



TIP Actions

Transportation Improvement Program

New Jersey TIP (FY2018-2021)

Pennsylvania TIP (FY2019-2022)

March 2019

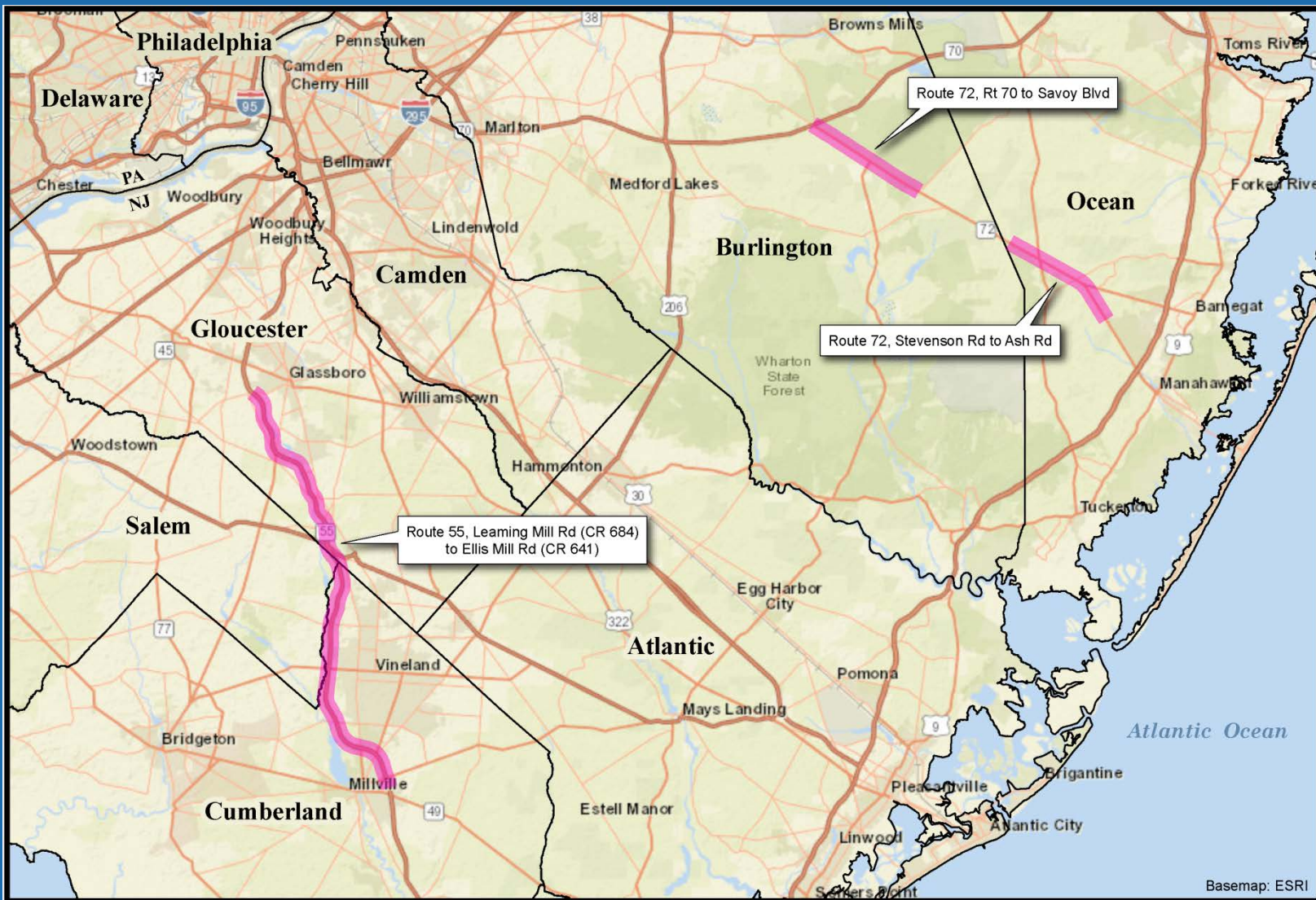


Pavement Preservation Line Item

Statewide | Cost Increase

- ▶ **Action Type:** TIP amendment
- ▶ **Action:** Add \$28,570,000 NHPP Engineering/Construction phase in FY19.
- ▶ **Background:** Additional funds would provide for two projects in DVRPC and SJTPO regions. All three MPOs in NJ must approve this action.
- ▶ Total project cost estimate increases to \$65,872,000.





- ▶ Route 55, Leaming Mill Road (CR 684) to Ellis Mill Road (CR 641) in Gloucester, Cumberland, and Salem counties = **\$23,470,000**
- ▶ Route 72 from Route 70 to Savoy Boulevard and Stevens Road to Ash Road in Burlington and Ocean counties = **\$5,100,000**

TIP Action | Proposed – NJ

That the Regional Technical Committee recommends Board approval to increase the FY19 Engineering/Construction phase of the statewide Pavement Preservation Line Item project by \$28,570,000 NHPP.

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

Montgomery County | Cost Increase

- ▶ **Action Type:** TIP amendment
- ▶ **Action:** Increase the CON phase by \$12,854,000 and update the project description.
 - FY19: \$1,140,000 NHPP/\$202,000 STU/\$336,000 State 581; FY20: \$1,929,000 NHPP/\$482,000 State 581; FY21: \$1,929,000 NHPP/\$482,000 State 581/\$2,149,000 Other; FY26: \$1,000,000 NHPP; FY27: \$3,205,000 STU.
- ▶ **Background:** Processing of the federal (4232) submission to obligate funds did not take place before the end of the 2018 federal fiscal year.
- ▶ “Other” funding is from non-participating cost paid by utilities and township sewer authorities.
- ▶ Total project construction cost estimate is \$58,643,000

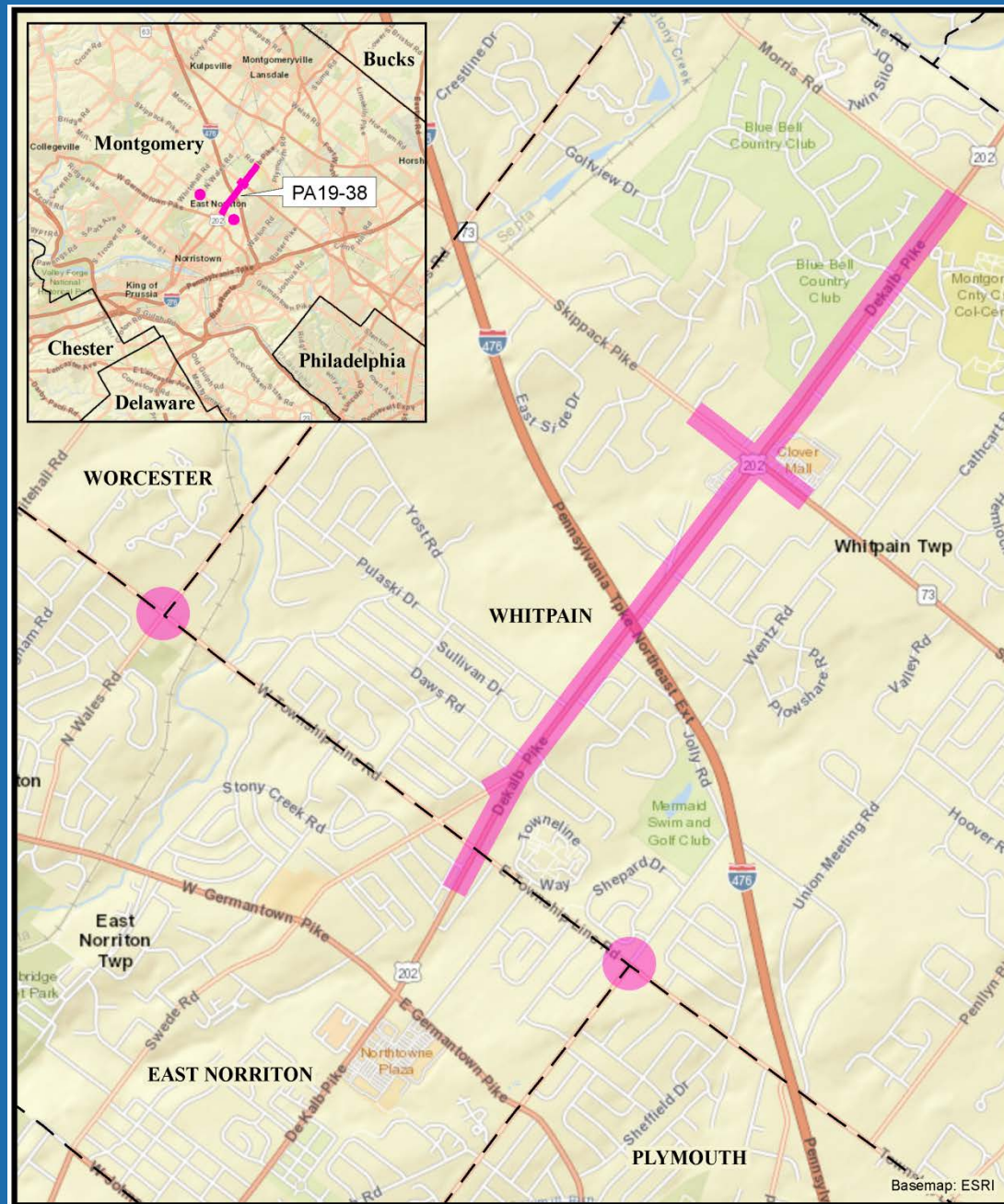


Project provides for:

- ▶ Widening US 202 (DeKalb Pike) from two to five lanes, including center turn lane;
- ▶ Turning lanes and new traffic signals at intersections;
- ▶ Coordinated ITS and traffic signal system.

Additional work includes:

- ▶ Offline intersections;
- ▶ Stormwater management, drainage improvements;
- ▶ Sound wall construction;
- ▶ Concrete sidewalk, pedestrian curb ramps, pavement markings, signage; and
- ▶ Landscaping.

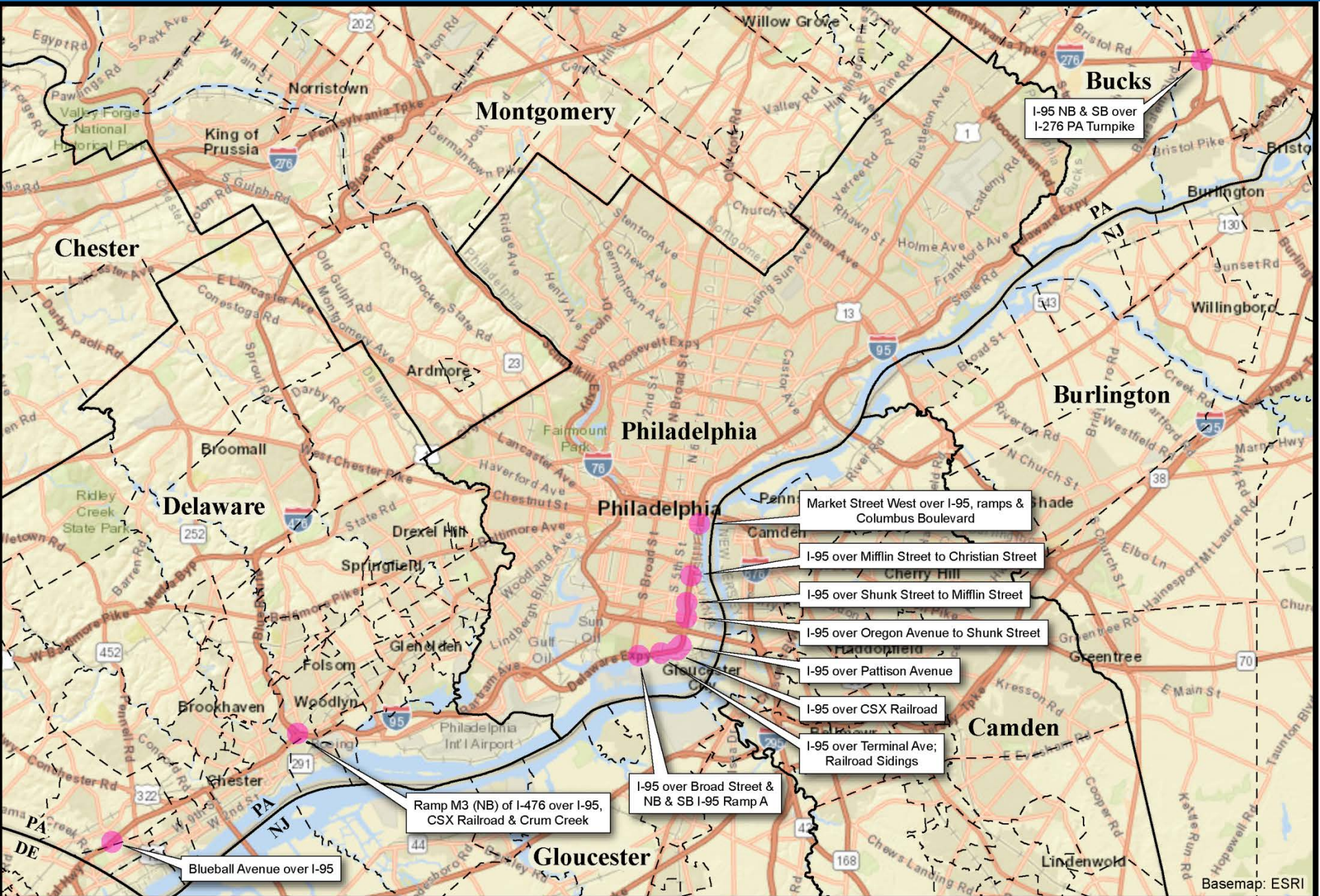


I-95 Bridge Repairs (95/MB4)

City of Philadelphia | Cost Increase

- ▶ **Action Type:** TIP amendment
- ▶ **Action:** Increase the CON phase by \$7,551,000 and update the project description to reflect additional work required after the recent inspection.
 - FY19: \$838,000,000 NHPP/\$1,350,000 STU/\$243,000 State 581;
 - FY20: \$2,304,000 NHPP/\$256,000 State 581;
 - FY21: \$2,304,000 NHPP/\$256,000 State 581.
- ▶ **Background:** Based on recent bi-annual inspections, additional repairs are required on 10 of the 12 structures located in areas of high traffic volume on I-95.





I-95 NB & SB over I-276 PA Turnpike

Market Street West over I-95, ramps & Columbus Boulevard

I-95 over Mifflin Street to Christian Street

I-95 over Shunk Street to Mifflin Street

I-95 over Oregon Avenue to Shunk Street

I-95 over Pattison Avenue

I-95 over CSX Railroad

I-95 over Terminal Ave; Railroad Sidings

I-95 over Broad Street & NB & SB I-95 Ramp A

Ramp M3 (NB) of I-476 over I-95, CSX Railroad & Crum Creek

Blueball Avenue over I-95

TIP Action | Proposed – PA

That the Regional Technical Committee recommends Board approval to:

- ▶ Increase the CON phase of the US 202, Township Line Road to Morris Road (61N) project by \$12,854,000 and update the project description.
 - FY19: \$1,140,000 NHPP/\$202,000 STU/\$336,000 State 581; FY20: \$1,929,000 NHPP/\$482,000 State 581; FY21: \$1,929,000 NHPP/\$482,000 State 581/\$2,149,000 Other; FY26: \$1,000,000 NHPP; FY27: \$3,205,000 STU.
- ▶ Increase the CON phase of the I-95 Bridge Repairs (95/MB4) project by \$7,551,000 and update the project description to reflect additional work required after the recent inspection.
 - FY19: \$838,000,000 NHPP/\$1,350,000 STU/\$243,000 State 581; FY20: \$2,304,000 NHPP/\$256,000 State 581; FY21: \$2,304,000 NHPP/\$256,000 State 581.

2018 Philadelphia ADA Ramps

City of Philadelphia | Add New Project to TIP

- ▶ **Action Type:** TIP amendment
- ▶ **Action:** Add new project to the TIP in the amount of \$3,700,000 for construction in FY19 (\$112,000 State 581), FY20 (\$2,461,000 State 581), FY22 (\$766,000 State 581), and FY23 (\$361,000 State 581).
- ▶ **Background:** Per Title II of the Americans with Disabilities Act (ADA), PennDOT resurfacing projects require removal of existing pedestrian access barriers located within the limits of the work.
- ▶ Project will improve ADA facilities along four main roadways in the City of Philadelphia:
 - Broad Street
 - City Avenue
 - Walnut Street
 - Market Street

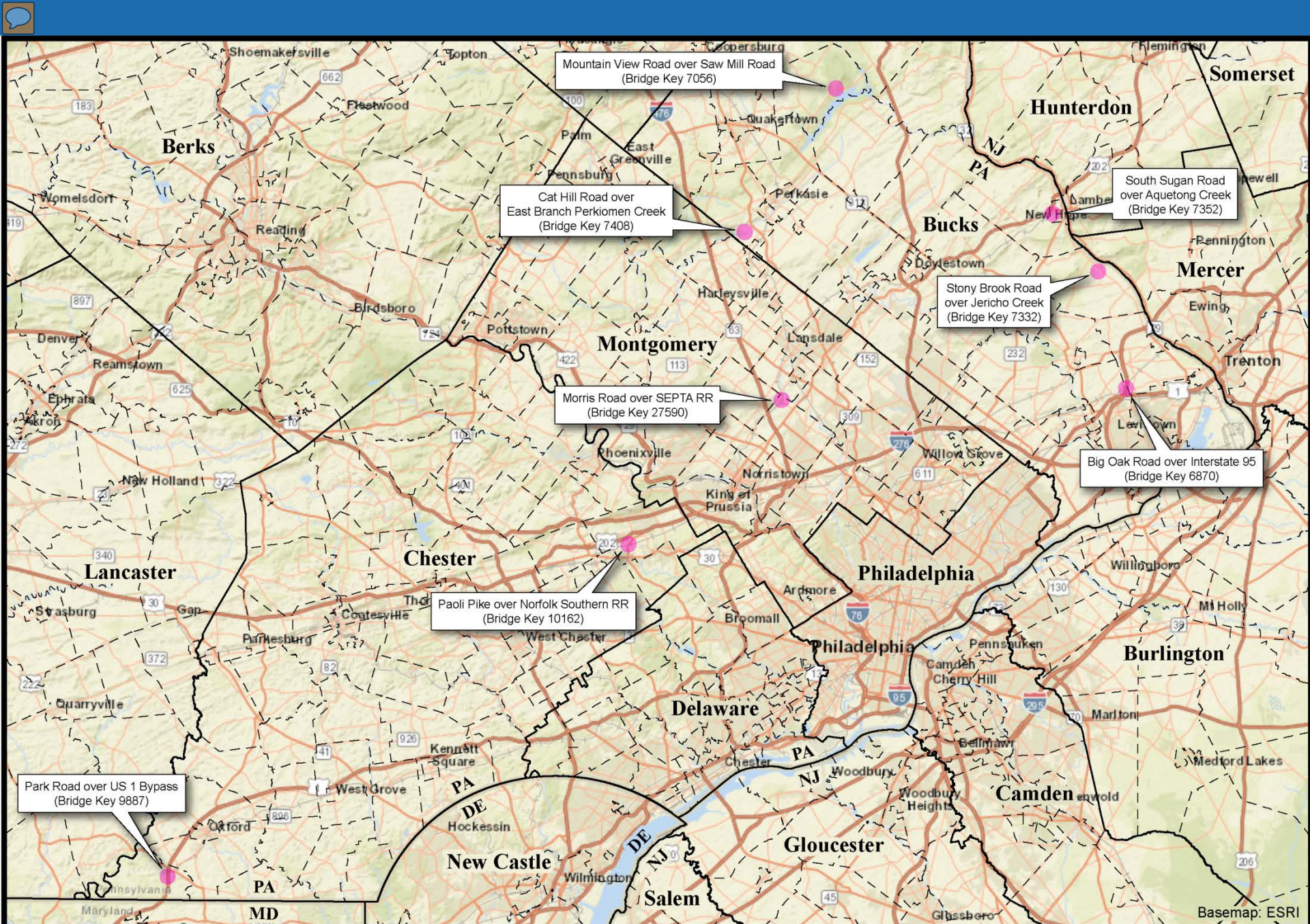


Group W Bridges

Various Counties | Add New Project to TIP

- ▶ **Action Type:** TIP amendment
- ▶ **Action:** Add new project to the TIP in the amount of \$6,116,000 for UTL and CON phases, programmed as follows:
 - UTL in FY19 \$25,000 State 581; and
 - CON in FY19: \$144,000 State 581, FY20 \$1,500,000 State 581, FY21: \$1,500,000 State 581, FY22: \$1,500,000 State 581, and FY24: \$1,477,000 State 581.
- ▶ **Background:** Project involves the rehabilitation of eight bridges in Bucks, Chester, and Montgomery Counties.
- ▶ Work on the existing bridge decks is focused on preserving the existing structures.





Mountain View Road over Saw Mill Road
(Bridge Key 7056)

Cat Hill Road over
East Branch Perkiomen Creek
(Bridge Key 7408)

Morris Road over SEPTA RR
(Bridge Key 27590)

Paoli Pike over Norfolk Southern RR
(Bridge Key 10162)

Park Road over US 1 Bypass
(Bridge Key 9887)

Stony Brook Road
over Jericho Creek
(Bridge Key 7332)

Big Oak Road over Interstate 95
(Bridge Key 6870)

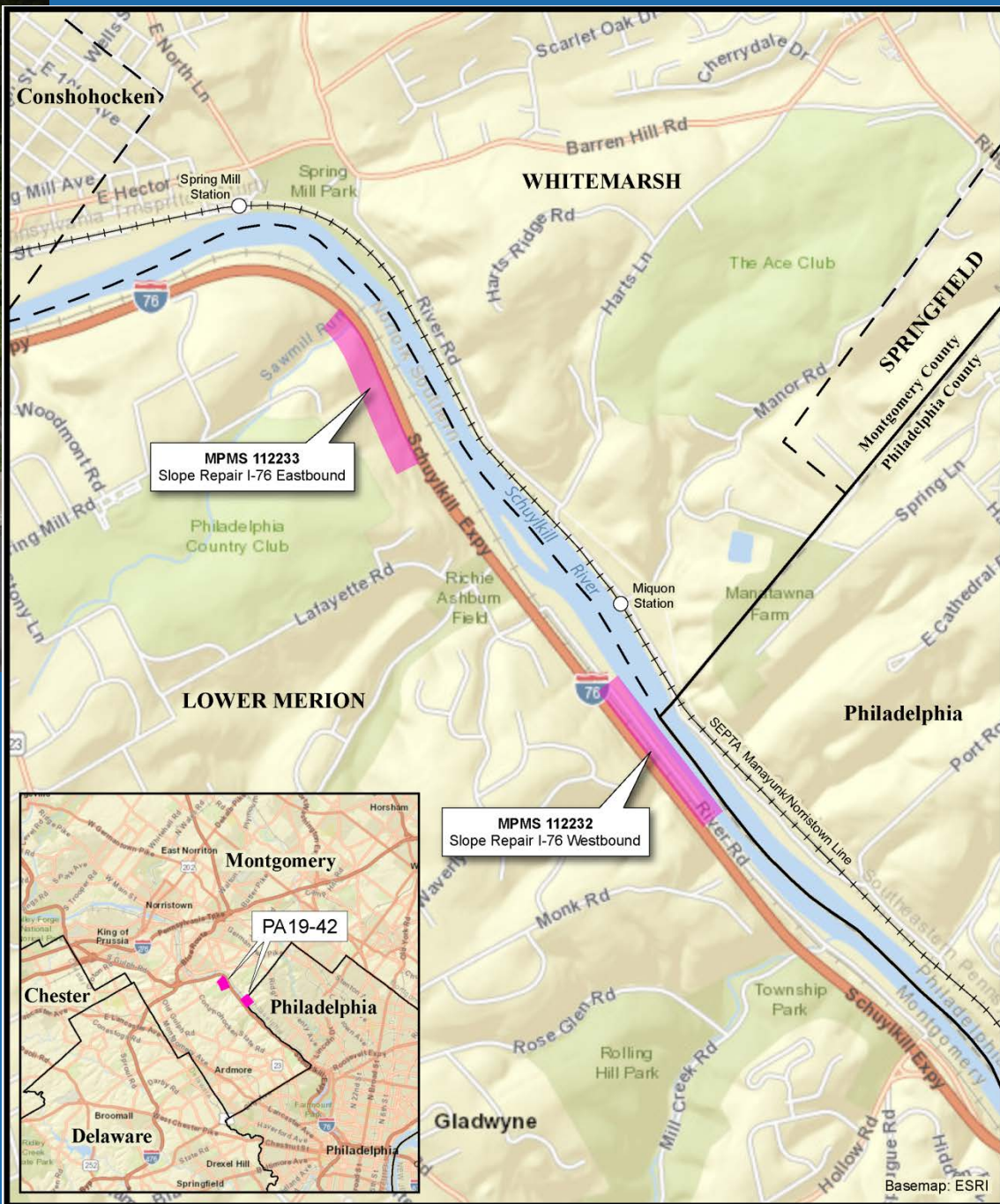
South Sagan Road
over Aquetong Creek
(Bridge Key 7352)

I-76 Slope Repair

Montgomery County | Add New Projects to the TIP

- ▶ **Action Type:** TIP amendment
- ▶ **Action:** Add two new projects to the TIP in the amount of \$2,975,000.
 - Westbound: \$1,400,000 (PE in FY19 for \$250,000 State 581; UTL in FY19 for \$100,000 State 581; ROW in FY19 for \$50,000 State 581; CON in FY21 for \$1,000,000 State 581).
 - Eastbound: \$1,575,000 (PE in FY19 for \$250,000 State 581; UTL in FY19 for \$50,000 State 581; ROW in FY19 for \$75,000 State 581; CON in FY21 for \$1,188,000 State 581 and FY22 for \$12,000 State 581).
- ▶ **Background:** Slope failure has occurred along the I-76 Westbound shoulder. County maintenance forces made temporary repairs, but the slope has continued to erode.
- ▶ Rocks, mud, and tree branches have been falling onto the I-76 Eastbound shoulders and travel lanes. County maintenance forces have made temporary repairs, but a more permanent solution is required.





Measures may include:

- ▶ EB: Tree removal, rock scaling, rock bolts, concrete buttresses, mesh, horizontal drains, etc.
- ▶ WB: Excavation and replacement with rip rap, excavation and stabilization with soil nails, etc.

TIP Action | Proposed – PA

That the Regional Technical Committee recommends Board approval to add the 2018 Philadelphia ADA Ramps project to the TIP in the amount of \$3,700,000 for CON.

- FY19 (\$112,000 State 581);
- FY20 (\$2,461,000 State 581);
- FY22 (\$766,000 State 581); and
- FY23 (\$361,000 State 581).

TIP Action | Proposed – PA

That the Regional Technical Committee recommends Board approval to add the Group W Bridges project to the TIP in the amount of \$6,116,000 for the utility and construction phases:

- UTL in FY19: \$25,000 State 581;
- CON in FY19: \$144,000 State 581, FY20 \$1,500,000 State 581, FY21: \$1,500,000 State 581, FY22: \$1,500,000 State 581, and FY24: \$1,477,000 State 581.

TIP Action | Proposed – PA

That the Regional Technical Committee recommends Board approval to add two new projects to the TIP, I-76 Slope Repair Westbound and Rock Slope Stabilization I-76 Eastbound, in the amount of \$2,975,000 for both projects.

- **I-76 Slope Repair Westbound:** \$1,400,000 (PE in FY19 for \$250,000 State 581; UTL in FY19 for \$100,000 State 581; ROW in FY19 for \$50,000 State 581; CON in FY21 for \$1,000,000 State 581).
- **Rock Slope Stabilization I-76 Eastbound:** \$1,575,000 (PE in FY19 for \$250,000 State 581; UTL in FY19 for \$50,000 State 581; ROW in FY19 for \$75,000 State 581; CON in FY21 for \$1,188,000 State 581 and FY22 for \$12,000 State 581).

37th Street Extension (MTF)

City of Philadelphia | Add New Project to TIP

- ▶ **Action Type:** TIP amendment
- ▶ **Action:** Add a new Multimodal Transportation Fund project to the TIP in the amount of \$1,950,000 (\$1,500,000 State 411 (MTF)/ \$450,000 Local) for CON in FY19.
- ▶ **Background:** This project will create a short one block connection road for vehicles with a pedestrian friendly streetscape between Market Street and Filbert Street on 37th Street.
- ▶ These funds are additional to the region.





TIP Action | Proposed – PA

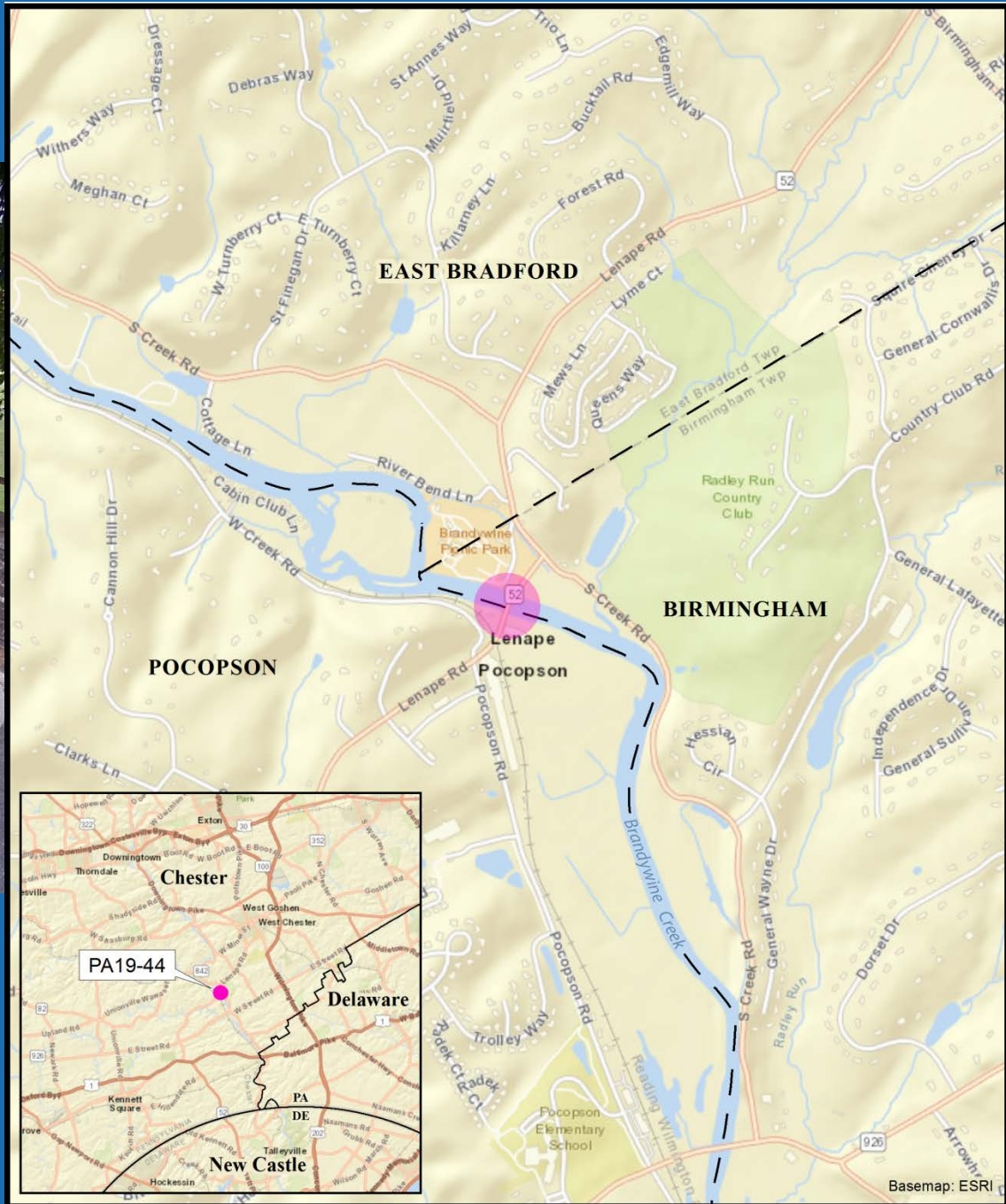
That the Regional Technical Committee recommends Board approval to add the 37th Street Extension MTF project to the TIP in the amount of \$1,950,000 (\$1,500,000 State 411 (MTF)/\$450,000 Local) for CON in FY19.

Lenape Road over Brandywine Creek (Bridge)

Chester County | Advance CON Funds to 1st Four Years of the TIP

- ▶ **Action Type:** TIP amendment
- ▶ **Action:** Advance the CON phase from FY27 (\$5,376,000 STP/\$1,344,000 State 183) to FY19 (\$2,765,000 STU/\$691,000 State 183) and FY20 (\$2,611,000 STU/\$652,000 State 183); remove the FD phase in FY19 (\$85,000 STP/\$21,000 State 183) and the UTL phase in FY20 (\$9,000 STP/\$2,000 State 183).
- ▶ **Background:** The current Let Date is April 25, 2019. Funds for the FD and UTL phases are no longer needed.
- ▶ Project to rehabilitate stone masonry arch bridge on Lenape Road over Brandywine Creek in Birmingham Township, Chester County.





TIP Action | Proposed – PA

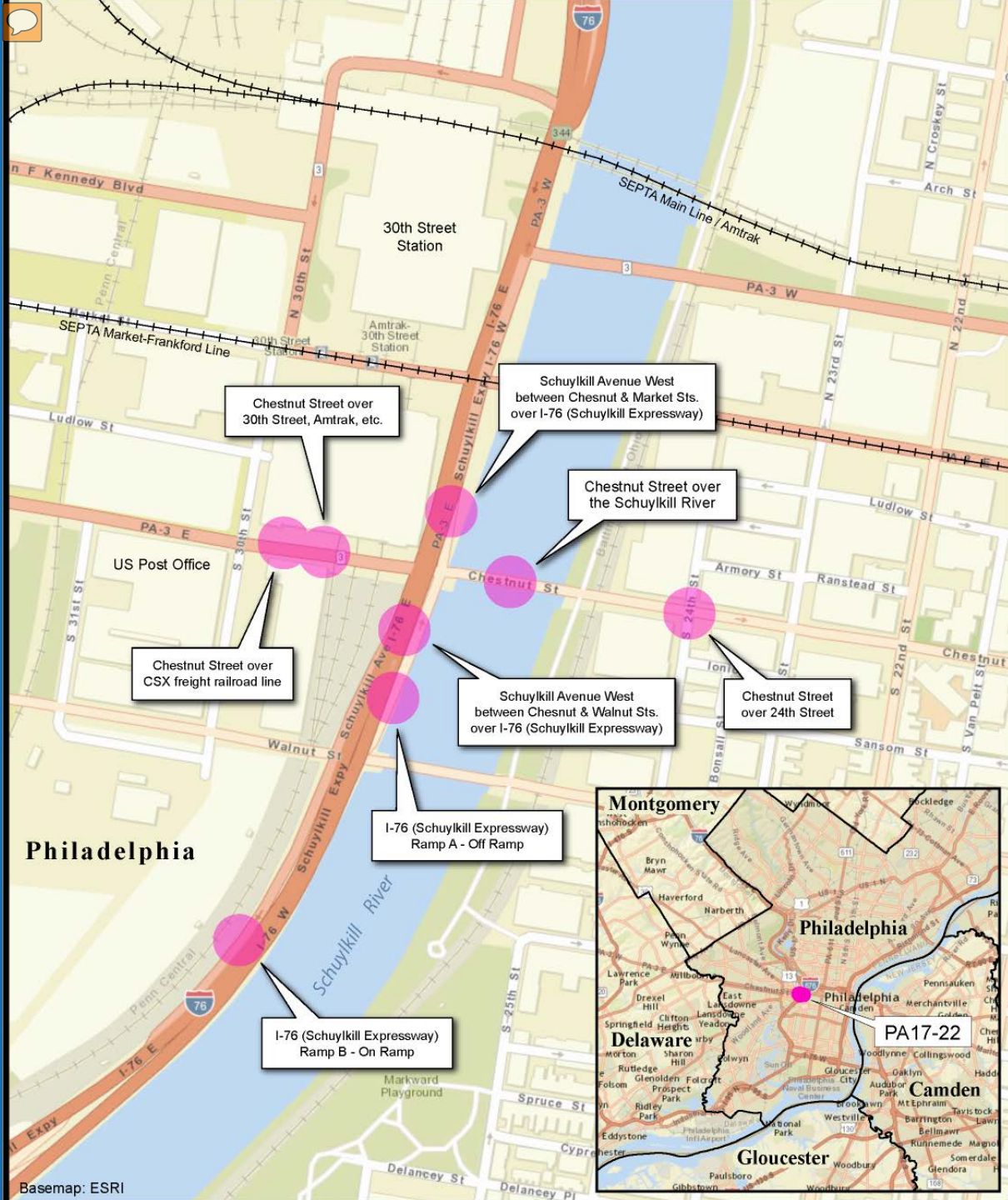
That the Regional Technical Committee recommends the Board advance the CON phase of the Lenape Road over Brandywine Creek (Bridge) project from FY27 (\$5,376,000 STP/\$1,344,000 State 183) to FY19 (\$2,765,000 STU/\$691,000 State 183) and FY20 (\$2,611,000 STU/\$652,000 State 183); and remove the FD phase in FY19 (\$2,765,000 STU/\$691,000 State 183) and the UTL phase in FY20 (\$2,611,000 STU/\$652,000 State 183).

Chestnut Street Bridges, Ramps, (8) at 30th Street

City of Philadelphia | Low Bid Cost Savings

- ▶ **Action Type:** TIP amendment
- ▶ **Action:** Reduce CON funding by \$11,616,000 and update the project description and title.
 - FY19: \$1,374,000 NHPP/\$2,197,000 STU;
 - FY20: \$1,407,000 NHPP/\$425,000 STU;
 - FY21: \$4,000,000 NHPP;
 - FY22: \$2,213,000 NHPP.
- ▶ **Background:** Low bid cost savings.
- ▶ This project will now rehabilitate nine (9) total bridges.

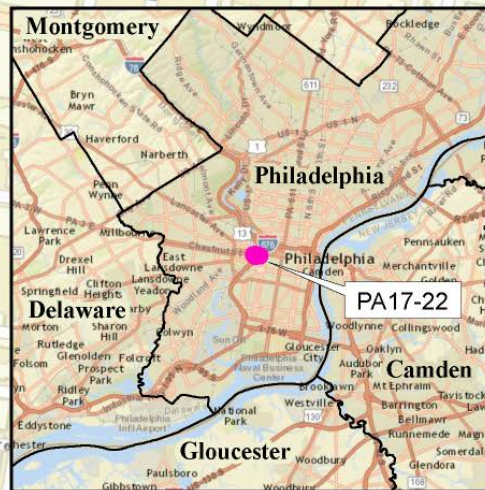




9th Structure =
Chestnut Street over
Schuylkill River Park

Work includes:

- ▶ Deck replacement,
- ▶ Structural steel repairs, and
- ▶ Painting



Philadelphia

TIP Action | Proposed – PA

That the Regional Technical Committee recommends the Board reduce the CON funding of the Chestnut Street Bridges, Ramps, (8) at 30th Street project by \$11,616,000 and also update the project description and title.

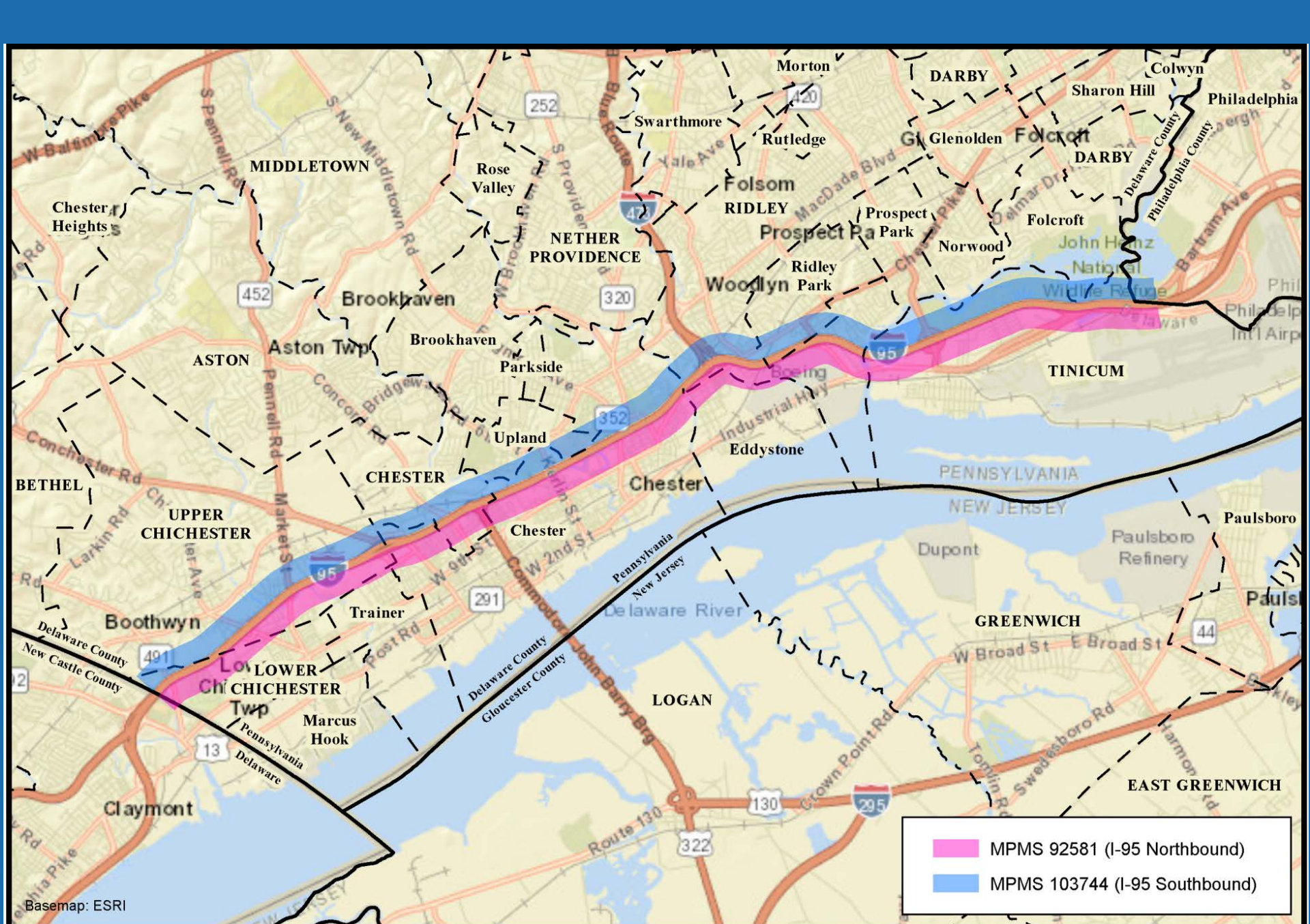
- FY19: \$1,374,000 NHPP/\$2,197,000 STU;
- FY20: \$1,407,000 NHPP/\$425,000 STU;
- FY21: \$4,000,000 NHPP, FY22: \$2,213,000 NHPP.

I-95: Pavement Preservation Northbound

Delaware County I Add New Project to the TIP

- ▶ **Action Type:** TIP amendment
- ▶ **Action:** Add new pavement preservation project to the TIP in the amount of \$30,767,000
 - PE in FY19 for \$100,000 State 581;
 - UTL in FY19 for \$210,000 State 581;
 - CON in FY20 for \$3,439,000 NHPP/\$382,000 State 581, FY21 for \$18,439,000 NHPP/\$2,048,000 State 581, and FY22 for \$5,533,000 NHPP/\$616,000 State 581.
- ▶ **Background:** Condition of the already poor pavement and riding surface has worsened significantly over the last 18 months.
- ▶ There is also a \$30,457,000 companion project, I-95 Pavement Preservation Southbound, funded via the Interstate Management Program (IMP). The IMP is not under the purview of DVRPC.





- MPMS 92581 (I-95 Northbound)
- MPMS 103744 (I-95 Southbound)

TIP Action | Proposed – PA

That the Regional Technical Committee recommends the Board add the I-95 Pavement Preservation **Northbound** project to the TIP in the amount of \$30,767,000.

- PE in FY19 for \$100,000 State 581;
 - UTL in FY19 for \$210,000 State 581;
 - CON in FY20 for \$3,439,000 NHPP/ \$382,000 State 581, FY21 for \$18,439,000 NHPP/\$2,048,000 State 581, and FY22 for \$5,533,000 NHPP/\$616,000 State 581.
- ▶ There is also a \$30,457,000 companion project advancing, the I-95 Pavement Preservation Southbound project, funded via the Interstate Management Program.



Transportation
Improvement
Program

TIP

Thank You!

www.dvrpc.org/TIP

→ Regional Trails Program: Phase VII Grant Awards

Regional Technical Committee, March 12, 2019



Proposed Grant Awards

1. **Cobbs Creek Connector Segment A (const), Philadelphia Parks and Recreation – \$250,000**
2. **Schuylkill River Trail – Lower Pottsgrove (const), Montgomery County Planning Commission, – \$353,700**
3. **Parkside Cynwyd Trail (design), Philadelphia Parks and Recreation – \$165,000**
4. **Monocacy Trail Bridge (const), Schuylkill River Greenway Association – \$130,500**
5. **Tookany Creek Trail Feasibility Study (planning), Tookany-Tacony-Frankford Watershed Partnership – \$60,000**

Proposed Grant Awards

6. **Southern Chester County Circuit Trail Feasibility Study (planning), Chester County – \$48,000**
7. **CVT Route 100 Crossing Improvements (const), Chester County – \$150,000**
8. **Dreshertown Road Cross County Trail (design), Upper Dublin Twp. – \$250,000**
9. **Central Park to Route 313 Feasibility Study (planning), Doylestown Township – \$30,000**
10. **Route 202 Parkway to Bradford Dam Connector Trail (const), Warrington Township – \$491,100**
11. **Bensalem Greenway Segment 6, 10, & 11 (const), Bensalem Twp. – \$350,000**

Proposed Grant Awards

12. Darby Creek Trail – Swedish Cabin to Rosemont Ave (design), Upper Darby Township – \$77,000
13. Shirk-Hutt & Buckman Trail (const), Upper Salford Township – \$175,000
14. Bryn Erin to CVT Connector (const), East Whiteland Township – \$120,000
15. Trolley Trail (const), Fairmount Park Conservancy – \$72,000
16. PECO Miracle-Nature Trail (planning), Whitemarsh Township – \$40,000
17. Plum Run Greenway Trail Phase 1 (design), East Bradford Township – \$115,000

Proposed Grant Awards

18. Lawrence Hopewell Trail – Mt. Rose Distillery (const), Hopewell Township – \$363,200
19. Lawrence Hopewell Trail – Pretty Brook Road (design), Lawrence Township – \$130,000
20. Rancocas Creek Greenway – Rowan Estate to Smithville Park (plng), Burlington County – \$165,000
21. Pemberton Rail Trail to Brendan Byrne State Forest (planning), Burlington County – \$105,000
22. D&R Canal Towpath Trail Rehabilitation in Trenton (const), D&R Canal State Park – \$27,000

Action Proposed

That the Regional Technical Committee recommend Board approval of these 22 Phase VII Regional Trails Program Grant awards totaling \$3,667,500.

2020 Census

Delaware Valley Regional Planning Commission

Lynne V. Newman
Partnership Coordinator

Patricia Greene Alston
Partnership Specialist

March 12, 2019

The U.S. Decennial Census

The purpose is to **conduct** a census of population and housing and **disseminate** results to the President, the States and the American People

- Uses of Census data:
 - **Apportioning** representation among states as mandated by Article 1, Section 2 of the US Constitution
 - **Drawing** congressional and state legislative districts, school districts and voting precincts
 - **Enforcing** voting rights and civil rights legislation
 - **Distributing** federal dollars to states
 - **Informing** planning decisions of federal, tribal, state and local government
 - **Informing** organizational decisions (e.g., where to locate, size of market, etc.) of businesses and non-profits

2020 Census Goals

Goals

- To count everyone once, only once, and in the right place

What's New

- We're maximizing outreach by using both traditional and new media
- We're offering and encouraging people to use the secure online response option
- We're providing our fieldworkers with handheld devices for collecting Census data.
- We're utilizing automated systems for recruiting, training, and payroll.

The 2020 Census

A New Design for the 21st Century

The 2020 Census: A New Design for the 21st Century

Motivate People to Respond

Conduct a nation-wide communications and partnership campaign

- Maximize outreach using traditional and new media
- Target ads to specific audiences
- Work with trusted sources to inspire participation.



TELEPHONE AND PAPER SELF-RESPONSE

NONRESPONSE FOLLOWUP

INTERNET SELF-RESPONSE

Count the Population

Collect data from all households, including group and unique living arrangements

- Make it easy for people to respond anytime, anywhere
- Encourage people to use the new online response option
- Use the most cost-effective strategy to contact and count nonrespondents
- Knock on doors only when necessary
- Streamline in-field census-taking

Establish Where to Count

Identify all addresses where people could live

IN-FIELD

IN-OFFICE



- Conduct a 100% review and update of the nation's address list
- Minimize field work with in-office updating
- Use multiple data sources to identify areas with address changes
- Get local government input



Release Census Results

Process and Provide Census Data

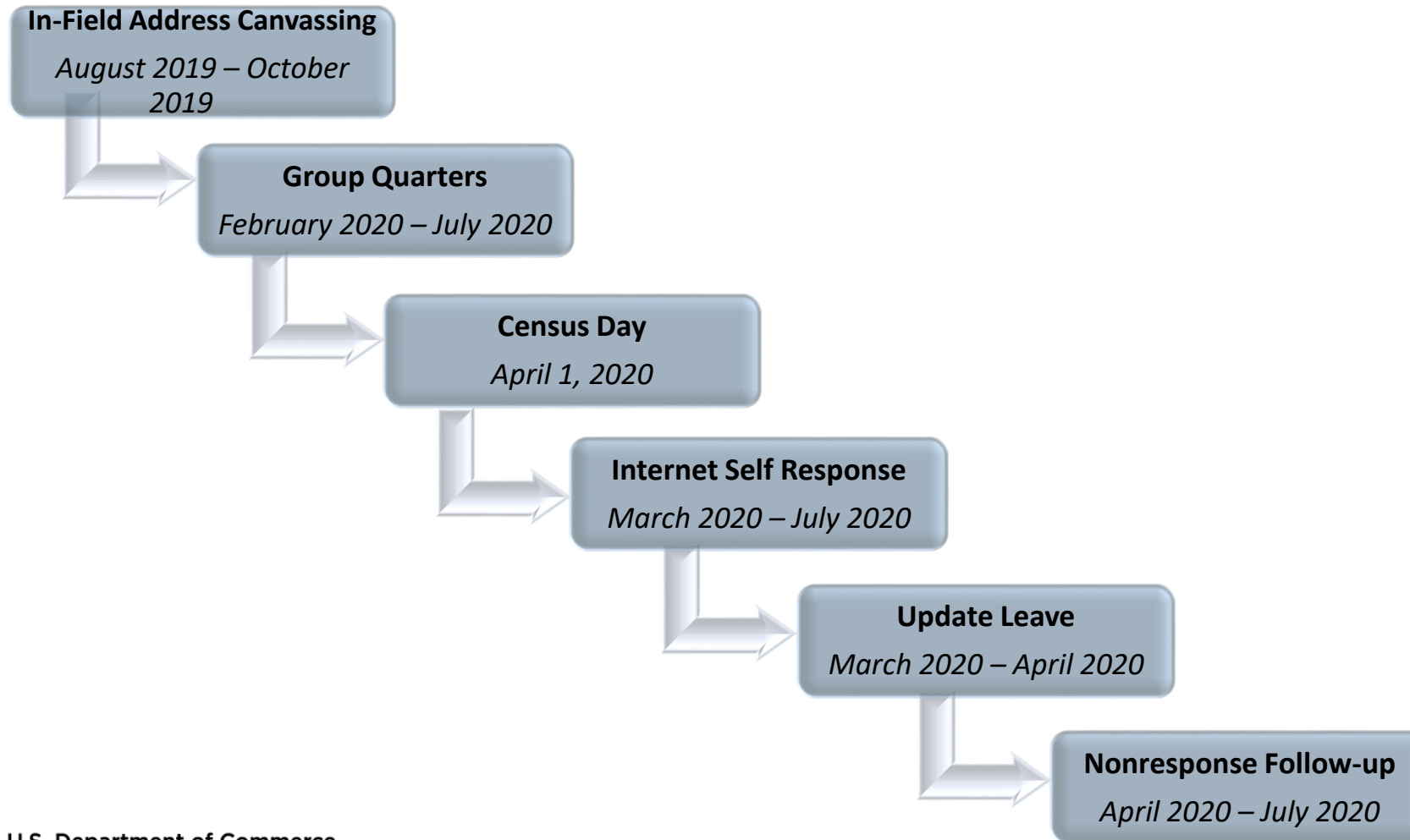
- Deliver apportionment counts to the President by December 31, 2020
- Release counts for redistricting by April 1, 2021
- Make it easier for the public to get data



Confidentiality & Privacy

- It is important that individuals know their responses to the census have legal protections. The law requires the Census Bureau to keep private citizens' information confidential and use their responses only to produce statistics. The Census Bureau cannot publicly release an individual's responses in any way that could identify them, their business, organization, or institution.
-
- All information collected by the Census Bureau under the authority of Sec. 9, Title 13 of the U.S. Code (13 U.S.C. 9) is strictly confidential. The same law that requires individuals to respond to the census also guarantees the confidentiality of respondents.

Our Timeline



Pennsylvania ACOs (Area Census Offices)

Wave 1: April 2019

- ✓ Cranberry
- ✓ Harrisburg

Wave 2: October 2019

- ✓ Allentown
- ✓ Norristown
- ✓ Philadelphia - Franklin
- ✓ Philadelphia - Penn
- ✓ Pittsburgh
- ✓ Reading
- ✓ State College

Pennsylvania ACO Pay Rates

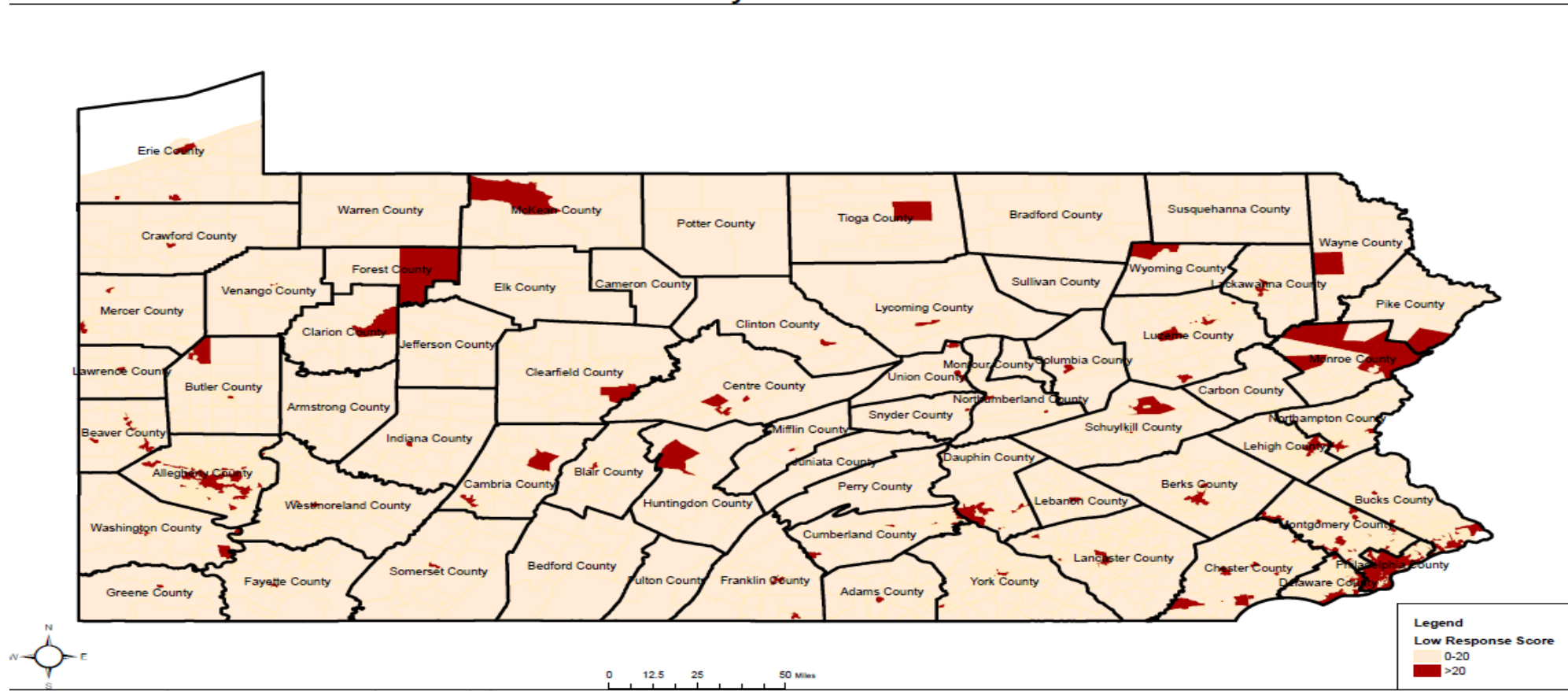
Position	Average Pay Rates (subject to change)	Staffing Timeline (Peak Operations)
Area Census Office Manager	\$29.00-\$35.50	June 2019
Lead Census Field Manager	\$19.00-\$30.50	June 2019
Census Field Manager	\$19.00-\$26.50	June 2019
Administration Manager	\$19.00-\$26.50	June 2019
IT Manager	\$19.00-\$26.50	June 2019
Recruiting Manager	\$19.00-\$26.50	June 2019
Recruiting Assistants	\$15.00-\$23.00	August 2019
Census Field Supervisor	\$16.50-\$23.00	February 2020
Office Operations Supervisor	\$15.50-\$21.50	July 2019
Enumerator	\$13.50-\$20.50	March 2020
Clerk	\$11.50-\$16.00	September 2019

Low Response Score (LRS) Variables

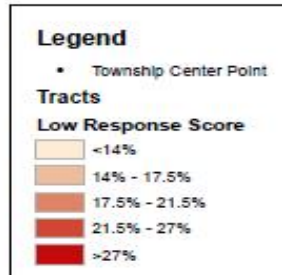
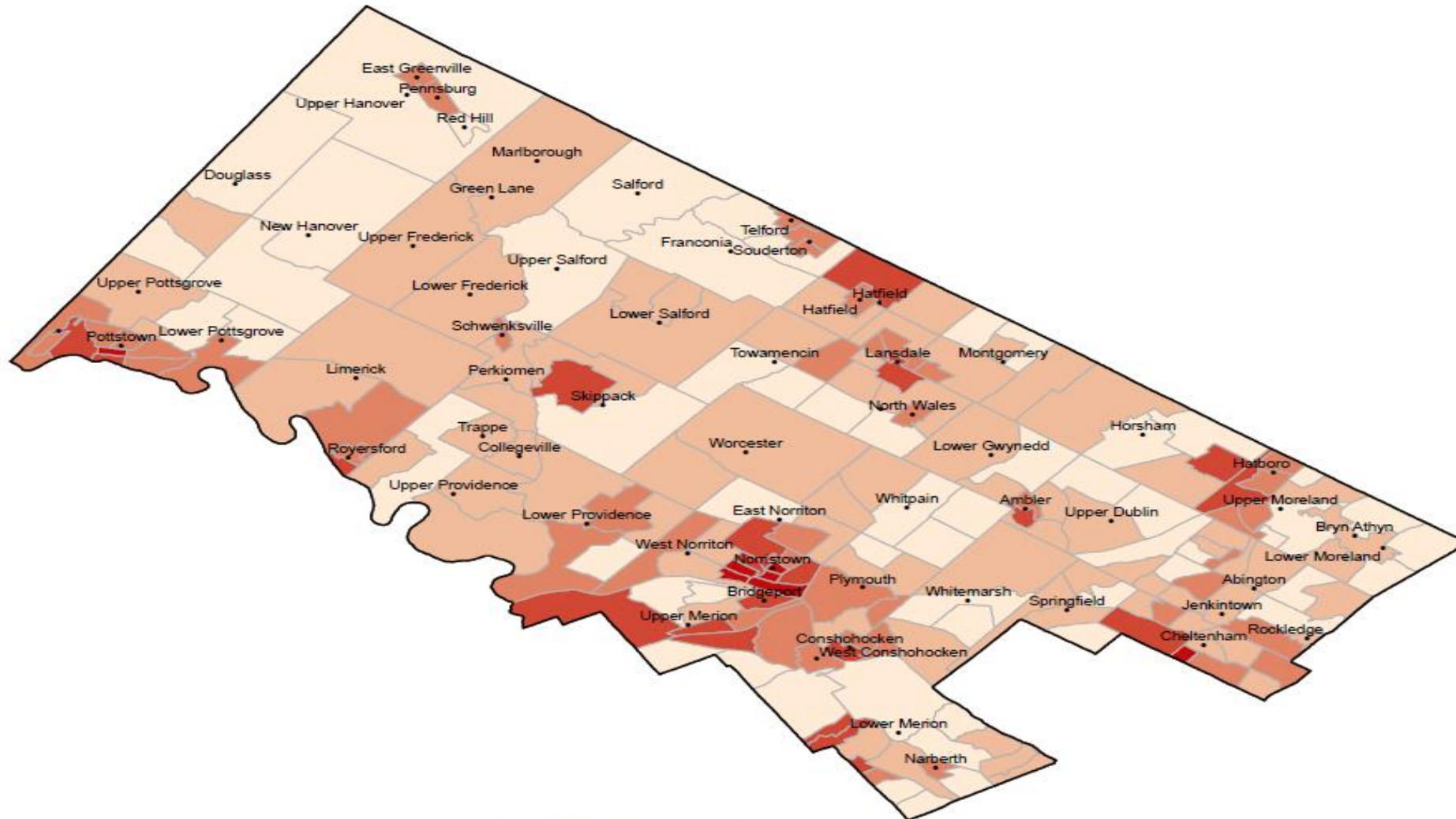
- LRS Score: predicts mail return rate
- ACS Variables:
 - Total Pop
 - Household Med Income
 - % Pop under age 5
 - % Pop over age 65
 - % below Poverty Level
 - Race Data
 - Language Data

Pennsylvania Low Response Map

Low Response Score
by Tract



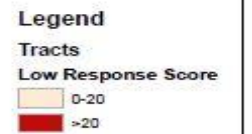
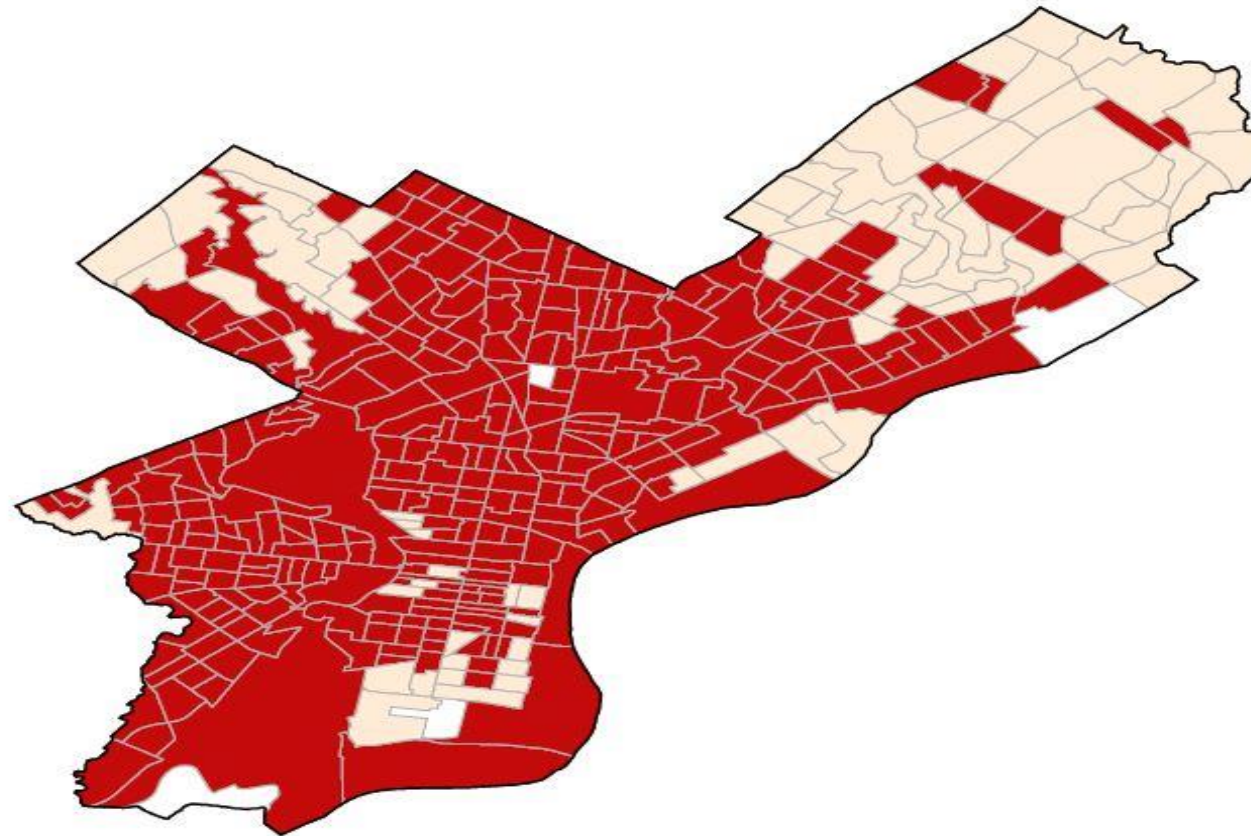
Montgomery County Low Response Map



Economics and Statistics Administration
U.S. CENSUS BUREAU
[census.gov](https://www.census.gov)

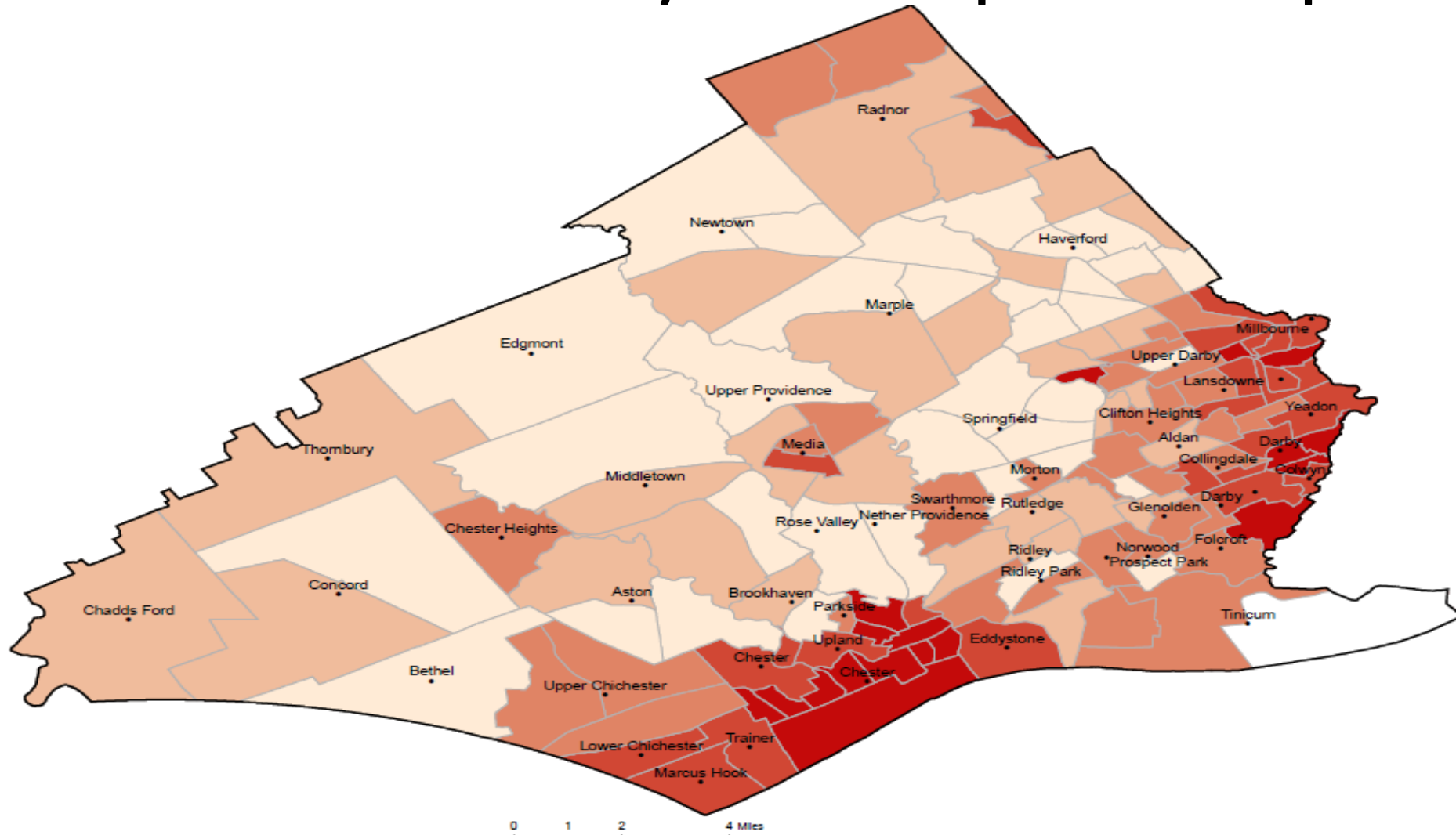
0 1.75 3.5 7 Miles

Philadelphia Low Response Map



Source: 2010 Census and selected 2009-2013 5-year American Community Survey (ACS) estimates

Delaware County Low Response Map



Legend

- Township Center Point

Tracts

Low Response Score

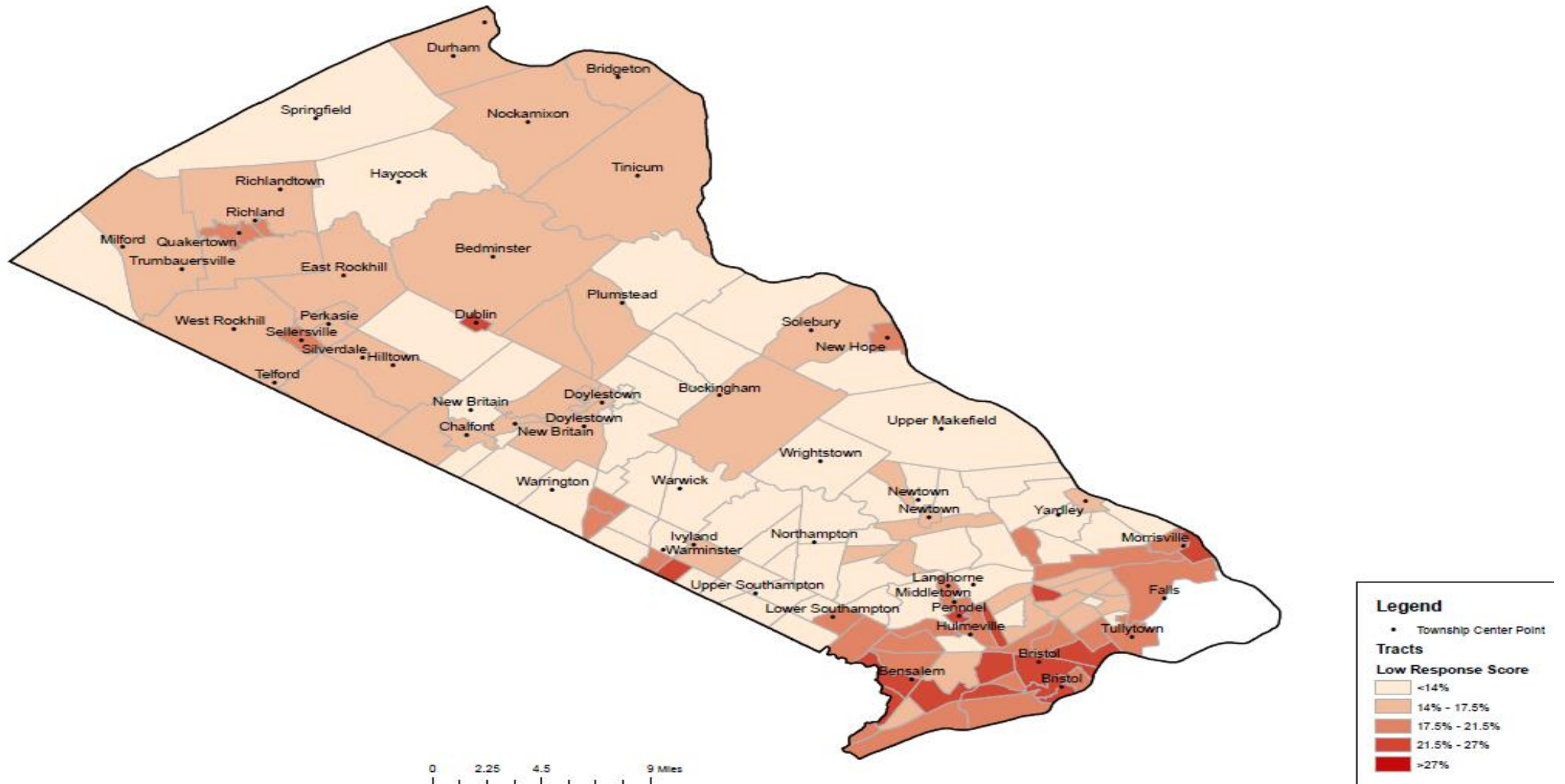
- <14%
- 14% - 17.5%
- 17.5% - 21.5%
- 21.5% - 27%
- >27%



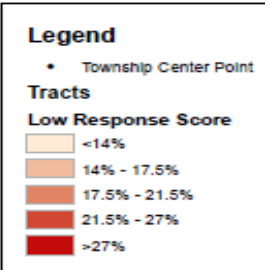
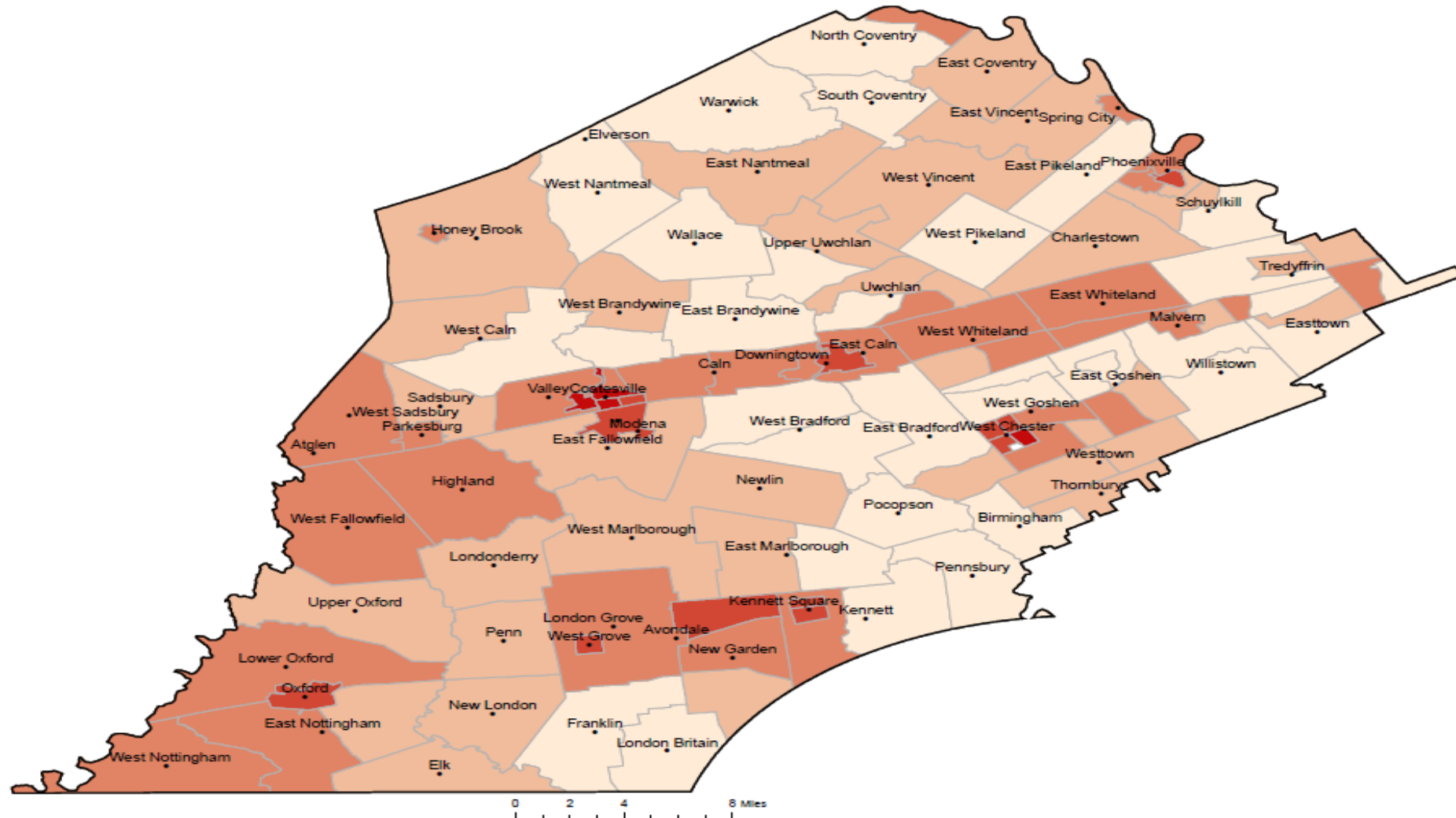
U.S. Department of Commerce
 Economics and Statistics Administration
 U.S. CENSUS BUREAU
[census.gov](https://www.census.gov)

0 1 2 4 Miles

Bucks County Low Response Map



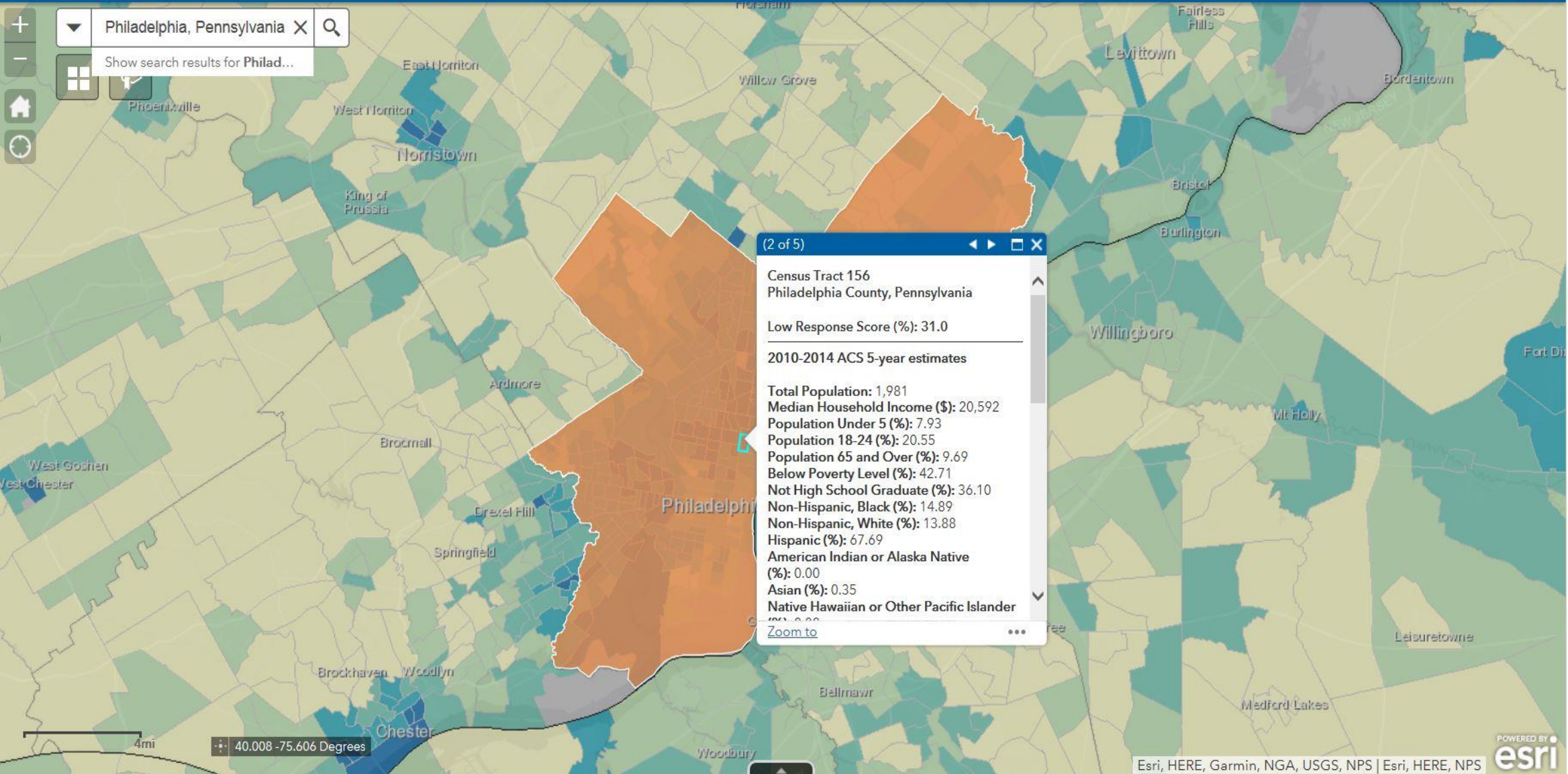
Chester County Low Response Map



Philadelphia, Pennsylvania X Q

Show search results for Philad...

Map navigation icons: zoom in (+), zoom out (-), home, refresh

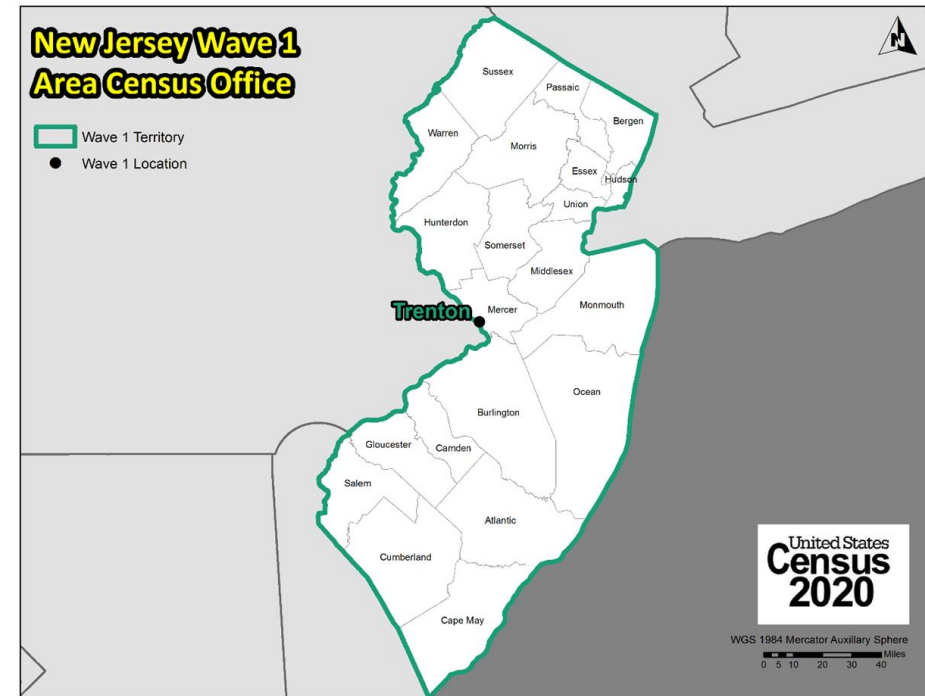


4mi 40.008 -75.606 Degrees

New Jersey Updates



Swearing in of the 27 member New Jersey Complete Count Commission – January 9, 2019, The War Memorial, Trenton, NJ



New Jersey's first Area Census Office (ACO) opened March 11, 2019.

New Jersey ACO's (Area Census Offices - 8)

Wave 1: March 2019

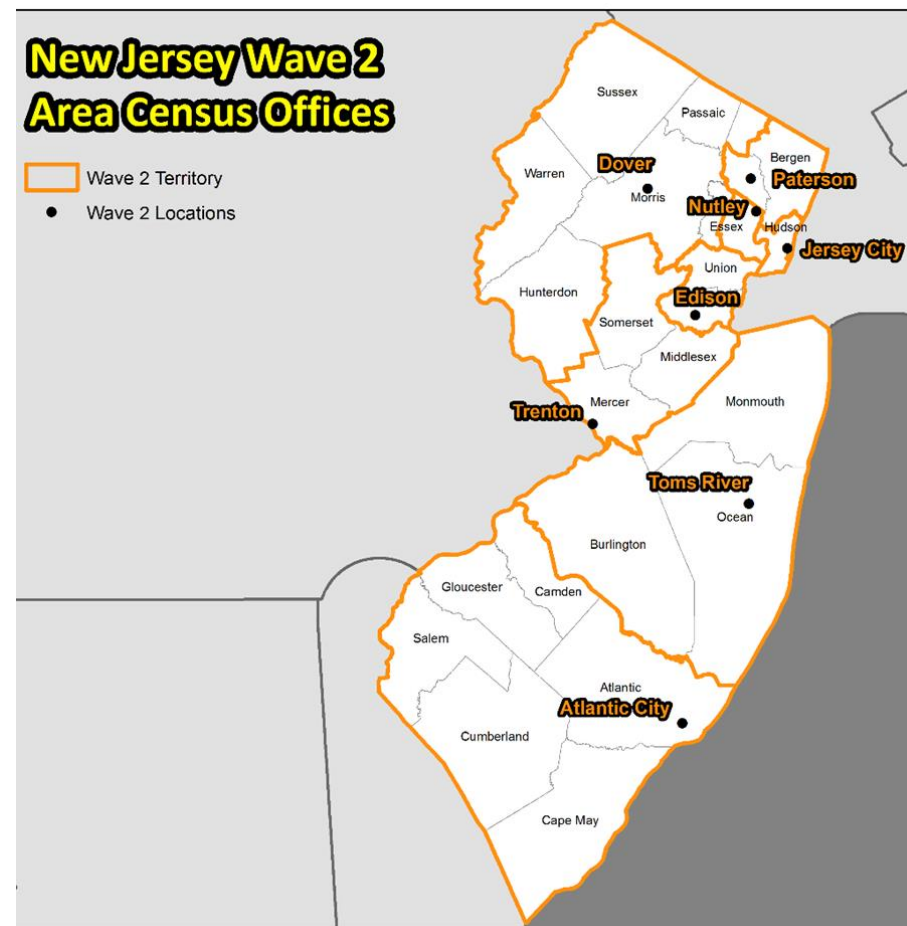
✓ Trenton (Mercer)

Wave 2: June/July 2019

✓ Atlantic City (Gloucester/Camden)

✓ Toms River (Burlington)

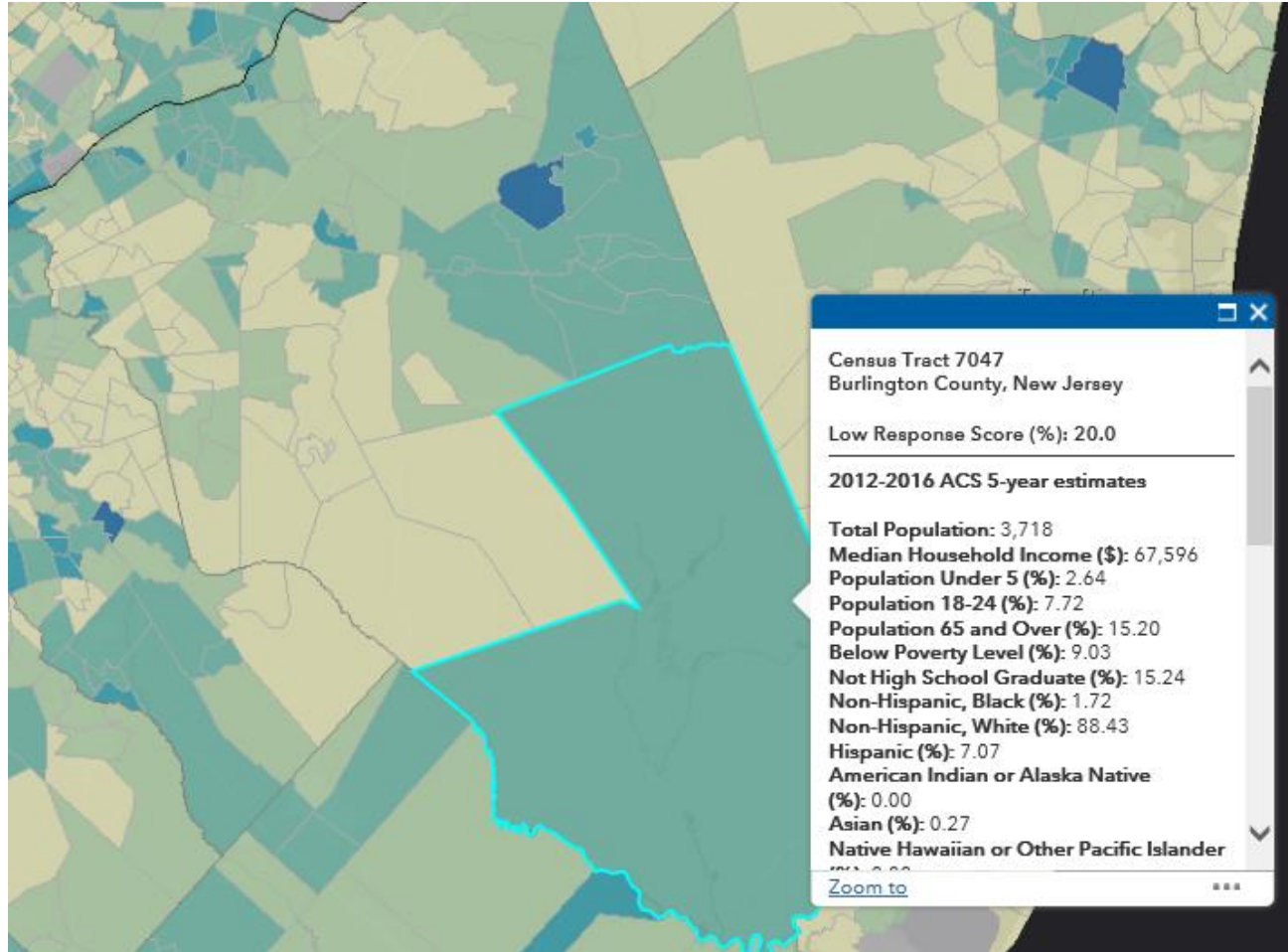
✓ Dover - Edison- Paterson- Jersey City - Nutley



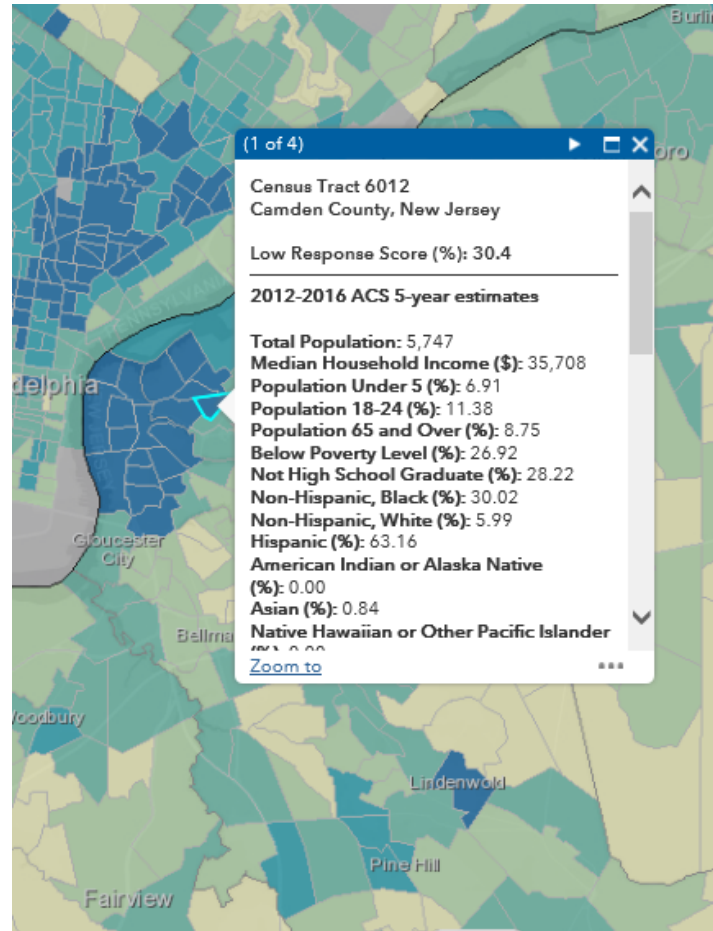
New Jersey ACO Pay Rates

Position	Average Pay Rates (subject to change)	Staffing Timeline (Peak Operations)
Area Census Office Manager	\$28.00-\$34.00	June 2019
Lead Census Field Manager	\$24.00-\$29.00	June 2019
Census Field Manager	\$20.50-\$25.00	June 2019
Administration Manager	\$20.50-\$25.00	June 2019
IT Manager	\$20.50-\$25.00	June 2019
Recruiting Manager	\$19.00-\$26.50	June 2019
Recruiting Assistants	\$15.00-\$23.00	August 2019
Census Field Supervisor	\$16.50-\$23.00	February 2020
Office Operations Supervisor	\$17.00-\$20.50	July 2019
Enumerator	\$16.50-\$20.00	March 2020
Clerk	\$13.00-\$16.00	September 2019

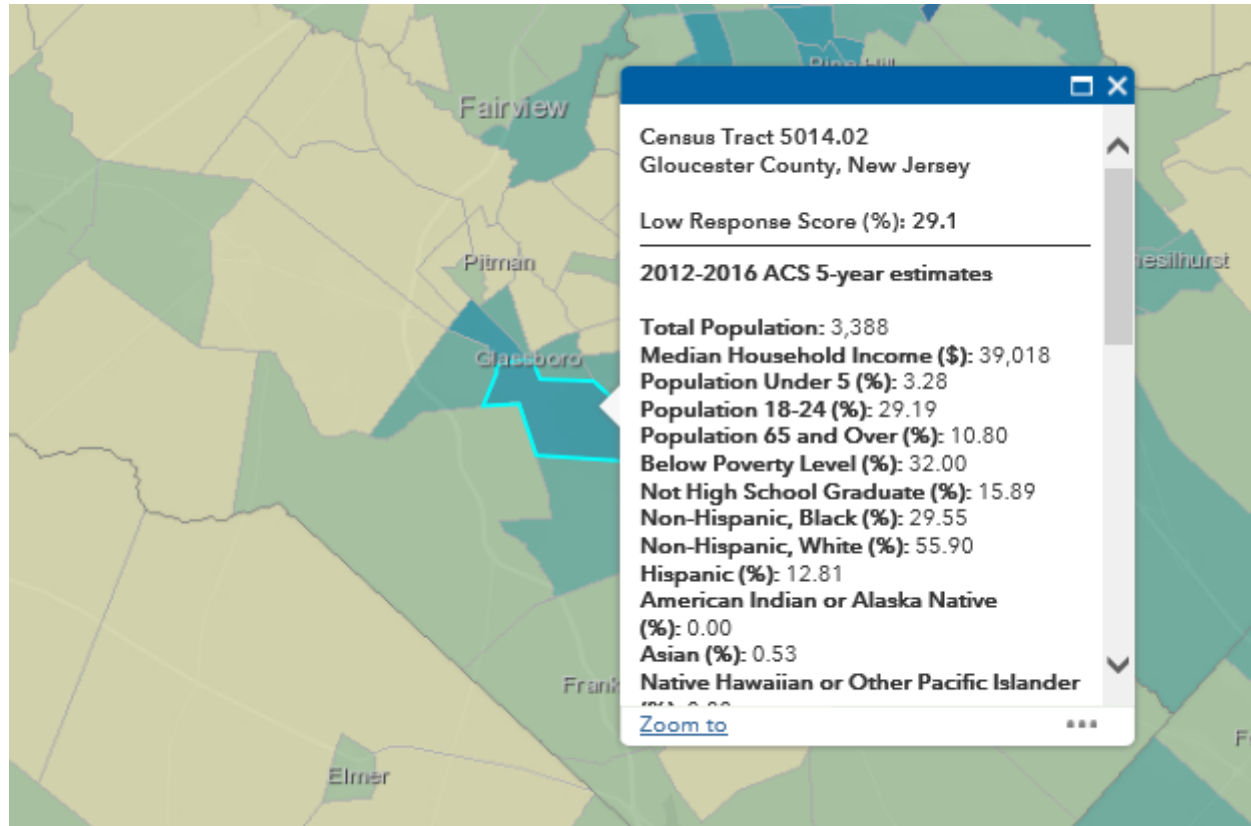
Burlington County Low Response Map



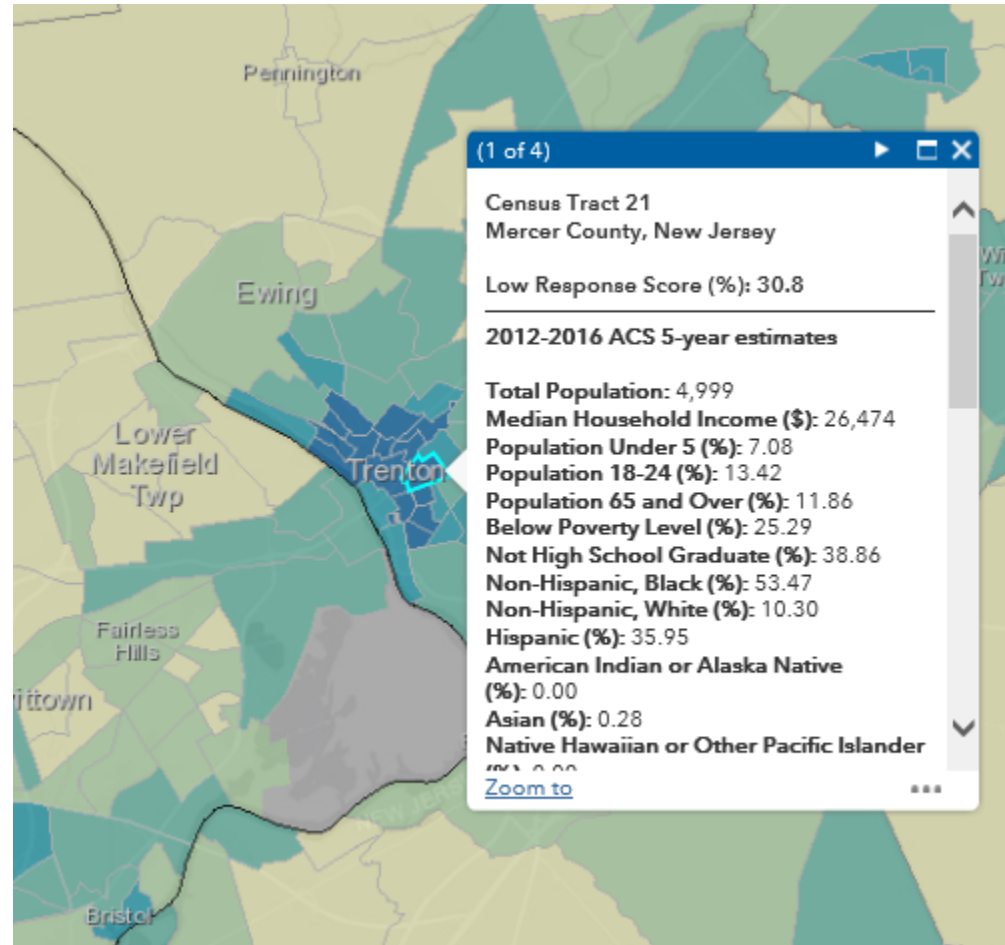
Camden County Low Response Map



Gloucester County Low Response Map



Mercer County Low Response Map



Complete Count Committees

Why Form A Complete Count Committee?

- Increase the response rate for residents mailing back their questionnaire through a focused, neighbor-to neighbor program.
- Utilize the local knowledge, expertise, and influence of each Complete Count Committee member to design and implement a census awareness campaign targeted to the community.
- Bring together a cross section of community members whose focus is 2020 Census awareness.

How Local Organizations/Governments Can Collaborate with the U.S. Census Bureau

Operational Support

- ✓ Provide space that can be used for testing, on-boarding, training, etc.
- ✓ Provide lists of residential institutions
- ✓ Provide lists of shelters, service providers, and transient locations
- ✓ Promote temporary job opportunities

Promotional Support

- ✓ Form a Complete Count Committee (elected officials, community groups, faith based, social service, health, business, etc.)
- ✓ Encourage census participation in newsletters, on websites, alert systems, drop-in articles, etc.

2020 Census Contact Information

- **Philadelphia Regional Census Center**

- 1-844-507-2020

- Philadelphia.rcc.partnership@census.gov

- **Recruitment Hotline**

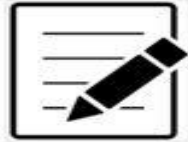
- 1-855-562-2020

- 2020census.gov/jobs

Connect with Us



Sign up for and manage alerts at
<https://public.govdelivery.com/accounts/USCENSUS/subscriber/new>



More information on the 2020 Census Memorandum Series:
<http://www.census.gov/programs-surveys/decennial-census/2020-census/planning-management/memo-series.html>



More information on the 2020 Census:
<http://www.census.gov/2020Census>



More information on the American Community Survey:
<http://www.census.gov/programs-surveys/acs/>



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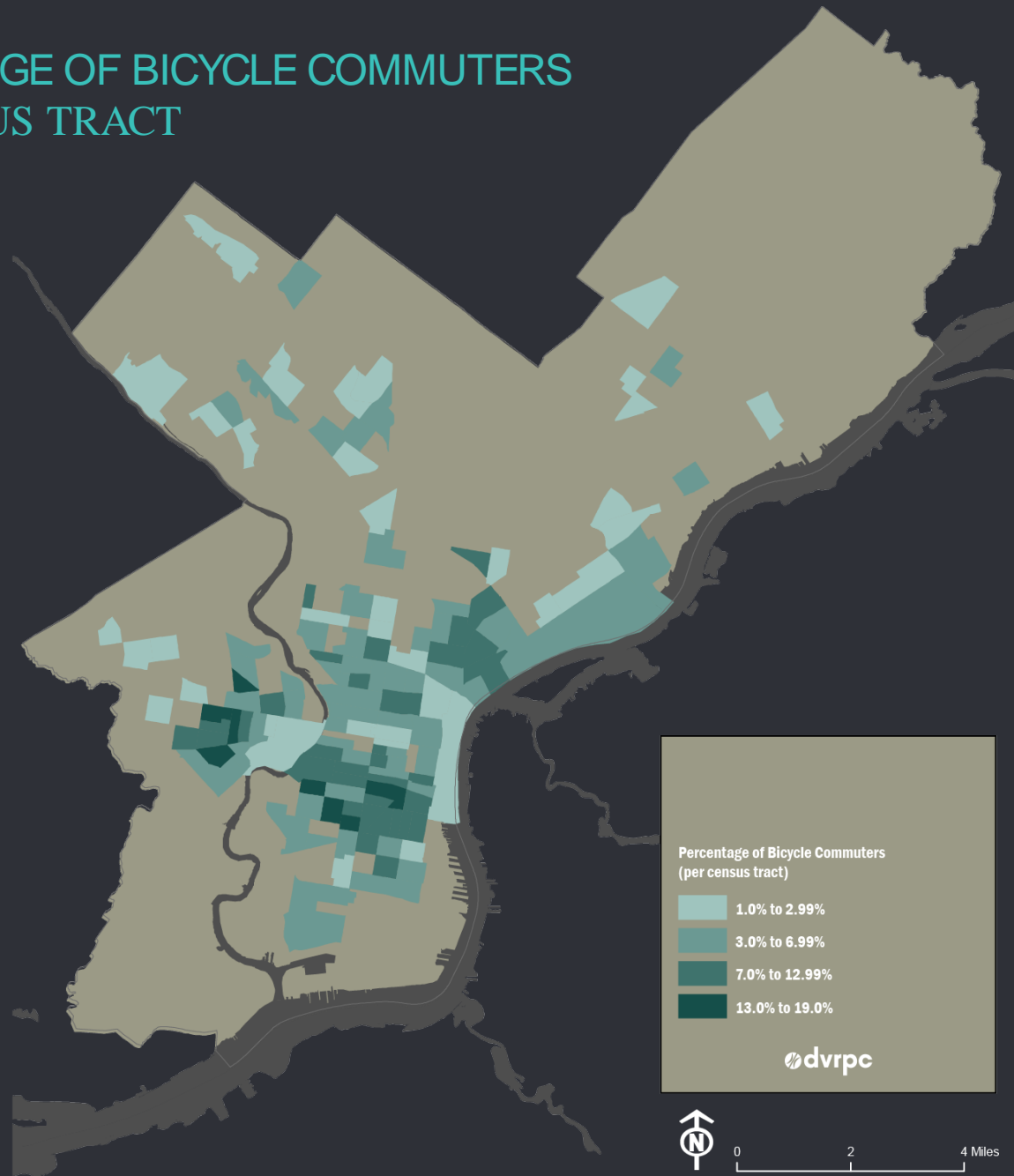
pinterest.com/uscensusbureau

IDENTIFYING NEIGHBORHOOD GREENWAY POSSIBILITIES IN PHILADELPHIA

Cassidy Boulan, AICP
Senior Transportation Planner

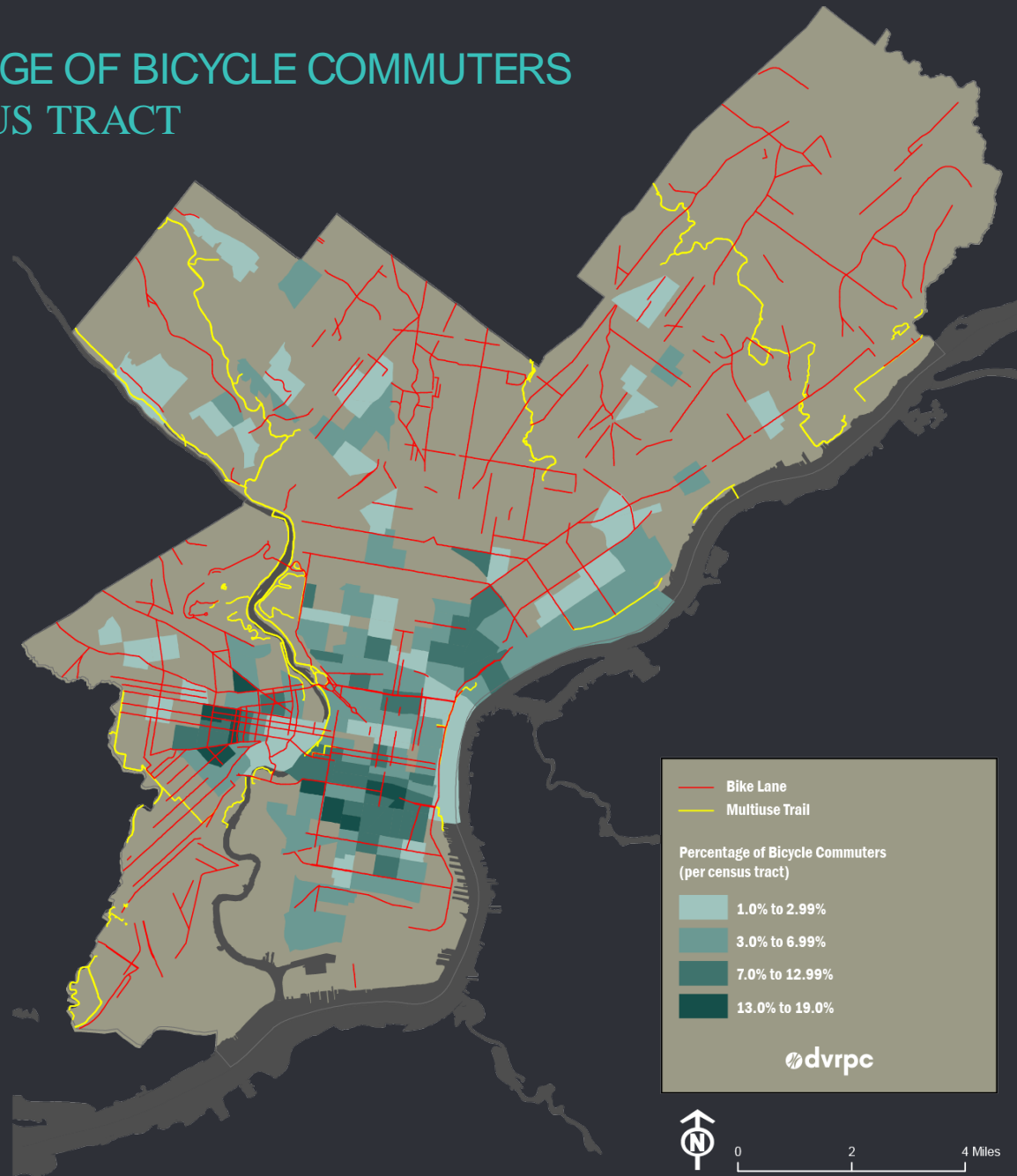
Thom Stead
Transportation Planner

PERCENTAGE OF BICYCLE COMMUTERS PER CENSUS TRACT



Source:
ACS, 2017

PERCENTAGE OF BICYCLE COMMUTERS PER CENSUS TRACT



Sources:
ACS, 2017
City of
Philadelphia,
2018



Amber Street, Kensington

Source:
Google, 2017

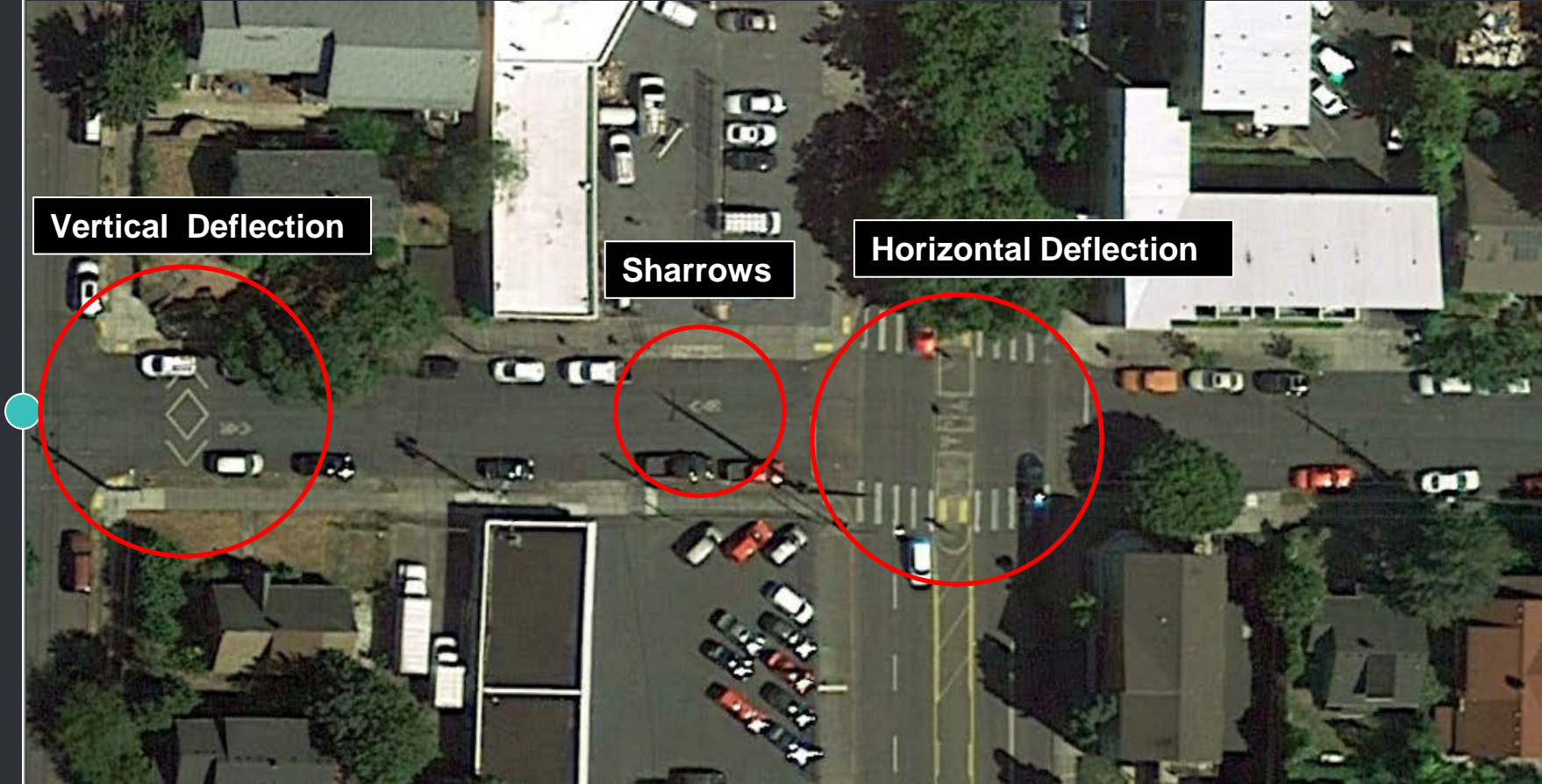


1

What is a neighborhood greenway and why does Philadelphia need them?



NE Going Street
Neighborhood Greenway
Portland, Oregon



Vertical Deflection

Sharrows

Horizontal Deflection

Going Street
Portland, Oregon



Vertical Deflection



NE Going Street
Neighborhood Greenway
Portland, Oregon



NE Going Street
Neighborhood Greenway
Portland, Oregon



**NE Going Street
Neighborhood Greenway
Portland, Oregon**





Portland, Oregon



3

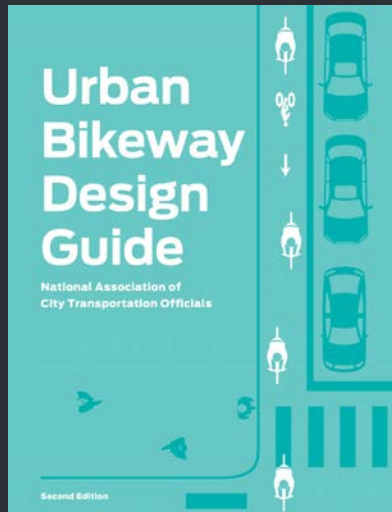
Objectives and Methodology

Project objective:

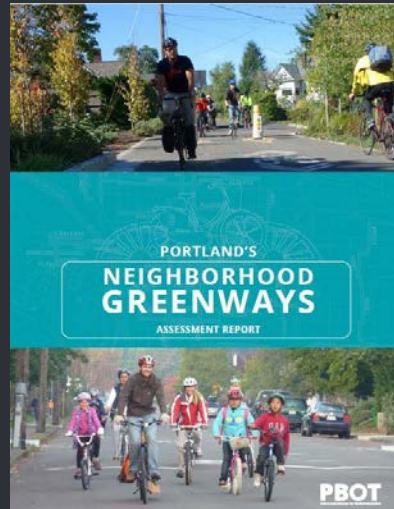
Develop and execute a best-practice based process for systematically identifying opportunities for neighborhood greenways in Philadelphia

Guidance documents:

NACTO



PBOT



Portland State / Alta



GUIDANCE

PRIMARY CRITERIA	NACTO	PBOT	PORTLAND STATE	PHILADELPHIA
VEHICLE SPEEDS	<ul style="list-style-type: none"> • 25 mph in 85th percentile • 20 mph preferred 	<ul style="list-style-type: none"> • 20 mph at 85th percentile 	<ul style="list-style-type: none"> • Speed differential no more than 15 mph • Max speed 25 mph 	<ul style="list-style-type: none"> • Max speed 25 mph
AADT	<ul style="list-style-type: none"> • No more than 3,000 • 1,500 preferred • Higher-volume streets should have lower speed limits 	<ul style="list-style-type: none"> • 1,000 as goal • 1,500 acceptable • 2,000 max • Over 2,000 triggers change 	<ul style="list-style-type: none"> • Less than 3,000-4,000 vehicles per day • Below 1,500 preferred • Higher volumes can be retrofitted 	<ul style="list-style-type: none"> • Less than 3,500 AADT • Below 1,500 preferred
CONNECTIVITY/ROUTE	<ul style="list-style-type: none"> • Follow desire lines • Long and continuous routes 	No guidance	<ul style="list-style-type: none"> • Alignments based on connectivity to key destinations • Terrain should be considered when developing route 	<ul style="list-style-type: none"> • Long and continuous routes (roughly half-mile or greater)
EMERGENCY VEHICLE ROUTES	<ul style="list-style-type: none"> • Develop emergency response route map • Routes should be on main roads and form a grid 	No guidance	<ul style="list-style-type: none"> • Map existing routes and engage with local officials 	<ul style="list-style-type: none"> • Routes not defined
INTERSECTION CONTROLS	<ul style="list-style-type: none"> • Best where bicyclists have right-of-way or where it can be established 	<ul style="list-style-type: none"> • Best practice limits the number of stops for cyclists 	<ul style="list-style-type: none"> • Frequency of intersections and turning movements should be considered 	<ul style="list-style-type: none"> • Five or more traffic signals per mile on a segment
PAVEMENT	<ul style="list-style-type: none"> • Pavement should be in fair to good condition 	<ul style="list-style-type: none"> • Rough pavement can result in fewer rides 	<ul style="list-style-type: none"> • Quality of pavement should be considered 	<ul style="list-style-type: none"> • Data incomplete
TRANSIT ROUTES	No guidance	No guidance	<ul style="list-style-type: none"> • Generally not recommended • Consider transit frequency and length of shared street 	<ul style="list-style-type: none"> • No segments on streets with buses, trolleys, or existing bicycle lanes

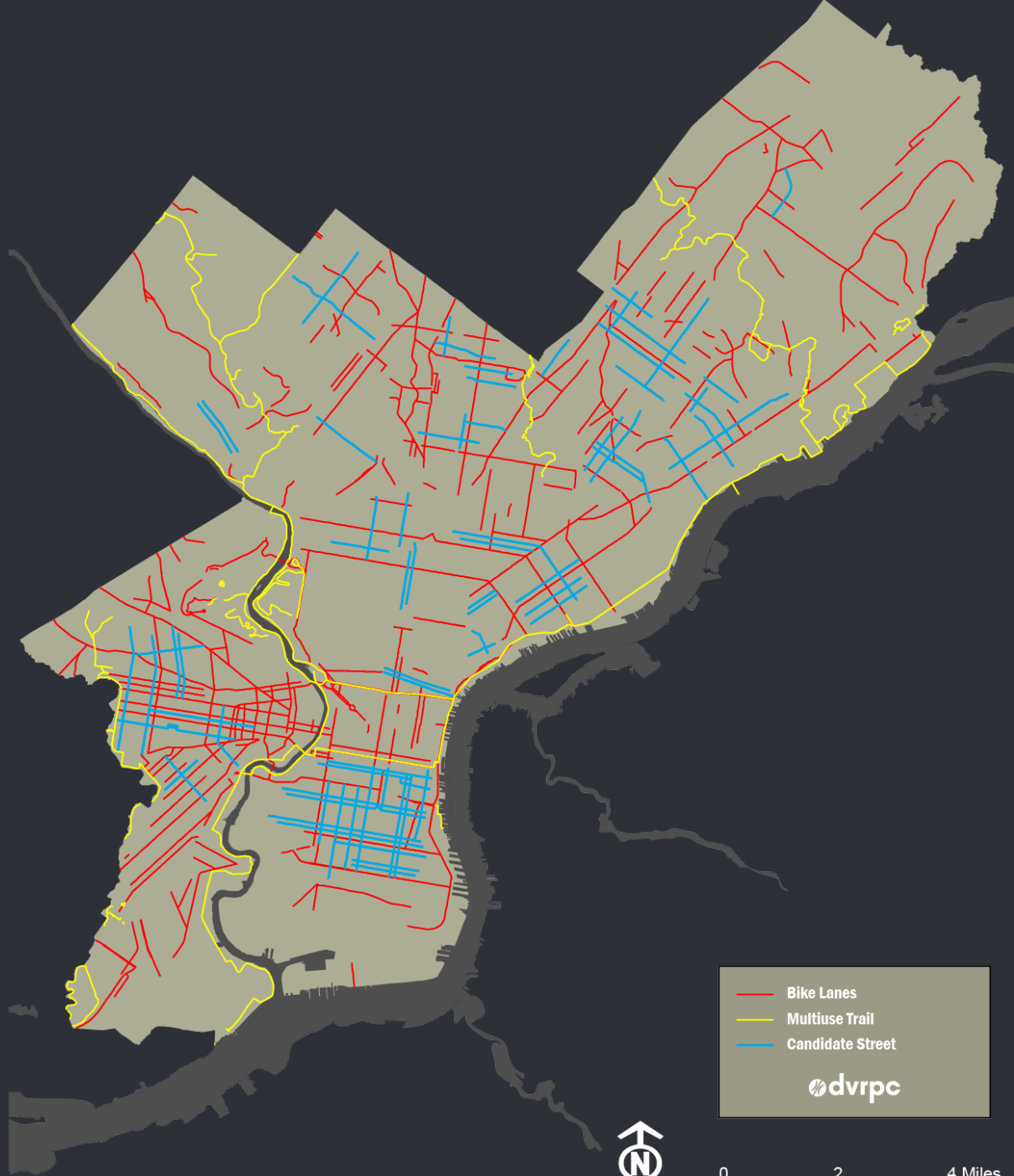




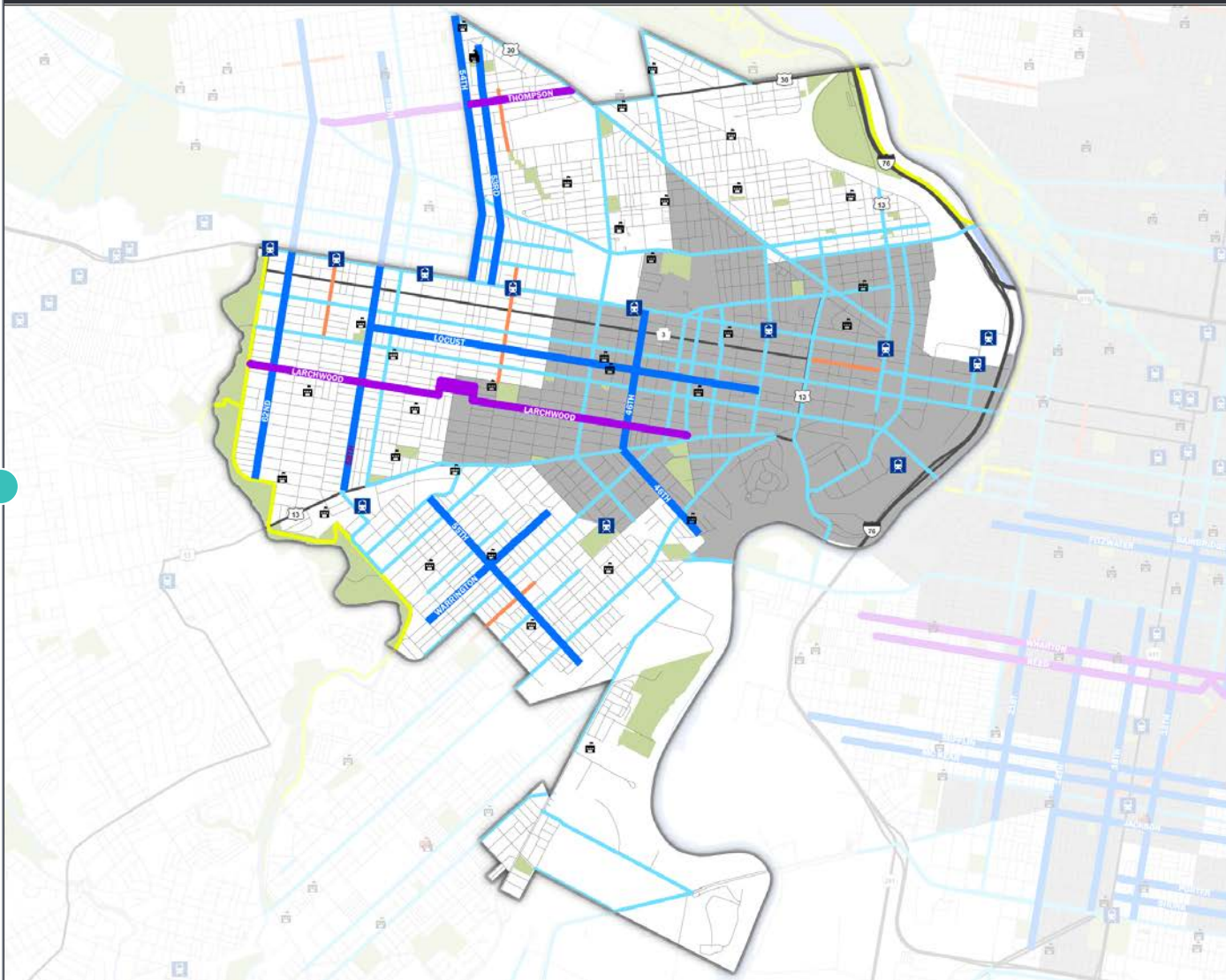


4

Results

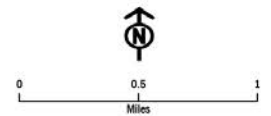


Candidate: Larchwood Avenue



COUNCIL DISTRICT #3

- Featured Candidate Street
- Other Candidate Street
- Walkable Commercial Corridor
- Bike Lane
- Major Road
- SEPTA Rail Station
- Park
- Community School Building
- Public School Building
- Existing Circuit Trail
- Census Tract with Significant Number of Bicycling/Walking Commuters

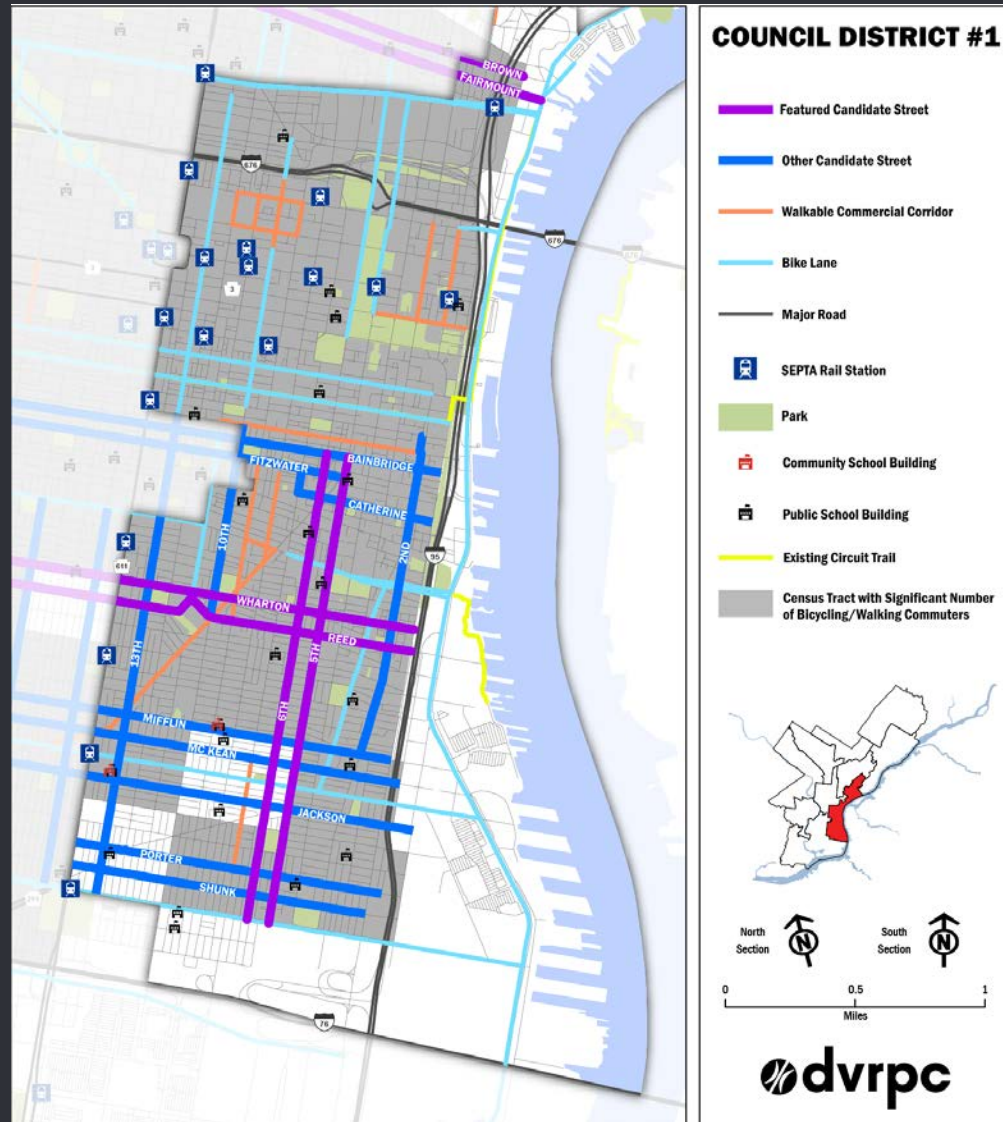


Candidate: Larchwood Avenue

Between 43rd Street and Cobbs Creek Parkway



Candidate: 5th and 6th Streets



Candidate: 5th and 6th Streets

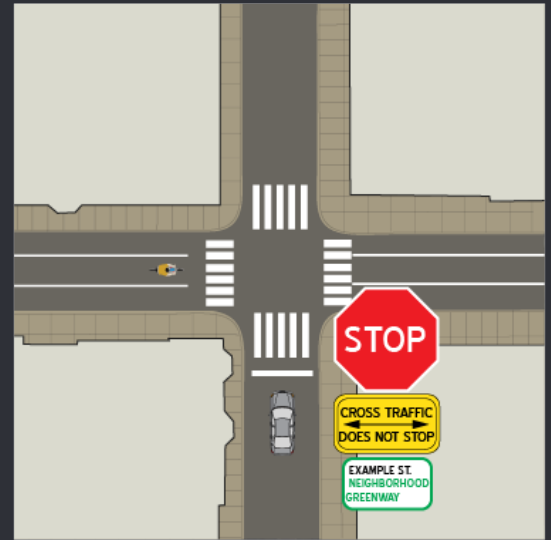
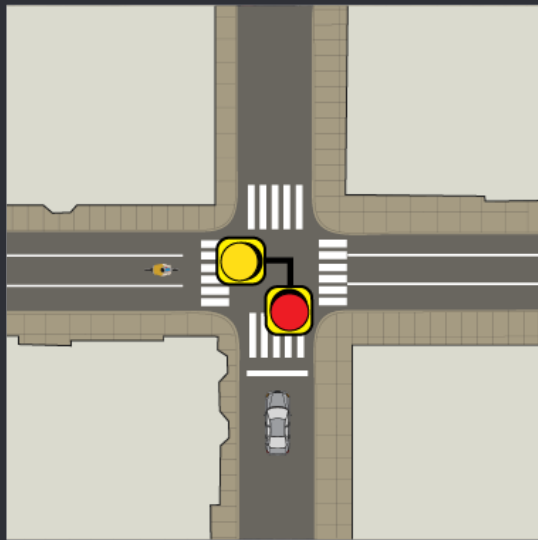
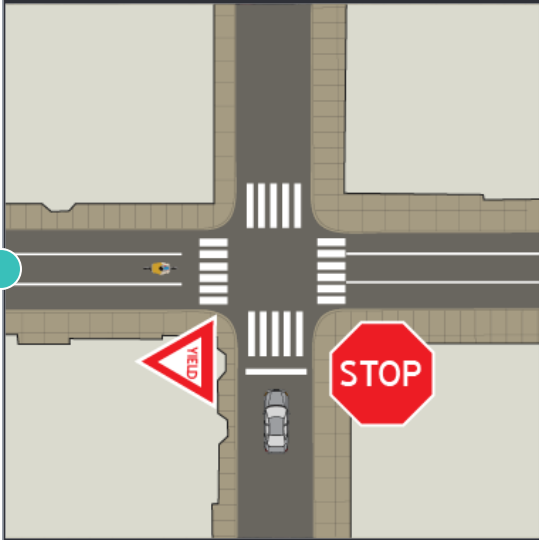
Between Bainbridge Street to Oregon Avenue





5

Design Considerations





McKean Street
South Philadelphia



McKean Street
South Philadelphia



Bloomfield Street
Hoboken, NJ



Bloomfield Street
Hoboken, NJ





● Takeaways

1.

Systematic approach allows the city to work strategically rather than opportunistically.

2.

Highlights opportunities for future data needs

3.

Neighborhood greenways will need to be tailored to local conditions-each requires different types and combinations of infrastructure.


IDENTIFYING NEIGHBORHOOD GREENWAY POSSIBILITIES IN PHILADELPHIA

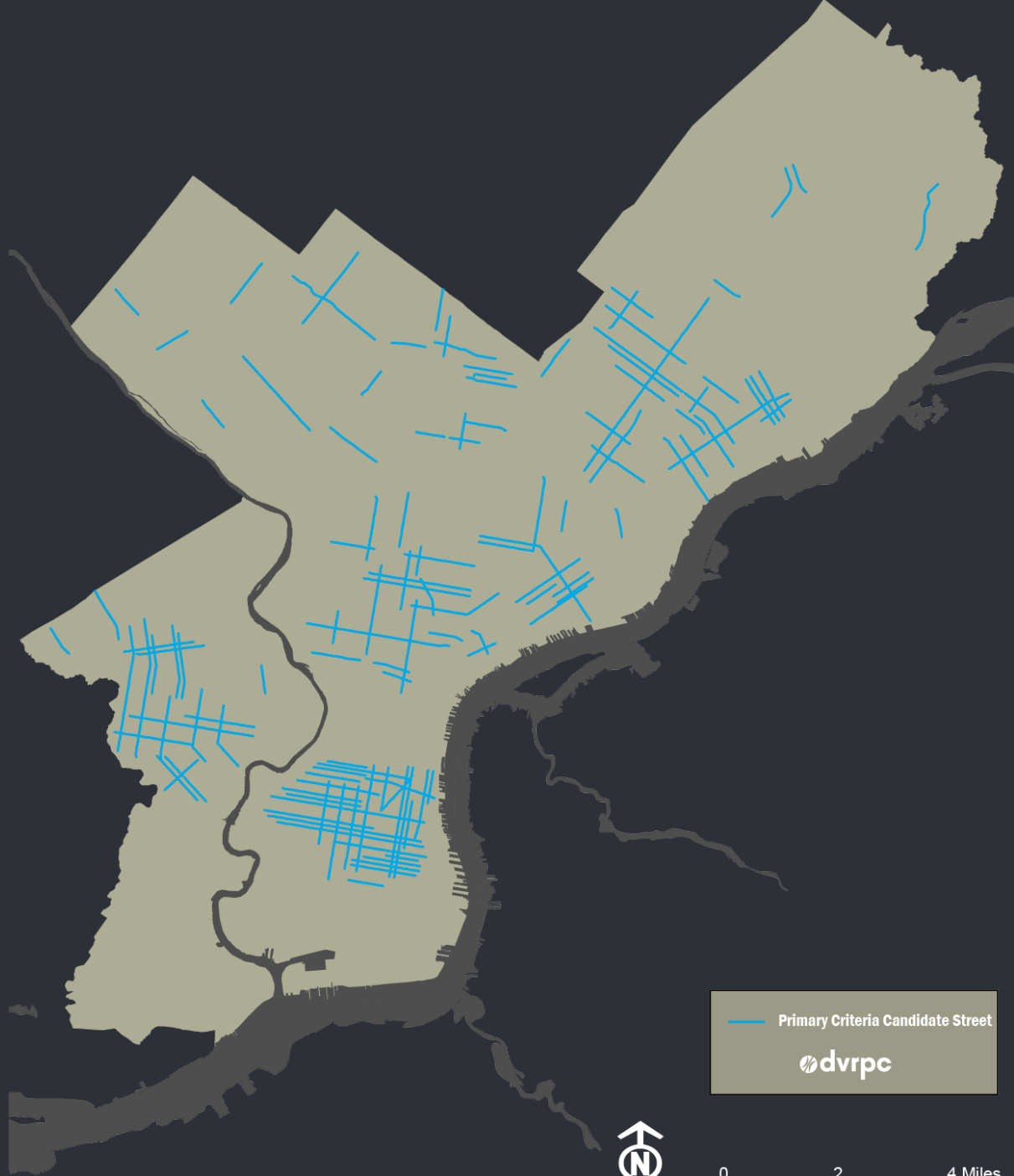
Cassidy Boulan, AICP
Senior Transportation Planner
cboulan@dvrpc.org

Thom Stead
Transportation Planner
tstead@dvrpc.org




Limitations:

- AADTs
 - Removed streets that might have fit the criteria
 - Segments with multiple AADTs used lowest count from last 10 years
 - Segments with older AADTs should be recounted before piloting
 - Posted speed limit was used as measure for vehicle speeds
 - Not all criteria were evaluated because of lack of data
- 

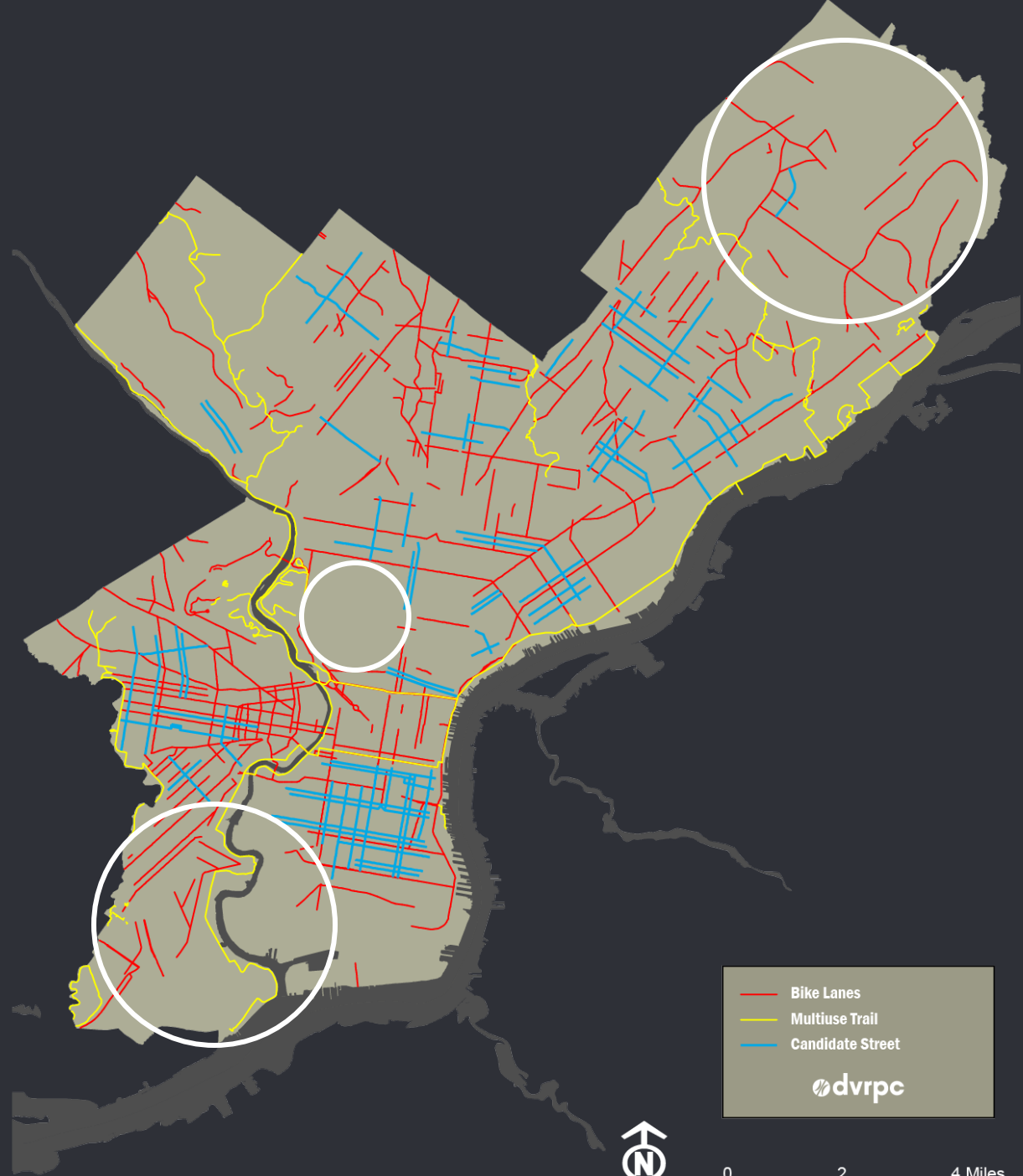


Primary Criteria Candidate Street



0 2 4 Miles





— Bike Lanes
— Multiuse Trail
— Candidate Street

 dvrpc



0 2 4 Miles

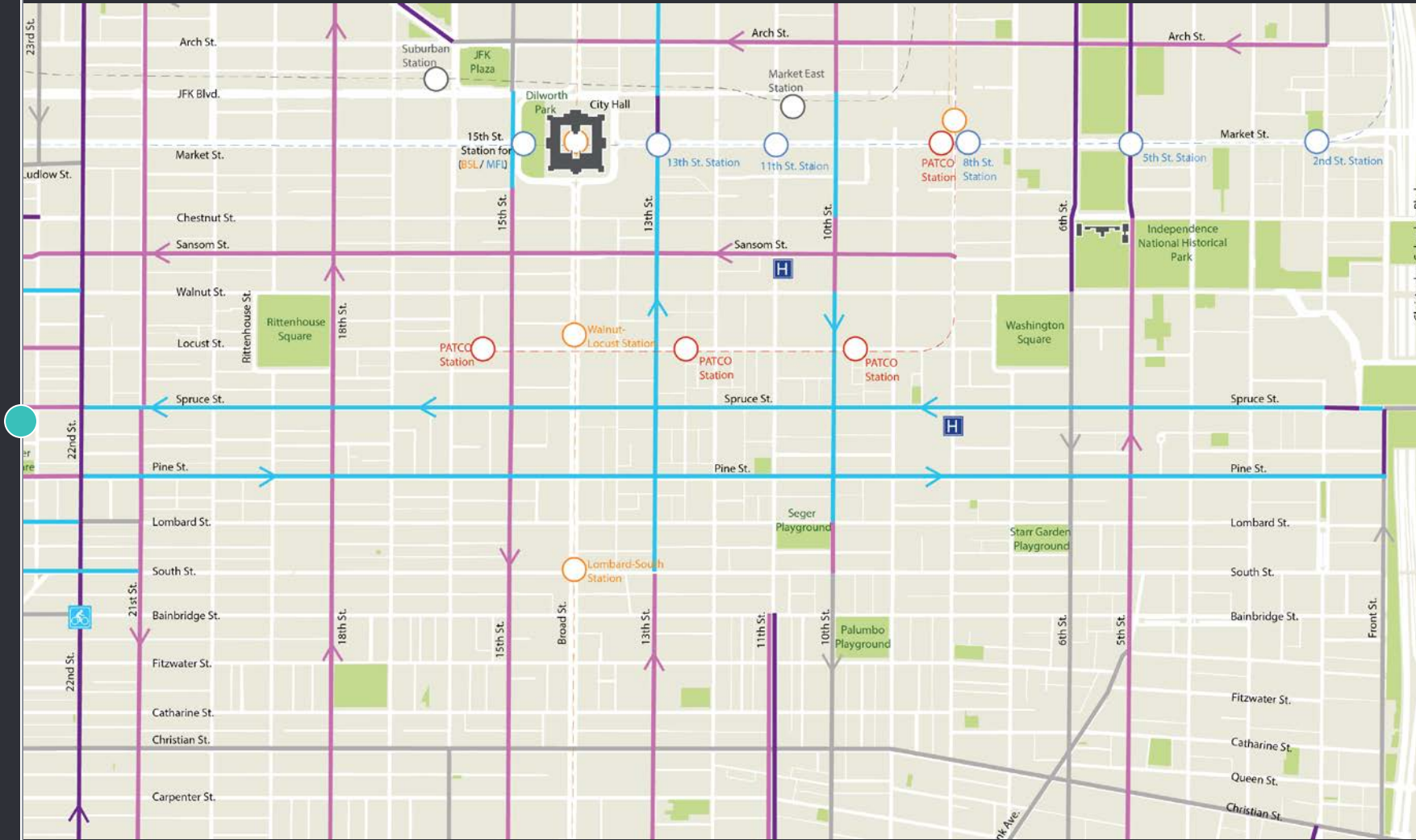




Image quality





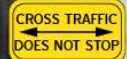
Green Infrastructure

Concrete curb extension

Additional or alternate loading zone location

Loading zone, converts to parking over night

Flexible delineators to preserve sightlines at intersections



Flexible delineators and planter provide space for cyclists to pull over and let vehicles pass

● Takeaways

1.

Systematic approach allows the city to work strategically rather than opportunistically.

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Highlights opportunities for future data needs

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Neighborhood greenways will need to be tailored to local conditions-each requires different types and combinations of infrastructure.

CRASHES AND COMMUNITIES OF CONCERN IN THE GREATER PHILADELPHIA REGION



KEY TERMS

KSI: killed and severe injury crashes

Vulnerable user: non-motorized road user

Communities of concern: a diverse cross-section of populations and communities that could be considered disadvantaged or vulnerable in terms of both current conditions and potential impacts of future growth

(Plan Bay Area 2040)

Indicators of potential disadvantage (IPD): an equity analysis tool developed by DVRPC



DVRPC AND TITLE VI COMPLIANCE

- Title VI of the Civil Rights Act of 1964

“ No person in the United States, shall, on the grounds of **race, color, or national origin** be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity **receiving federal financial assistance.**”



RESEARCH QUESTION

Do **communities of concern** in the region experience **severe traffic crashes** disproportionately and, if so, which populations are at the greatest risk and further, **where** is the impact most critical?



“Where you live affects your exposure to health risk.”

*- Dr. Thomas LaVeist, Dean of the School of Public Health
and Tropical Medicine, Tulane University*



INDICATORS OF POTENTIAL DISADVANTAGE

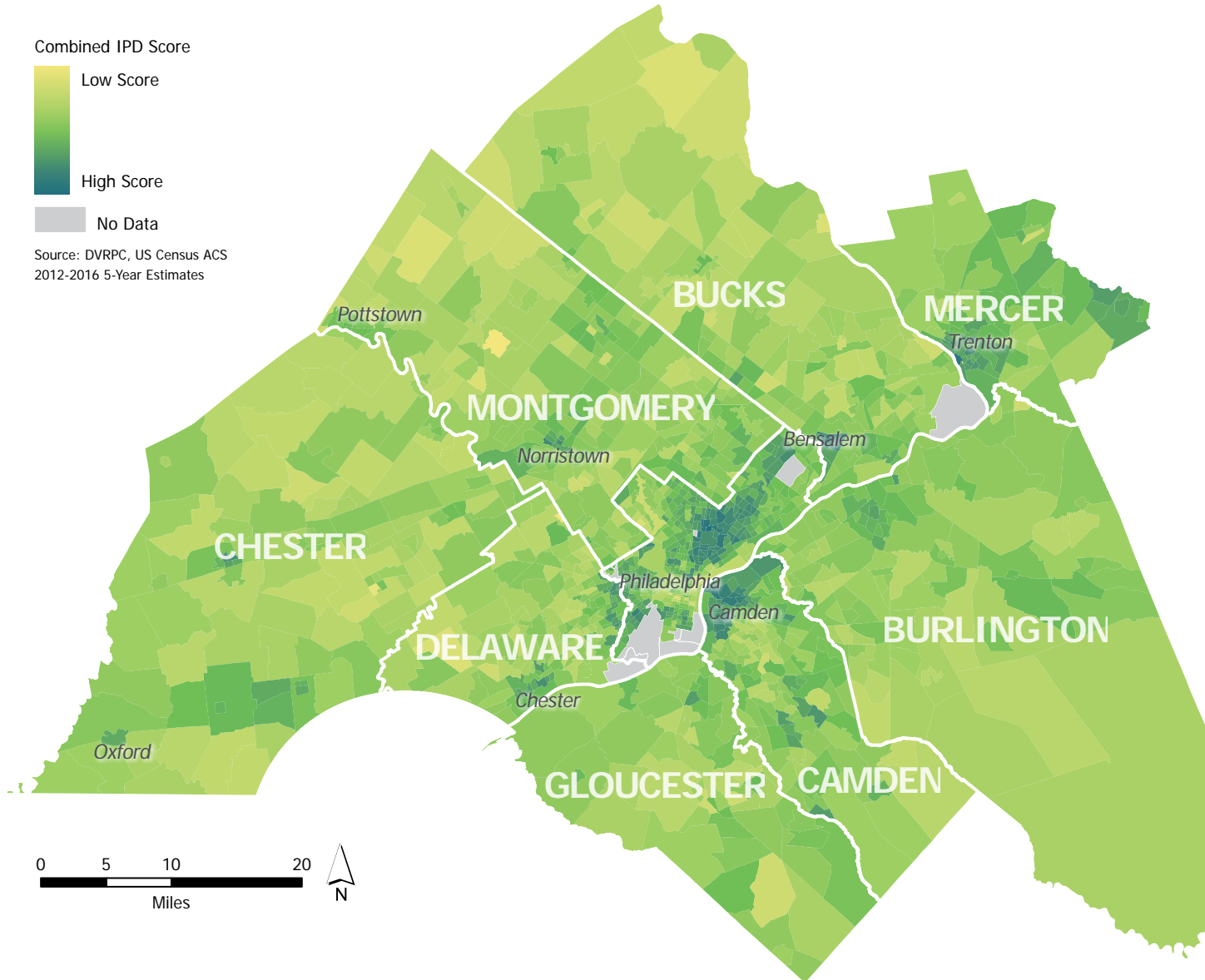
Combined IPD Score

Low Score

High Score

No Data

Source: DVRPC, US Census ACS
2012-2016 5-Year Estimates

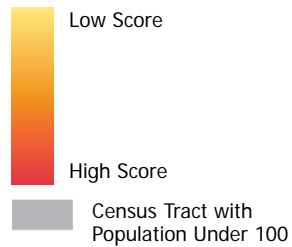


- Youth
- Older Adults
- Female
- Racial Minority
- Ethnic Minority
- Foreign-Born
- Limited English Proficiency
- Disabled
- Low-Income

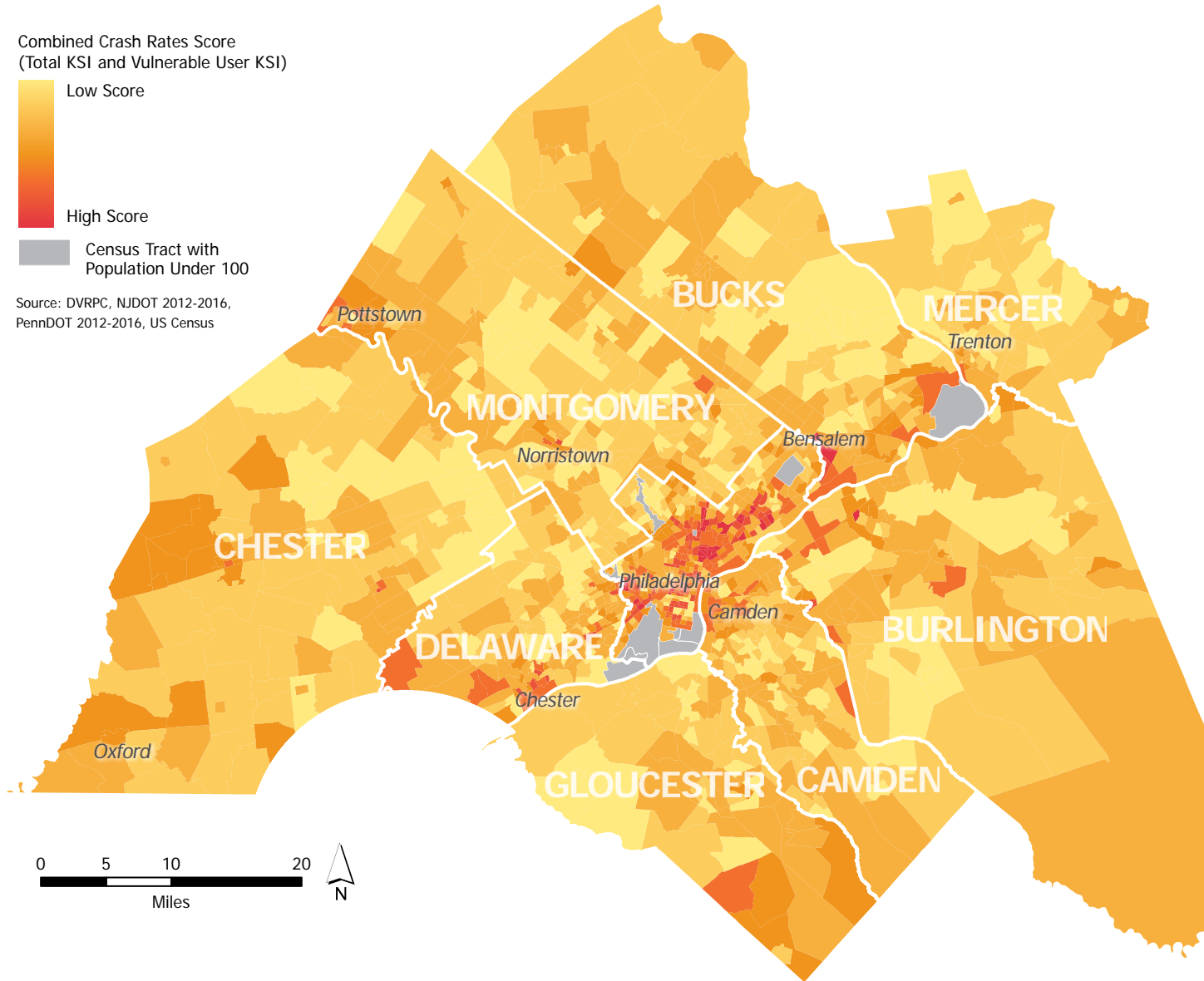


CRASH RATES

Combined Crash Rates Score
(Total KSI and Vulnerable User KSI)



Source: DVRPC, NJDOT 2012-2016,
PennDOT 2012-2016, US Census



Total KSI
normalized by
non-interstate VMT

Vulnerable User KSI
normalized by road miles



CORRELATION: IPD + HIGH CRASH RATE

IPD	Total KSI Rate	Vulnerable User KSI Rate
LOW-INCOME	0.44	0.49
RACIAL MINORITY	0.35	0.38
ETHNIC MINORITY	0.35	0.29
DISABLED	0.33	0.28
LIMITED ENGLISH PROFICIENCY	0.23	0.29
YOUTH	0.16	-0.09
FOREIGN-BORN	0.03	0.16
FEMALE	-0.01	0.07
OLDER ADULTS	-0.20	0.18
COMBINED IPD SCORE	0.38	0.38

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 > 0.3

In the DVRPC Region...

43% of census tracts region-wide are above average for at least one correlated IPD



In the DVRPC Region...

43% of census tracts region-wide are above average for at least one correlated IPD

91% of census tracts where crash rates are above average are also above average for at least one correlated IPD



CASE STUDY SELECTION

Combined Crash Rates Score
(Total KSI and Vulnerable User KSI)

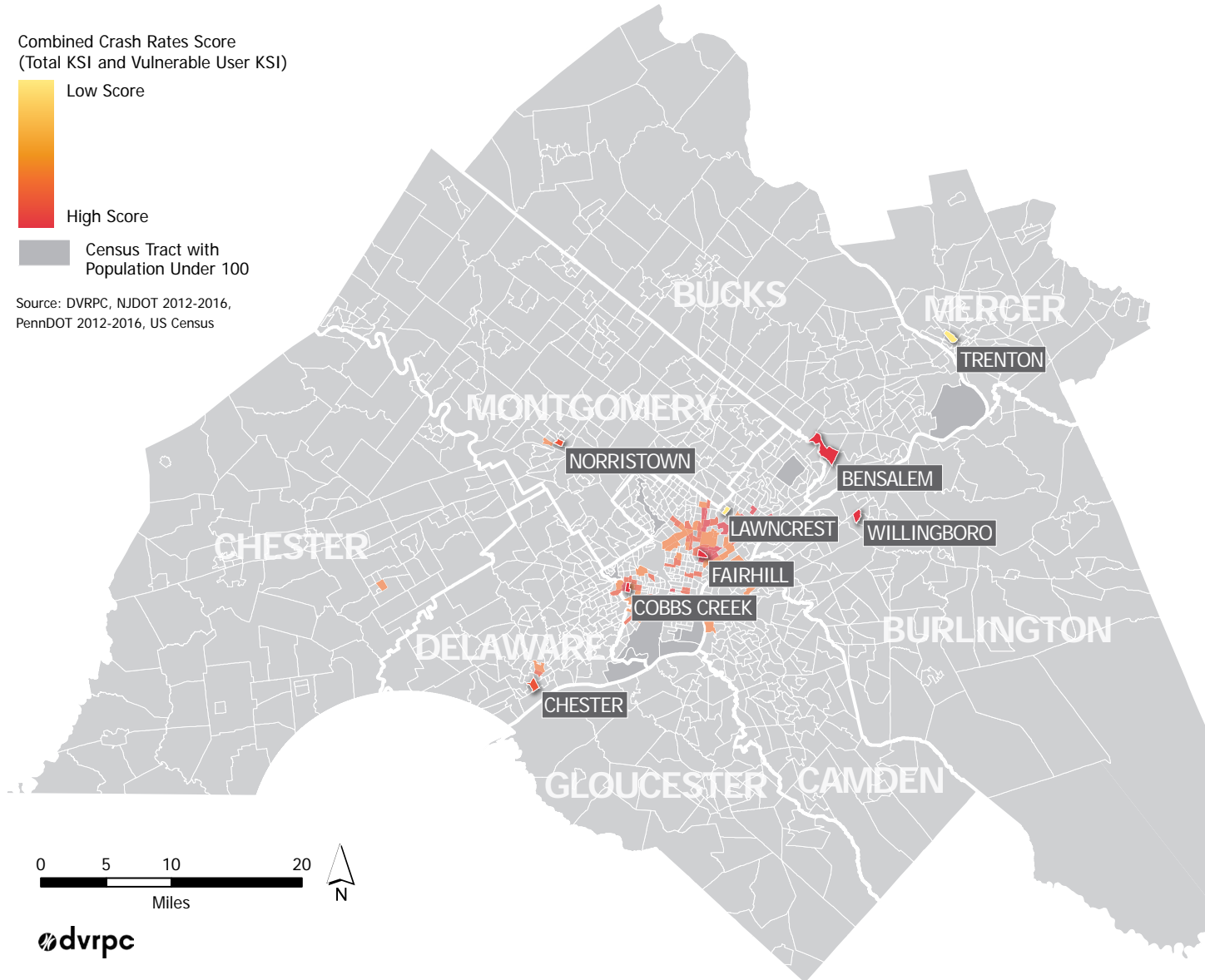
Low Score



High Score

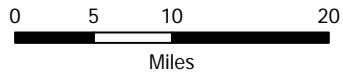
Census Tract with
Population Under 100

Source: DVRPC, NJDOT 2012-2016,
PennDOT 2012-2016, US Census



**6 census tracts
with well above
average IPD
percentages
and well above
average combined
crash rates**

**2 census tracts
with well above
average IPD
percentages and
below average
combined crash
rates**



FAIRHILL

Collision Type


- Hit Fixed Object
- Angle
- Hit Pedestrian

Functional Classification

- ▬ Principal Arterial
- ▬ Minor Arterial
- ▬ Collector
- ▬ Local

Land Use Category

- Commercial
- Industrial
- Institutional
- Recreation
- Residential
- Undeveloped

 SEPTA Station

Sources: PennDOT; DVRPC, 2015

Potter-Thomas Elementary School

N 5th St

W Indiana Ave

Pan American Academy Charter School

W Cambria St

Fairhill Community High School

N 2nd St

Issac A Sheppard Elementary School

W Somerset St

Julia De Burgos Elementary School

N Front St

Fairhill Square

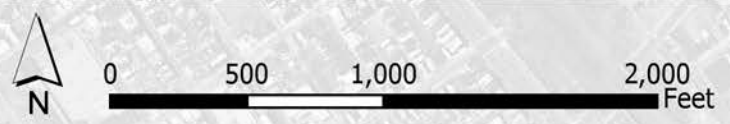
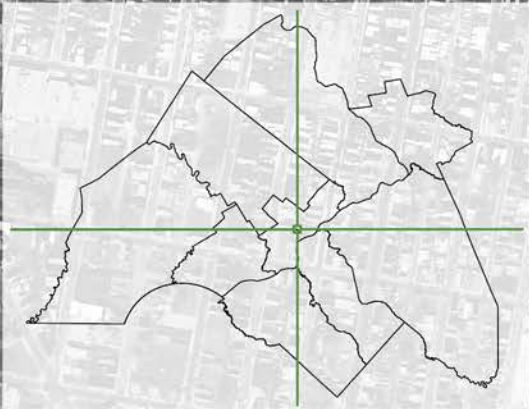
W Lehigh Ave

Temple University Hospital

Visitation BVM Catholic School

Huntingdon Station

Somerset Station



Aerial imagery: DVRPC, 2015







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TRENDS AND RECOMMENDATIONS

Key issue: wide roads with **fast moving** traffic near **residential areas** where car ownership rates are lower (meaning people are **more likely to walk**)



TRENDS AND RECOMMENDATIONS

Key issue: wide roads with fast moving traffic near residential areas where car ownership rates are lower (meaning people are more likely to walk)

Recommendations:

- Consider **systemic safety measures** to slow traffic in communities of concern
- **Prioritize safety investments** that benefit communities of concern with traffic safety challenges



TARGET SAFETY INVESTMENTS

- **Target** safety investments to correlated **Communities of Concern** through score multipliers and similar strategies



TARGET SAFETY INVESTMENTS

- Target safety investments to correlated **Communities of Concern** through score multipliers and similar strategies
- Safety investment programs in the region include the **Highway Safety Improvement Program**, the **Transportation Improvement Program (TIP)**, and **Vision Zero Philadelphia**



WHAT COMES NEXT?

- Proposed changes to **TIP** evaluation criteria



WHAT COMES NEXT?

- Proposed changes to **TIP** evaluation criteria
- **Vision Zero Philadelphia** Slow Zone Program scoring criteria



WHAT COMES NEXT?

- Proposed changes to **TIP** evaluation criteria
- **Vision Zero Philadelphia** Slow Zone Program scoring criteria

Key Question: How can our local transportation safety investment programs better incorporate equity considerations?



To download the full report, visit:
<https://www.dvrpc.org/Products/>

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Delaware Valley Regional Planning Commission
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e: hjacob@dvrpc.org



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	TOTAL KSI RATE	VULNERABLE USER KSI RATE
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OLDER ADULTS	-0.20	0.18
COMBINED IPD SCORE	0.38	0.38
CARLESS HOUSEHOLDS	0.35	0.59

> 0.3
 > 0.4
 0.25-0.3