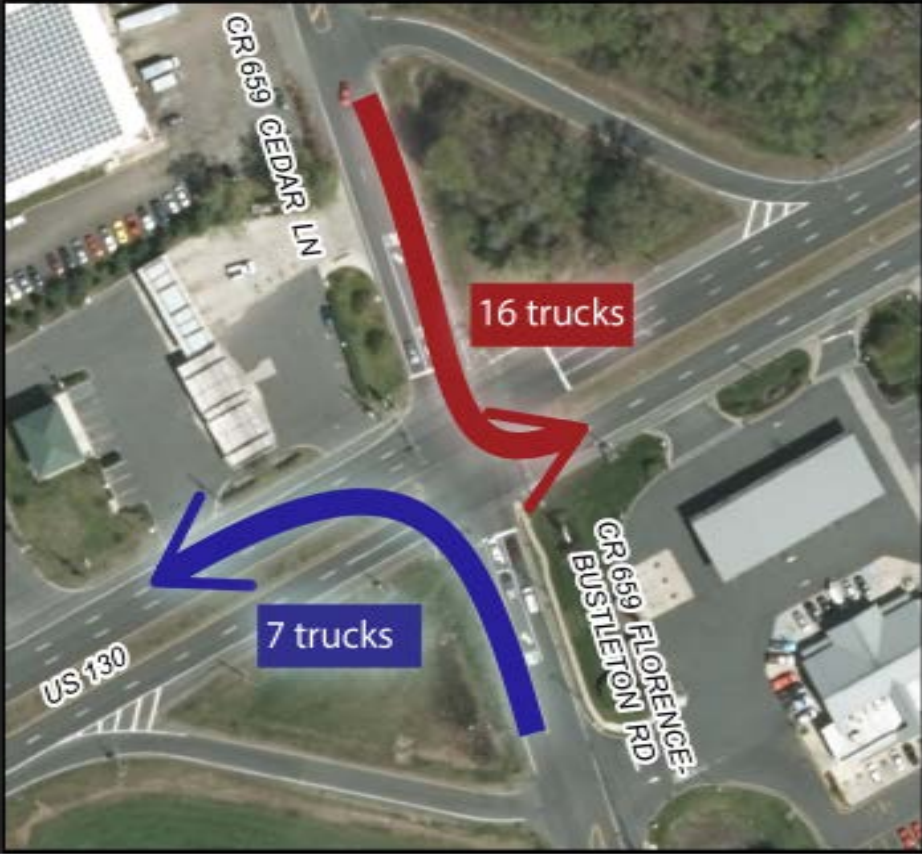
	Existing	Build	Build + Improvements
AM			
PM			

US 130 and Cedar Lane

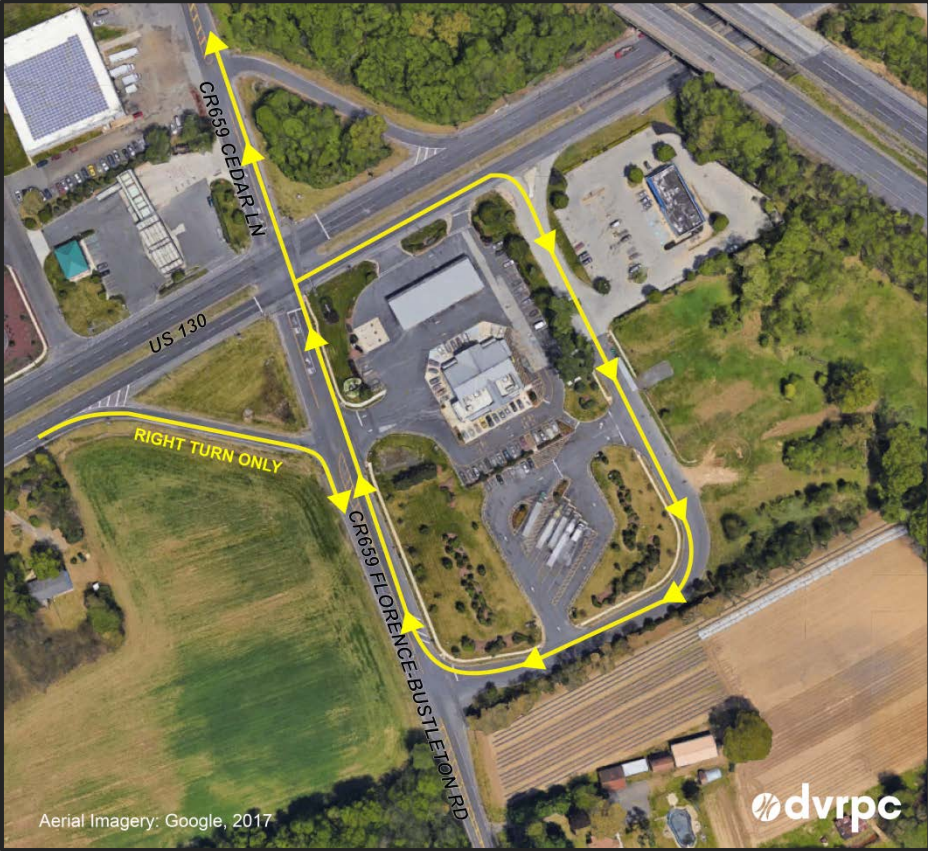


AM Peak (7:30 AM to 8:30 AM)







PM Peak (4:30 PM to 5:30 PM)



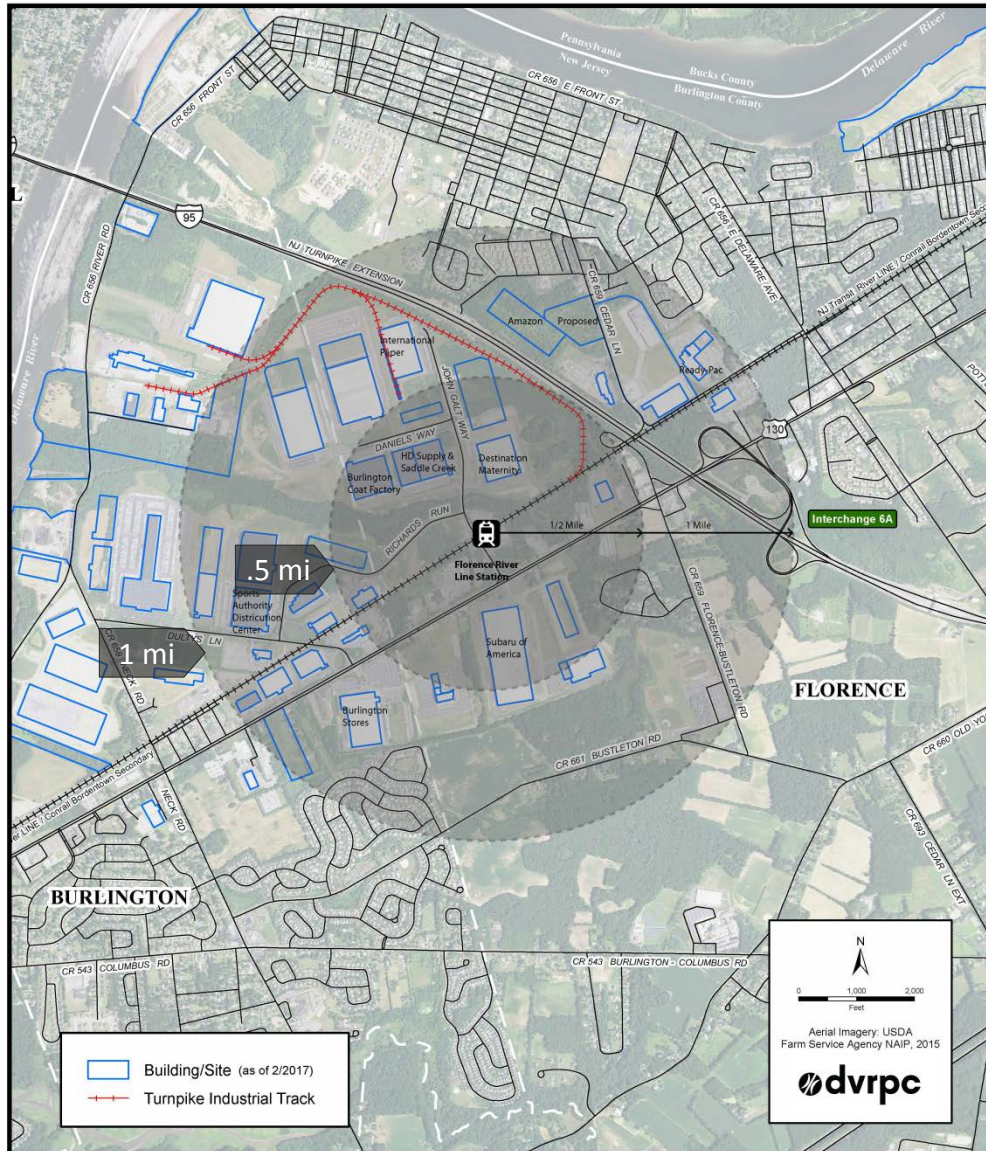
US 130 and Cedar Lane Recommendations



US 130 and Cedar Lane LOS

	Existing	Build	Build + Improvements
AM			
PM			

Walkability

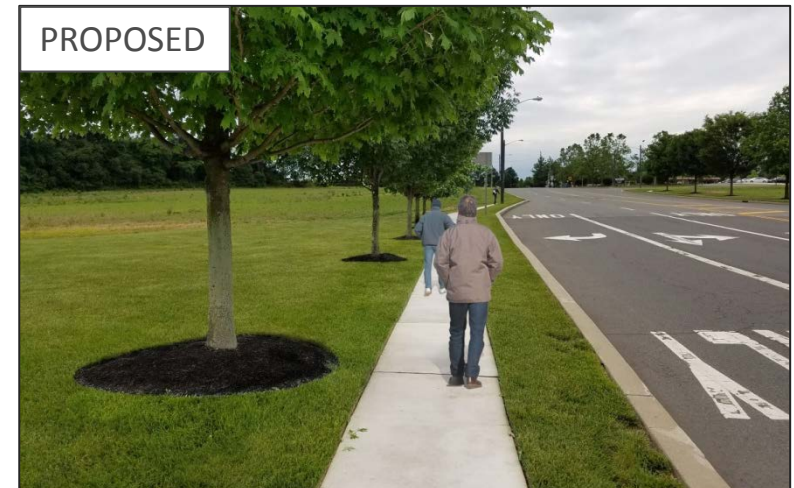


Within 1/2 mile:

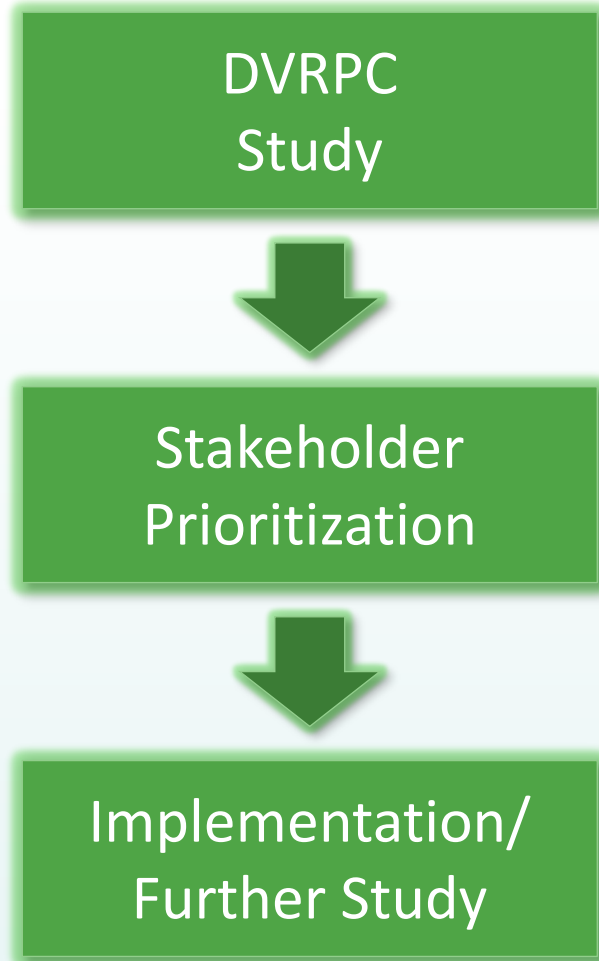
- Destination Maternity
- Subaru
- Burlington Coat Factory
- H&D Supply
- Destination Maternity
- Burlington Stores
- Sports Authority
- Amazon
- Ready Pac
- Tuscan Dairy Farms
- B&H Photo

Example of Pedestrian Improvements

Sidewalk from Florence River LINE Station to US 130



Next Steps



Status

NJDOT Projects

- US 130/Florence-Columbus (CR 656) concept development
- Jones Street initial improvements to increase left-turn capacity from NB US 130

County Initiatives

- Roundabout at Cedar Lane (CR 659) and Railroad Avenue constructed as a condition of County Planning Board site approval for industrial site
- Will work with consultant on US 130 corridor study

Thank You!



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David Anderson, AICP
Manager
Office of Corridor Planning
danderson@dvrpc.org

For more information please visit,
<http://www.dvrpc.org/corridors/>



EAST CALLOWHILL TRAFFIC CALMING STUDY

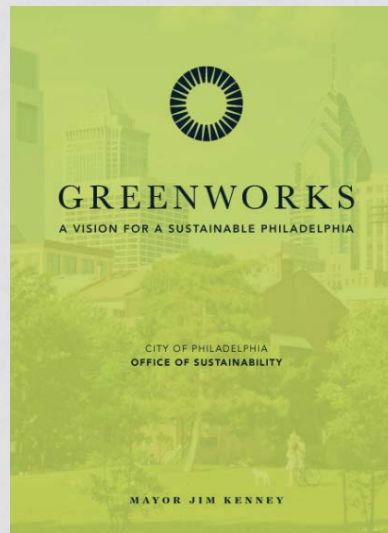
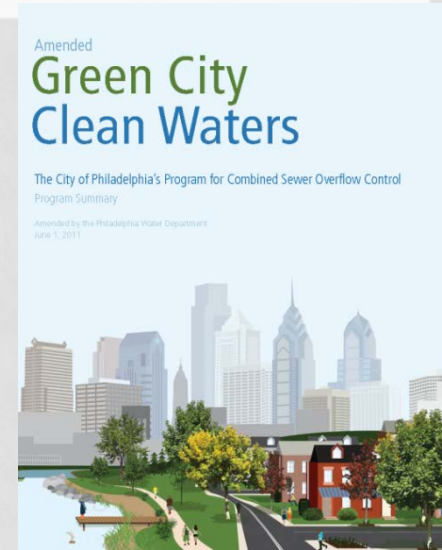
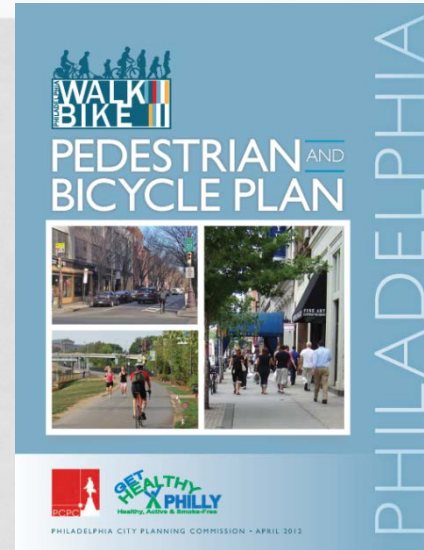
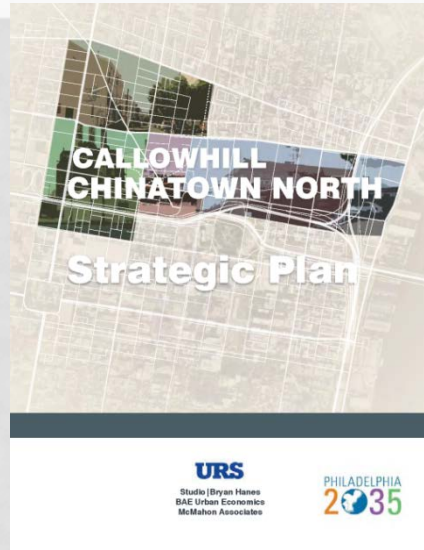
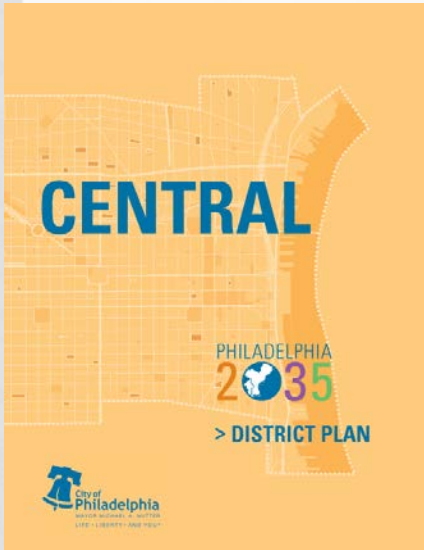
PRESENTED TO THE
REGIONAL TECHNICAL COMMITTEE
MARCH 13, 2018

OUTLINE

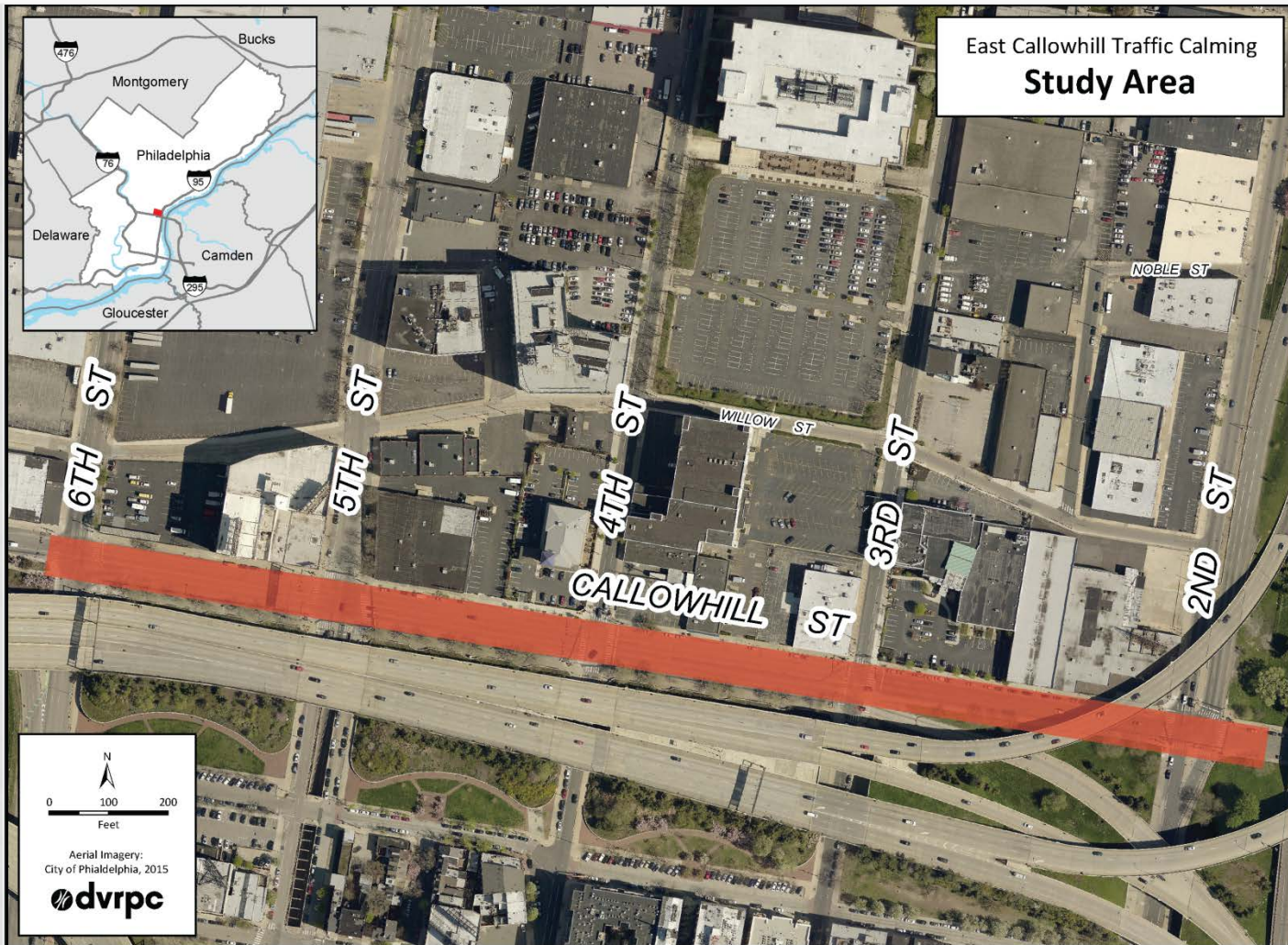
- Existing Conditions
- Proposed Improvements
- Traffic Operations



REFERENCE REPORTS



STUDY AREA



EXISTING CONDITIONS

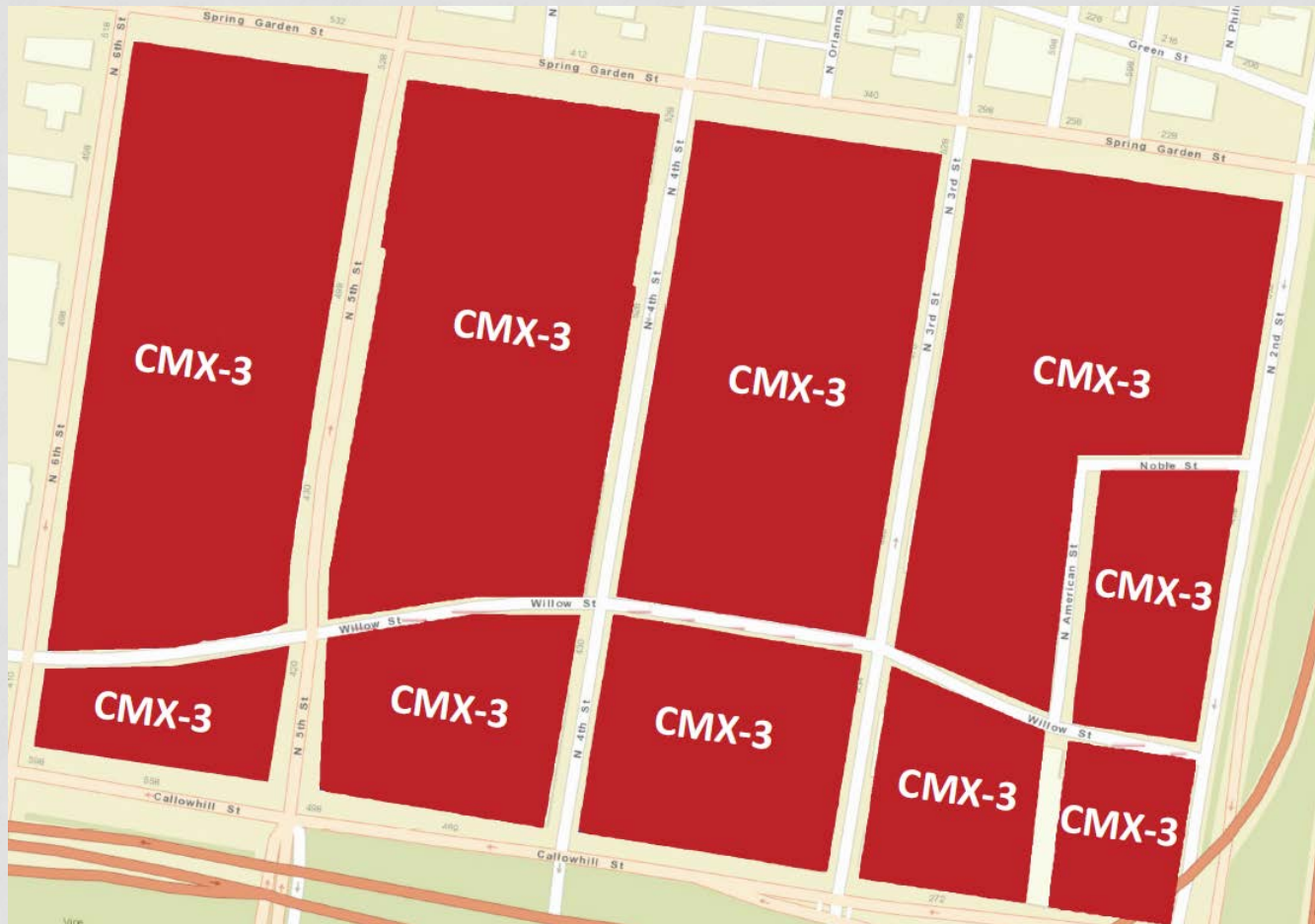


PREVIOUS ZONING



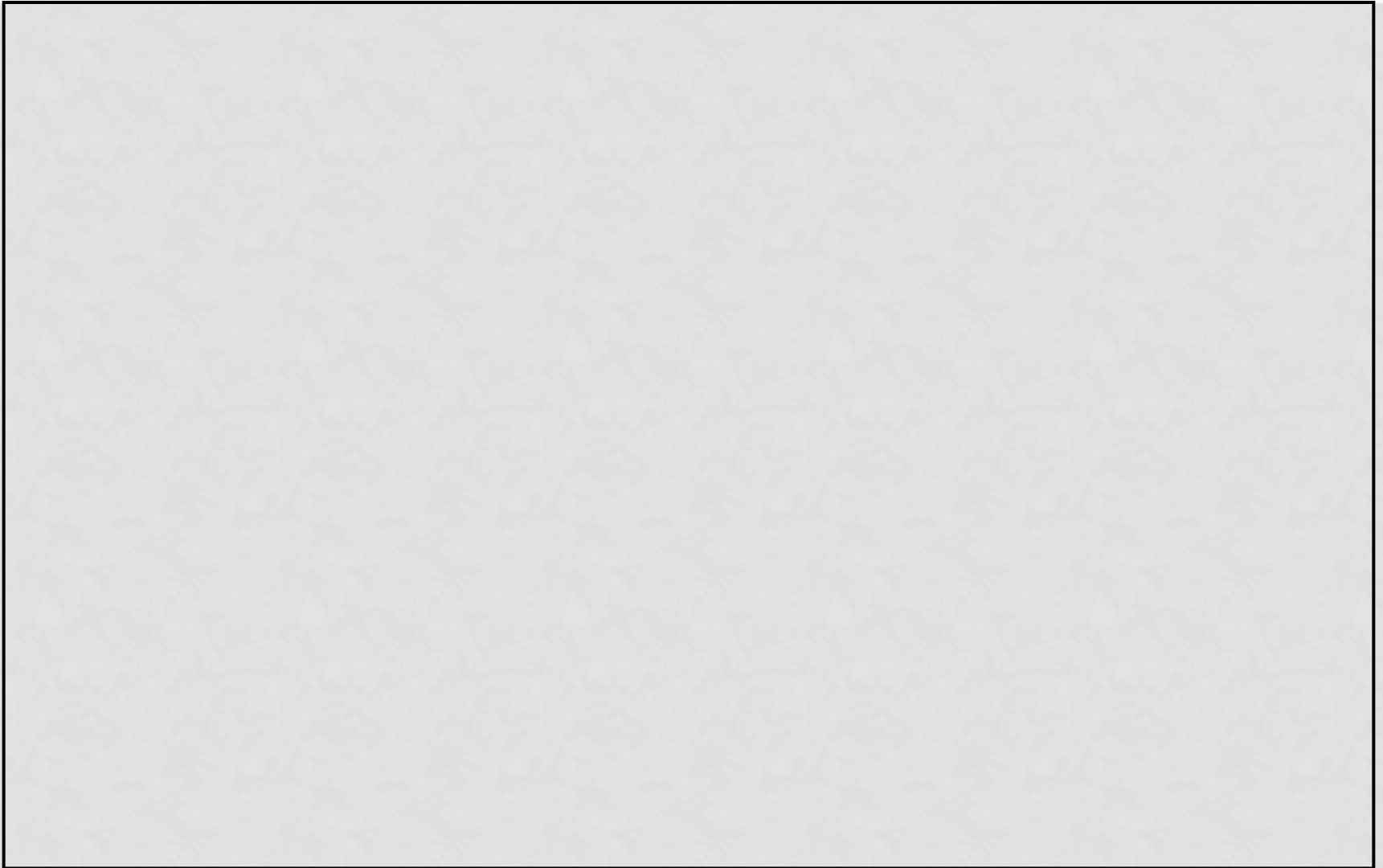
Source: PCPC, 2013

NEW ZONING VISION



Source: PCPC, 2013

TRAFFIC COUNTS



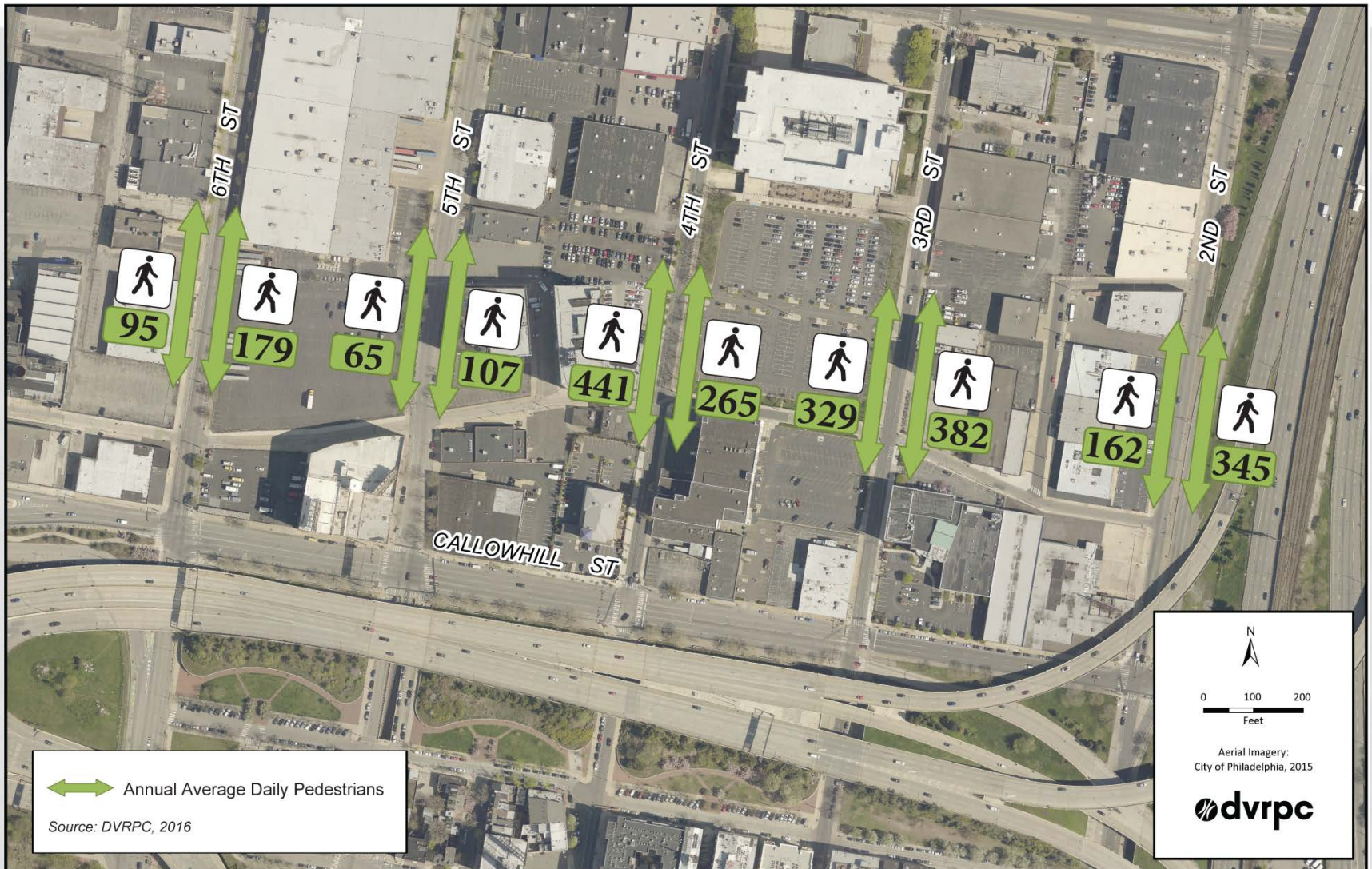
BUS BOARDING AND ALIGHTING



PEDESTRIAN CONDITIONS



PEDESTRIAN COUNTS



BIKE FACILITIES

- Conventional Bike Lane on 6th Street



BIKE FACILITIES

- Conventional Bike Lane on 5th Street



BIKE FACILITIES

- Buffered Bike Lane on 2nd Street



BIKE FACILITIES

- Bicycling on Callowhill Street



BIKE FACILITIES

- Buffered Bike Lane between 4th and 5th Streets



BIKE FACILITIES

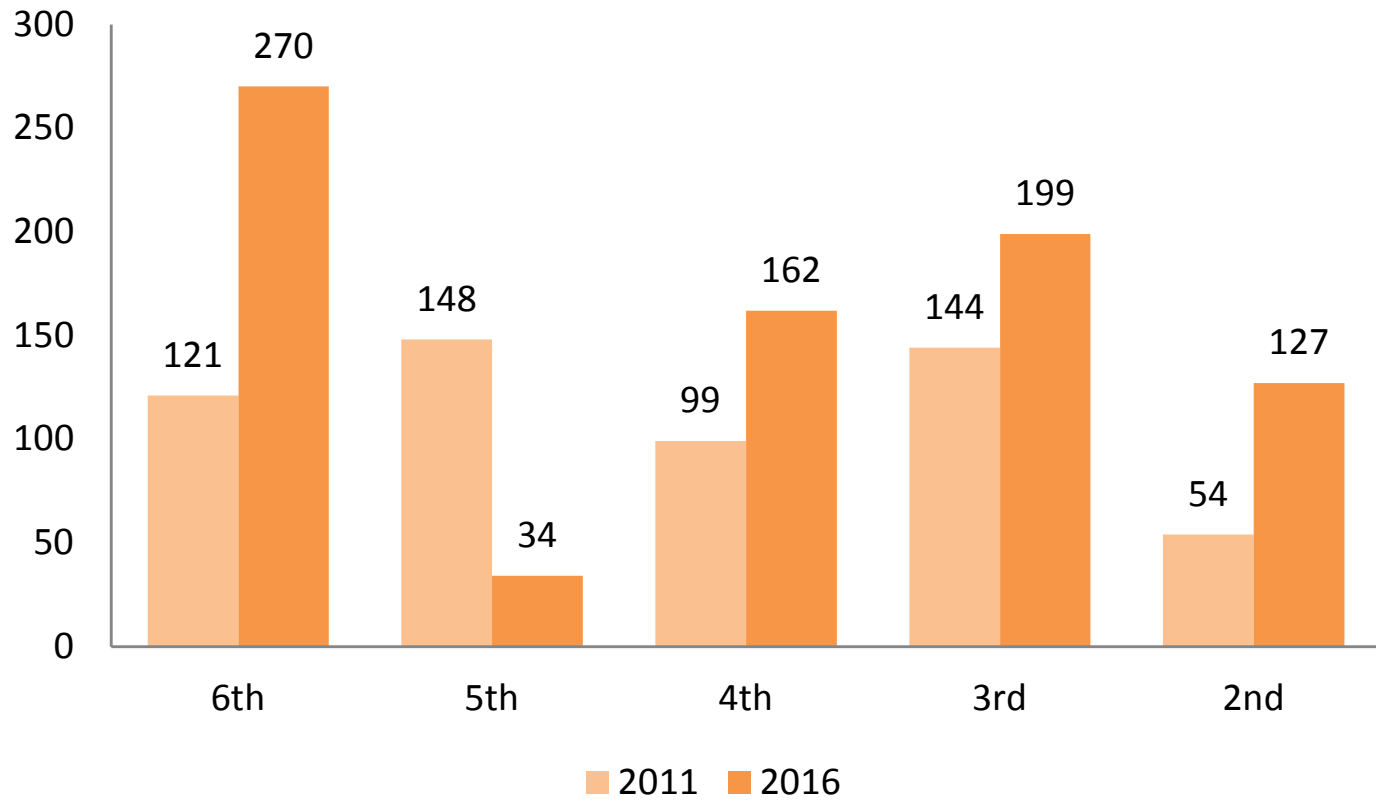
- Conventional Bike Lane between 5th and 6th Streets



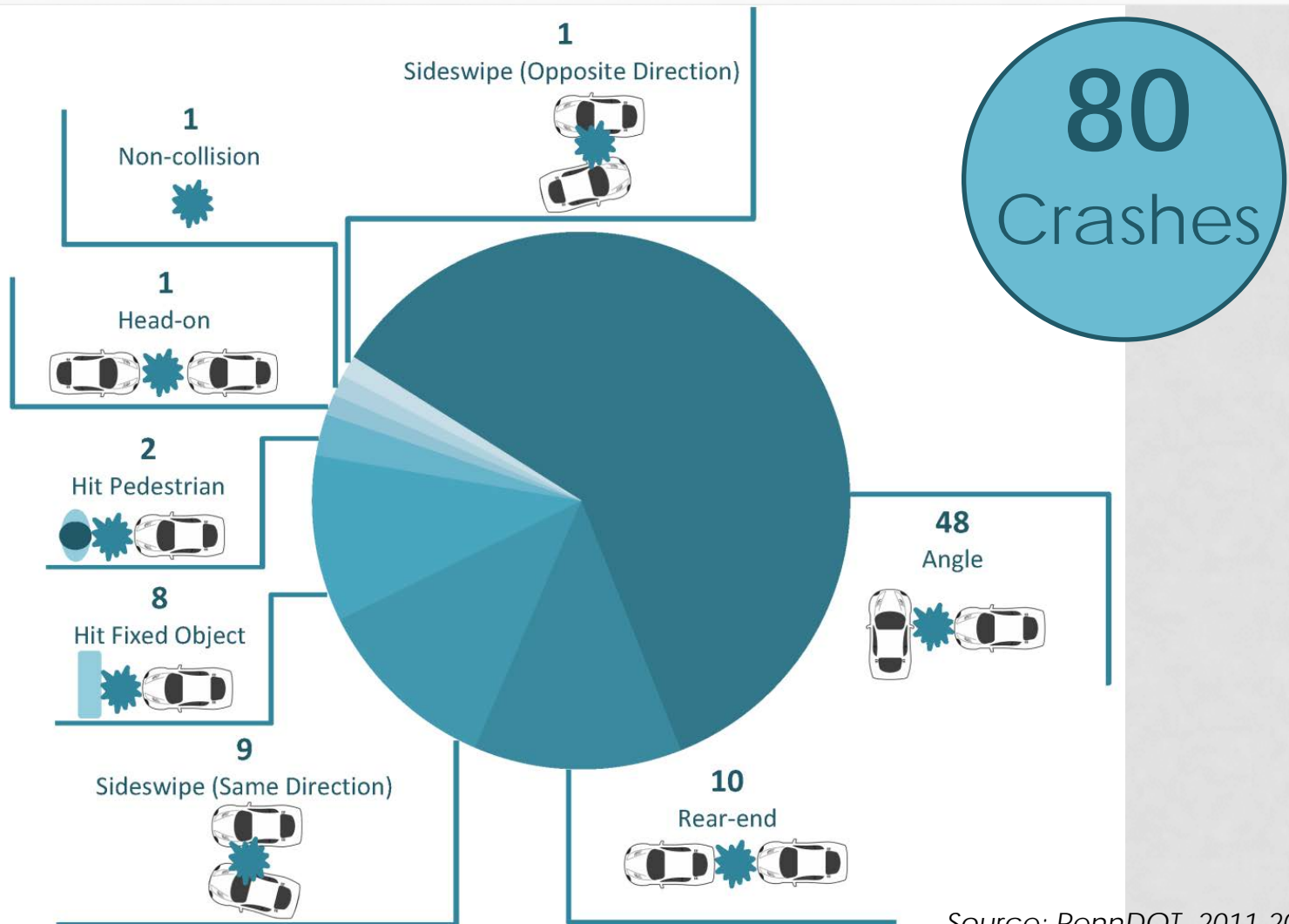
BIKE COUNTS



BIKE TREND

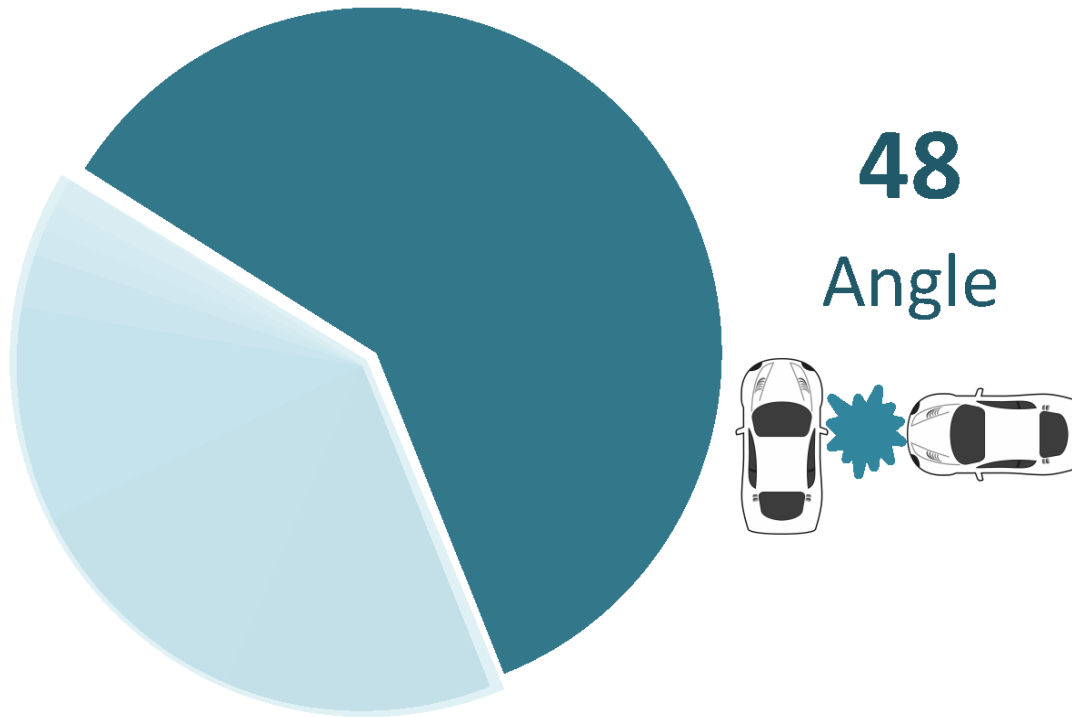


CRASH ANALYSIS

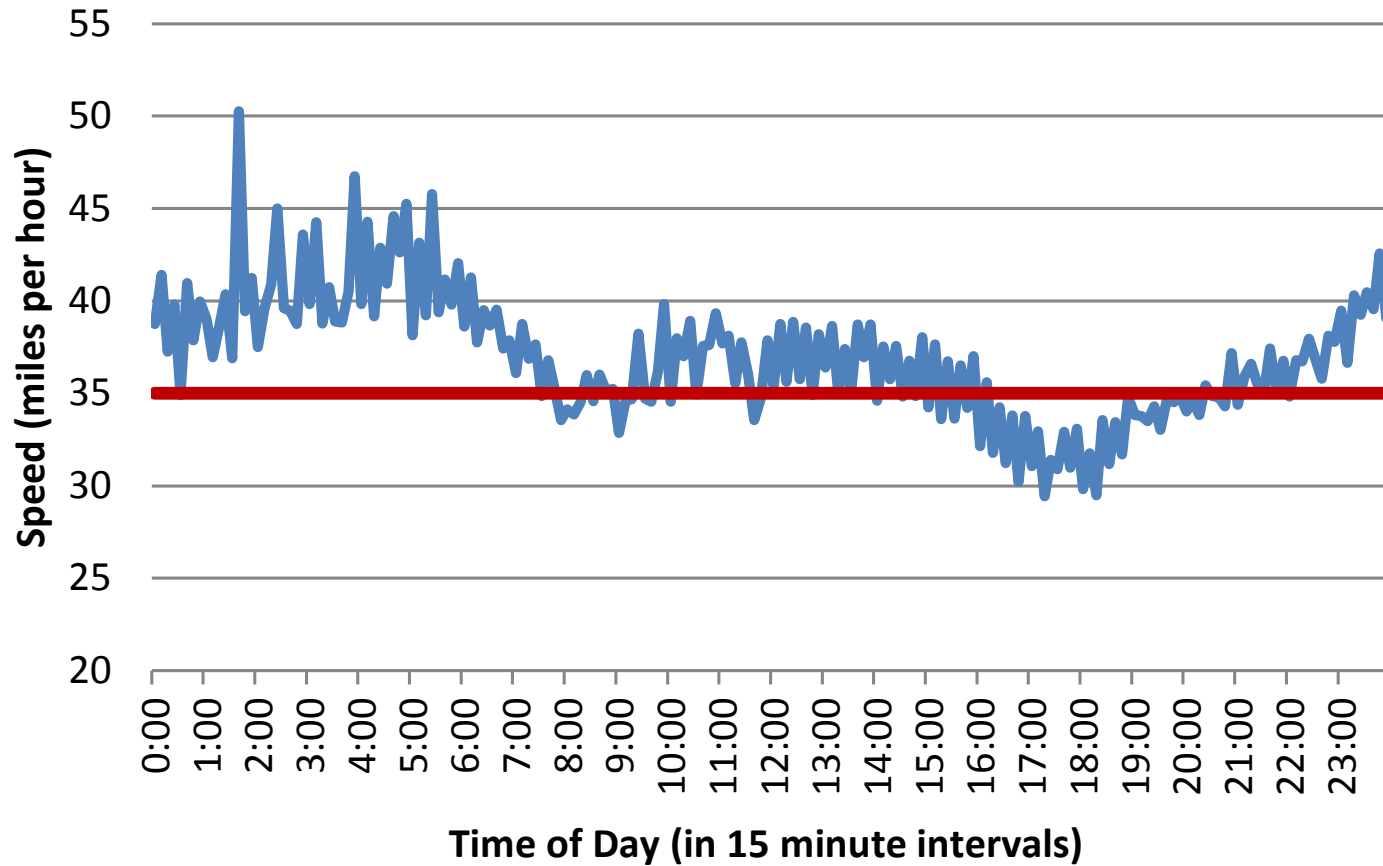


Source: PennDOT, 2011-2016

CRASH ANALYSIS



SPEED ANALYSIS



— 85th Percentile

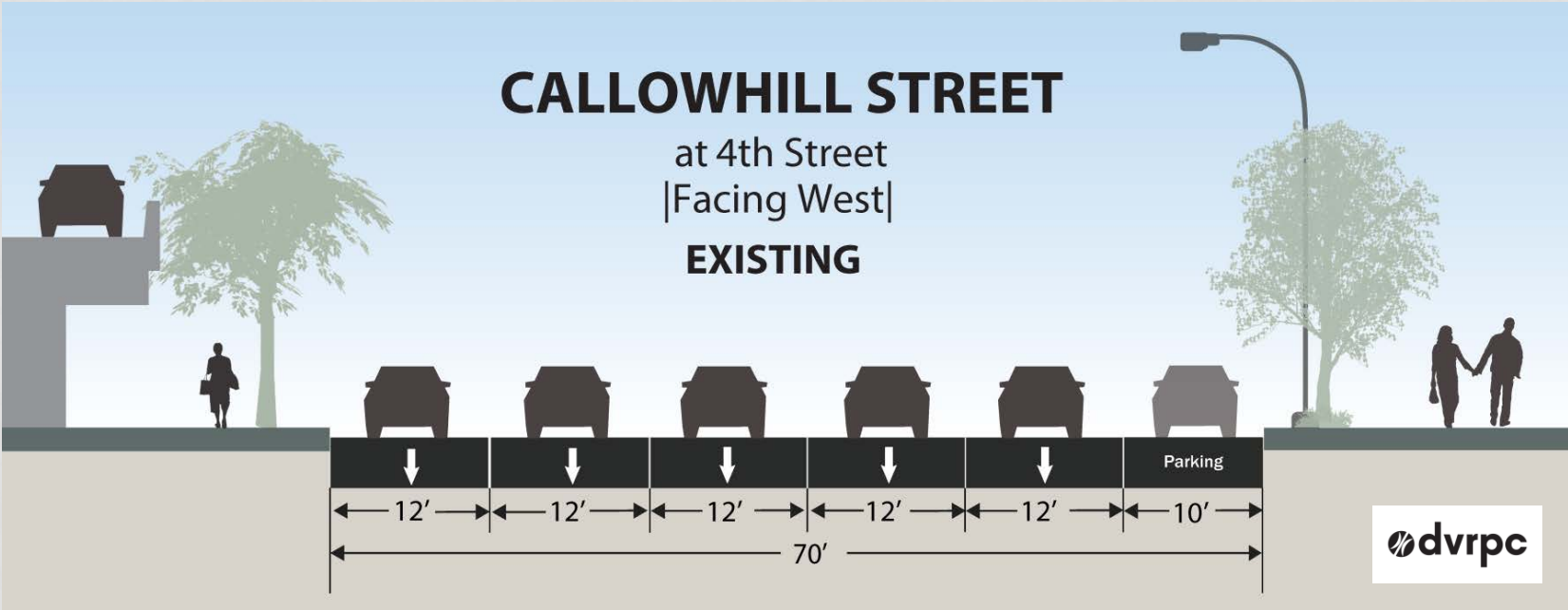
— Speed Limit



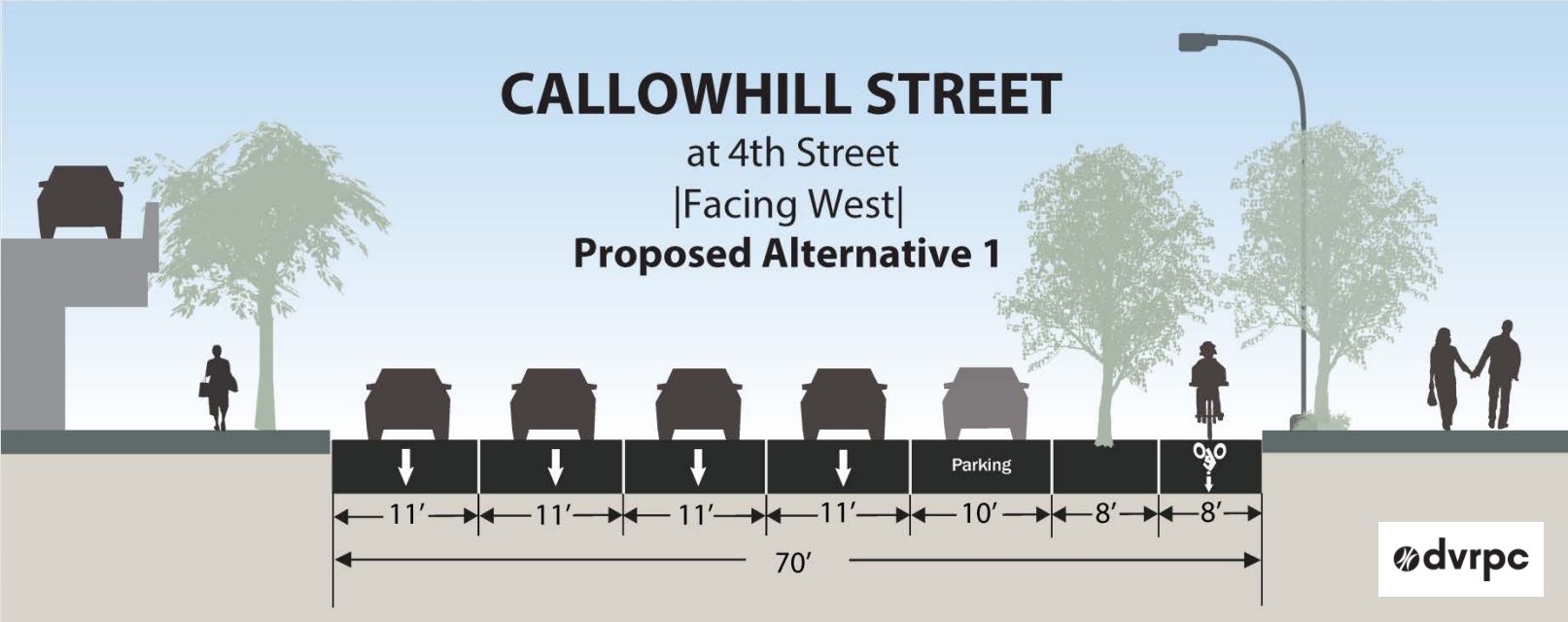
RECONFIGURE CALLOWHILL ST

- Alt 1 – Road Diet on the North Side (Preferred)
- Alt 2 – Road Diet on the South Side

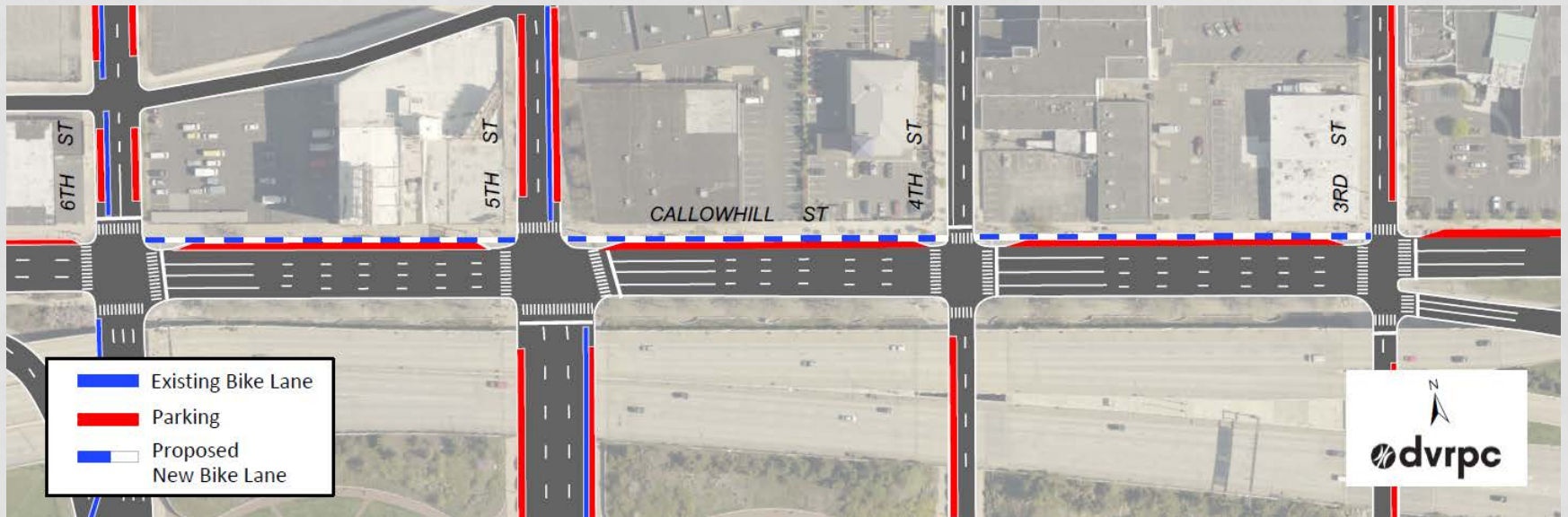
EXISTING CROSS-SECTION



ALT 1: CROSS-SECTION



ALT 1: AERIAL VIEW



ALT 1: RENDERING



Source: PCPC and DVRPC, 2017

ALT 1: CURB EXTENSION



ALT 1: RIGHT SIZING ROADWAY



ALT 1: CROSSING DISTANCE



ALT 1: BIKE LANE



ALT 1: FLYOVER



TRAFFIC OPERATION

- AM Peak Hour (7:45 AM – 8:45 AM)



TRAFFIC OPERATION

- PM Peak Hour (5:00 PM – 6:00 PM)



VISSIM SIMULATION



STRESS TEST ON I-95 NB



STRESS TEST ON I-95 NB

- I-95 Northbound Stress Test (AM)

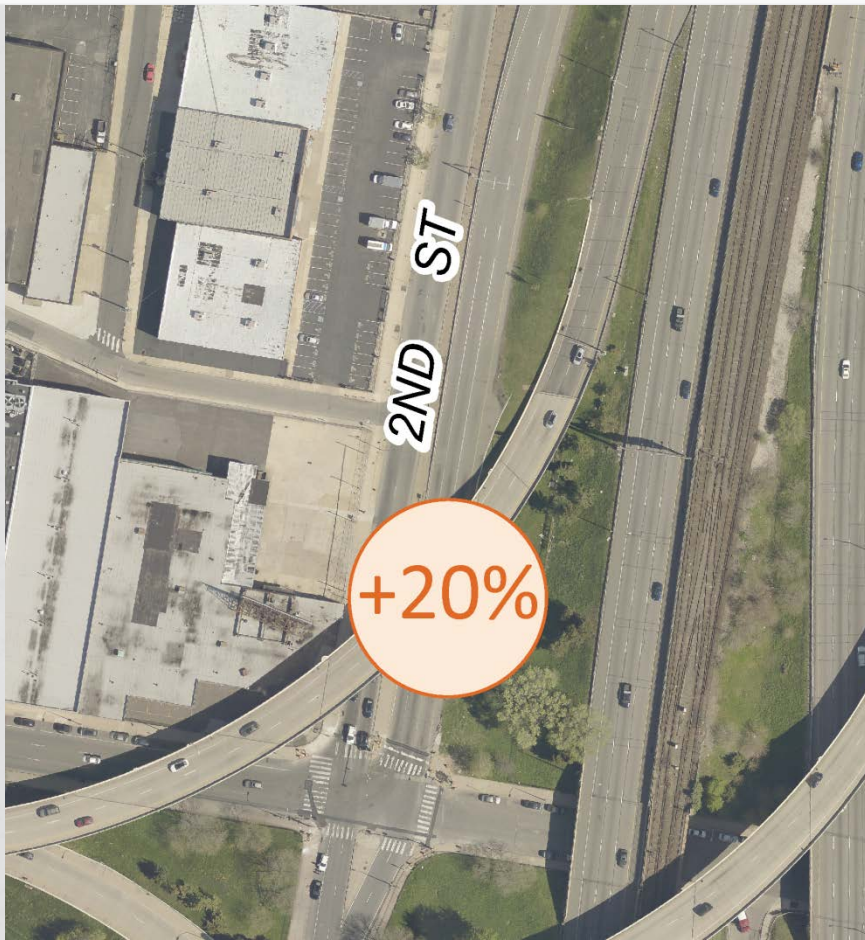


STRESS TEST ON I-95 NB

- I-95 Northbound Stress Test (PM)



STRESS TEST ON I-95 SB



STRESS TEST ON I-95 SB

- I-95 Southbound Stress Test (AM)



STRESS TEST ON I-95 SB

- I-95 Southbound Stress Test (PM)



BENEFITS

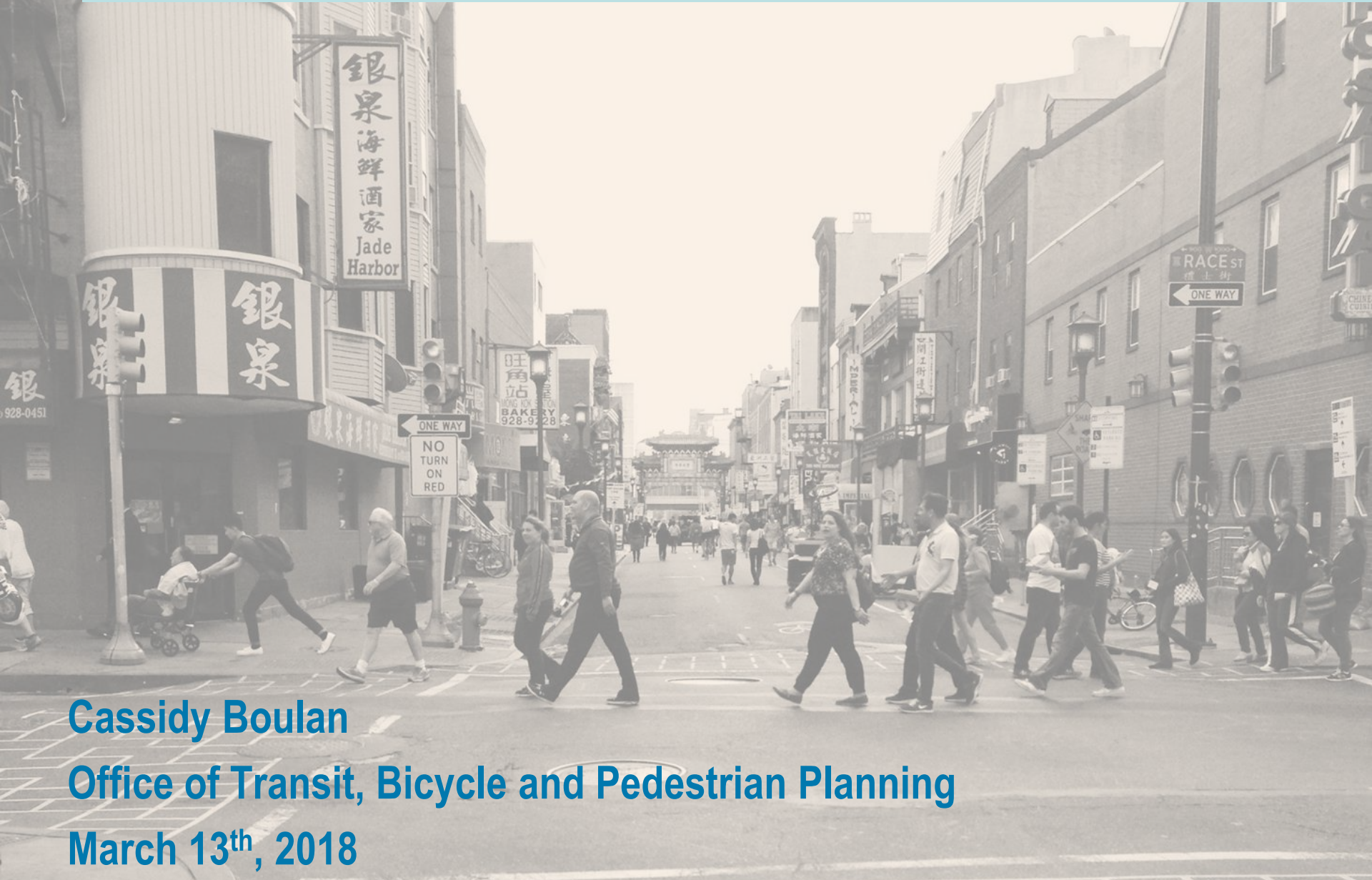
- Calming the Traffic to Improve Safety
- Reducing the North-South Crossing Distance
- Creating a New Bike Lane
- Increasing Neighborhood Livability
- Serving as a Gateway to Center City Philadelphia

QUESTIONS AND COMMENTS

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- David Anderson, AICP
Manager, Office of Corridor Planning
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215-238-2825

Thank you!

DVRPC Bicycle and Pedestrian Data Planning



Cassidy Boulan

Office of Transit, Bicycle and Pedestrian Planning

March 13th, 2018

Existing Programs

Existing Programs and Data:

- ~15 permanent **bicycle** and **pedestrian** counters on trails around the region (continuous counts)
- ~140 cyclical **bicycle** counts on various facility types around the region, each location counted once every three years (7-day counts)
- **Bicycle** and **pedestrian** cordon line counts around Center City to support modeling, counted once every five years (7-day counts)
- **Bicycle** and **pedestrian** counts to support internal and external projects and planning (typically 7-day counts, can also be video counts)

Upcoming Additions:

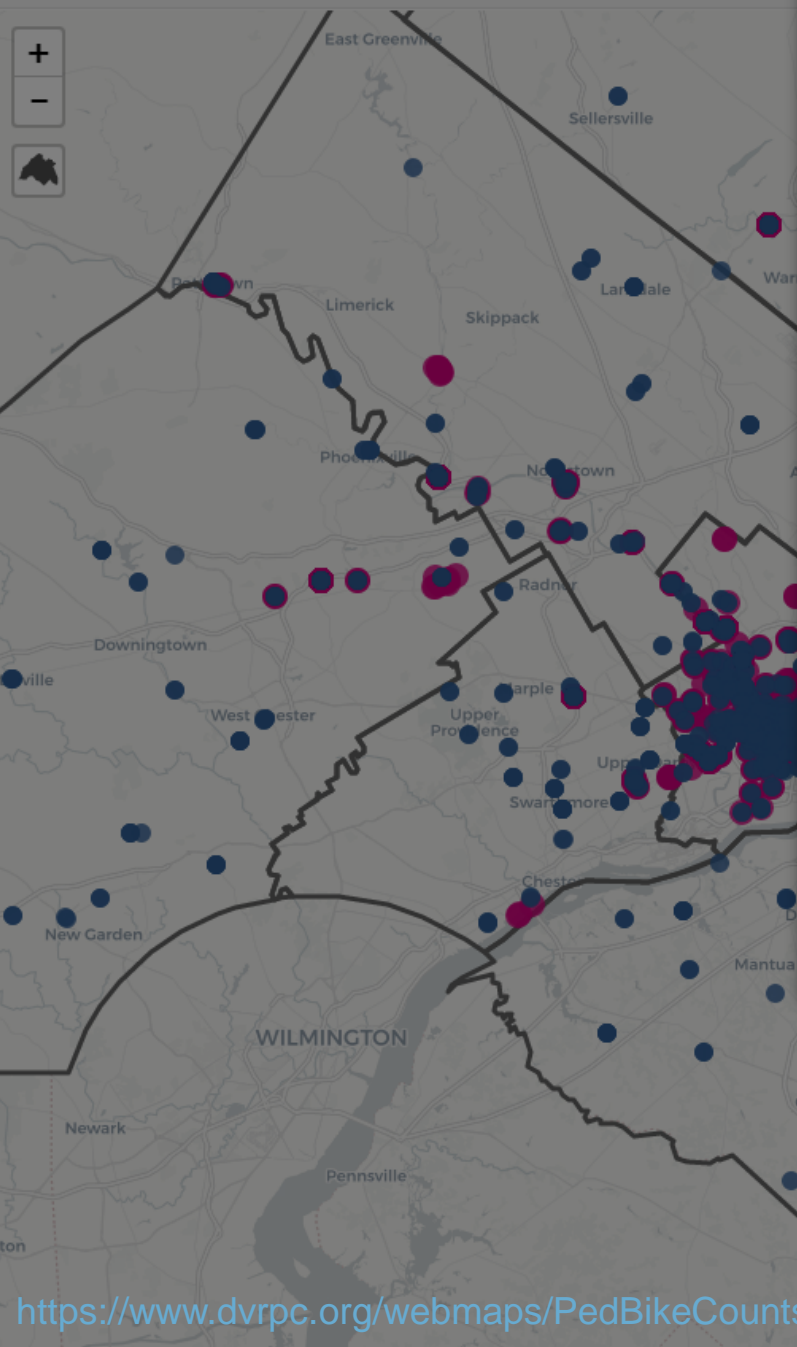
- DVRPC - FY 19 Cyclical **Pedestrian** Count Program – PA Pilot
Pedestrian counts to support PennDOT Connects reviews
- DVRPC + City of Philadelphia - Installation of two in-street permanent **bicycle** counters in the City of Philadelphia (envisioning 12 in-street Philadelphia locations and 12 in-street suburban locations at full build out)
- Philadelphia Health Department - 3 permanent **pedestrian** counters and 3 permanent in-street **bicycle** counters

Visioning

What bicycle and pedestrian data would you like to have?
What story are you trying to tell?
How do we stay at the forefront of data collection and use?

Activities for the next five years:

- *Bike intercept survey to support modeling and other work*
- *Before and after counts for competitive grant programs*
- *Marketing and outreach about the data*



Pedestrian and Bicycle Counts ✕

- [About](#)
- [Contact](#)
- [Disclaimer](#)

DVRPC is conducting a survey to understand who is using our Pedestrian and Bicycle Count Viewer and why. Please share your experience with us so we can better serve our users.

[Take the Survey](#)

Pedestrian and Bicycle count data on this website is provided as a public service. This map displays count data within and surrounding the DVRPC region. Review detailed hourly reports, location information and ADB/ADP (an estimate of traffic during a 24-hour period).



The data item "**Annual Daily Pedestrian (ADP)**" represents an estimate of all pedestrian traffic during a 24-hour period at the location indicated for the year in which it was collected.



The data item "**Annual Daily Bicycle (ADB)**" represents an estimate of all bicycle traffic during a 24-hour period at the location indicated for the year in which it was collected.

While every effort is made on the part of DVRPC to provide valid and current information, DVRPC makes no representation or warranties, express or implied, about the validity of this information and is not to be held responsible for errors in data obtained from this website.

If you are having trouble viewing the data, please refresh the page (F5).

DVRPC Bicycle and Pedestrian Data Planning

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Office of Transit, Bicycle and Pedestrian Planning

March 13th, 2018

