



TIP Actions

Transportation Improvement Program

New Jersey TIP (FY2018-2021)

Pennsylvania TIP (FY2019-2022)

May 2019



Seven Stars Road over French Creek (County Bridge #190)

Chester County

Add New Project to TIP



▶ TIP AMENDMENT

- ▶ **ACTION:** Add a new \$1.75 million Act 13 funded project to the TIP, accordingly:
 - PE in FY19 (\$50,000) and FY20 (\$125,000)
 - FD in FY21 (\$125,000)
 - ROW in FY21 (\$25,000)
 - UTL in FY21 (\$25,000)
 - CON in FY22 (\$1,400,000)
- ▶ Act 13 Marcellus Shale funds are additional to the region that are distributed to counties by PennDOT based on population for the replacement or repair of locally-owned at-risk deteriorated bridges.



- Single-lane historic, SD bridge
- Poor superstructure
- Almost 3,000 vehicles per day
- Bridge replacement
- Maintain 20 ton posted
- Retain Ekki portions of bridge
- Upgrade safety features on approaches

2019 Philadelphia ADA Ramps

City of Philadelphia

Add New Project to TIP



edvrpe

▶ TIP AMENDMENT

▶ **ACTION:** Add a new \$7.4 million STU funded project to the TIP, accordingly:

- PE in FY19 (\$400,000)
- CON in FY19 (\$7,000,000)

▶ BACKGROUND:

– 660 ramps identified as having ADA barriers will be improved in conjunction with roadway resurfacing along:

| | | | |
|--------------|-----------------|-------------------|---------------------------------|
| Henry Ave. | Bethlehem Pike | Cheltenham Ave. | Kingsessing Ave. |
| Stenton Ave. | Mount Airy Ave. | Princeton Ave. | Parkside Ave. |
| Godfrey Ave. | Easton Rd. | Willits Rd. | Chester Ave. |
| Clarissa St. | Wadsworth Ave. | Spring Garden St. | 52 nd St. |
| Wayne Ave | Girard Ave. | Whitby Ave. | 42 St. and 65 th St. |

TIP Action | Proposed – PA



Recommend Board approval to amend the TIP by adding new projects to TIP:

Seven Stars Road over French Creek (County Bridge #190)

Add a new \$1.75 million Act 13 funded project to the TIP, accordingly:

- PE in FY19 (\$50,000) and FY20 (\$125,000)
- FD in FY21 (\$125,000)
- ROW in FY21 (\$25,000)
- UTL in FY21 (\$25,000)
- CON in FY22 (\$1,400,000)

Funds are additional to the region.

2019 Philadelphia ADA Ramps

Add a new \$7.4 million STU funded project to the TIP, accordingly:

- PE in FY19 (\$400,000)
- CON in FY19 (\$7,000,000)

PA 309, 5-Points Intersection Improvements (71A) (Old US 202, 5-Points Intersection Improvements (71A)) Montgomery County I Add Project Back into the TIP



edvrpe

▶ TIP AMENDMENT

▶ ACTION: Add project back into the TIP, accordingly:

- FY19 UTL (\$500,000 State 581)
- FY19 CON (\$8,000,000 NHPP/Toll Credit)

▶ REASON:

- ROW acquisition delays, utility relocations, and environmental permitting delayed project letting.

▶ BACKGROUND:

- UTL and CON in previous FY2017 TIP.
- Intersection is an identified roadway upgrade that PennDOT agreed to Montgomery Township's request to advance independent of the now-completed US 202 Bypass Project.



ACRE Windows & Doors
Montgomeryville, PA

Bethlehem Pike

Cowpath Rd

Leslie Interiors:
Allstate Insurance

Jiffy Lube

Red Lobster

Pier 1

Montgomery Square
Methodist Church

Cowpath Rd

Bethlehem Pike

Horsham Rd

Domino's Pizza

Ruby Tuesday

Phase 4 Contracting



TIP Action | Proposed – PA



Recommend Board approval to amend the TIP:

**PA 309, 5-Points Intersection Improvements (71A)
(Old US 202, 5-Points Intersection Improvements (71A))**

Add project back into the TIP, accordingly:

- FY19 UTL (\$500,000 State 581)**
- FY19 CON (\$8,000,000 NHPP/Toll Credit)**

Route 130, Charleston Road/Cooper Street (CR 630) to Crafts Creek

Burlington County I Cost Increase



▶ TIP MODIFICATION

▶ **ACTION:** Increase FY19 CON cost by \$10.7 million NHPP from \$16.96 million (\$16.013 million NHPP/\$947,000 DEMO-RS) to \$27.66 million (\$26.713 million NHPP/\$947,000 DEMO-RS).

▶ REASON & BACKGROUND:

- Additional work needed due to limits extended from 7.4 miles at Van Sciver Parkway to 8.5 miles at Charleston Road/Cooper St.,
- Incorporates construction of a new Route 130 NB left-turn lane at McNeal St.
- 5 intersection upgrades
- Provide traffic adaptive signals, video image detection, overhead sign structures, fiber optic cable installation.
- This additional scope of work was approved by the NJDOT Capital Program Committee on Aug. 9, 2017.



An additional Route 130 NB left-turn lane at McNeal Street will be constructed

- Original Project Limits
- Current/Extended Project Limits
- DMS Overhead Dynamic Message Sign
- Intersection Upgrade



McNeal

TIP Action | Proposed – NJ



Recommend Board approval to modify the TIP:

Route 130, Charleston Road/Cooper Street (CR 630) to Crafts Creek

Increase FY19 CON cost by \$10.7 million NHPP from \$16.96 million (\$16.013 million NHPP/\$947,000 DEMO-RS) to \$27.66 million (\$26.713 million NHPP/\$947,000 DEMO-RS).



Transportation
Improvement
Program

TIP

Thank You!

www.dvrpc.org/TIP

Office of Project
Implementation

Daniel Snyder, P.E.
RTC Meeting
May 7, 2019

Project Selections for the New Jersey TA-SA and SRTS Programs

What is TA Set-Aside

- The Transportation Alternatives Set-Aside (TA-SA) program was established by Congress in 2012 under MAP-21 and was replaced with a set-aside of funds under the Surface Transportation Block Grant Program (STBG) by the FAST Act in 2015
- TA-SA provides federal funds for community based “non-traditional” surface transportation projects designed to strengthen the cultural, aesthetic, and environmental aspects of the nation’s intermodal system.

What is SRTS

- The SRTS program is funded through the Federal Highway Administration's Federal Aid Program and is being administered by the New Jersey Department of Transportation (NJDOT), in partnership with the Delaware Valley Regional Planning Commission (DVRPC), North Jersey Planning Authority (NJTPA) and the South Jersey Transportation Planning Organization (SJTPO).
- Objectives
 - Enable and encourage children to walk and bike to school
 - Make bicycling and walking to school a safer and more appealing transportation alternative, while encouraging an active lifestyle
 - Facilitate the planning, development, an implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of schools

Eligible Activities

- Bicycle & Pedestrian Facilities
- Conversion of abandoned railroad corridors for trails
- Construction of Scenic Turnouts, Overlooks, and Viewing Areas
- Historic preservation and rehabilitation of historic transportation facilities

Eligible Activities (con't)

- Community improvement activities, specifically: streetscaping and corridor landscaping
- Environmental mitigation to address stormwater
- Wildlife mortality mitigation

NOTE: Safe Routes projects must be located within two (2) miles of a primary or middle school and typically focus on Bike and Pedestrian facilities.

Selection Process

- DVRPC Review Committee
 - Four New Jersey Counties, DVRPC staff, and NJDOT

- Selection Criteria
 - Developed by the 3 New Jersey MPOs and NJDOT

- Application Period
 - TA-SA: May 15, 2018 – August 23, 2018
 - SRTS: May 15, 2018 – September 18, 2018

Applications

- TA Set-Aside
 - 30 Applications
 - Approx. \$19.3 million in requests

- SRTS
 - 15 Applications
 - Approx. \$6.6 million in request

TA-SA Selected Projects

| Project Title | Sponsor | Award Amount |
|---|---------------------|---------------------|
| River Birch Trail | Camden City | \$680,000 |
| Atlantic Avenue Trail | Camden County | \$1,220,000 |
| Fifth Street Rail to Trail | Florence Township | \$562,000 |
| Temple Boulevard Enhancements | Palmyra Borough | \$343,000 |
| Phase 5 Bikeway and Streetscape Improvements along Lakeview Drive from Kresson Road to Silver Lake | Gibbsboro Borough | \$408,000 |
| Lakeland Road Connector Trail | Gloucester Township | \$540,000 |
| | Total | \$3,753,000 |

SRTS Selected Projects

| Project Title | Sponsor | Award Amount |
|---|-----------------------|---------------------|
| Klockner Elementary School Pedestrian Safety Improvements | Hamilton Township | \$342,000 |
| Echelon Road Pedestrian Improvements | Voorhees Township | \$370,000 |
| Rosedale Road (CR-604) and General Johnson Drive Intersection and Pathway Improvements | Princeton | \$1,000,000 |
| National Park Borough Safer Routes to National Park School | National Park Borough | \$156,000 |
| | Total | \$1,868,000 |

Action Proposed

That the Regional Technical Committee (RTC) recommends Board approval of the list of Transportation Alternative Set-Aside (TA-SA) and Safe Routes to School (SRTS) projects identified. Further, amend the DVRPC FY 2018 TIP and NJDOT STIP for NJ by adding six (6) TA-SA projects in the amount of \$3,753,000 Statewide TAP to the Transportation Alternatives Program (DB #X107) and by adding four (4) SRTS projects in the amount of \$1,868,000 Statewide TAP to the Safe Routes to School Program (DB #99358) (TIP Action NJ18-081).

Thank you!



→ Regional Trails Program: Phase VII Grant Awards

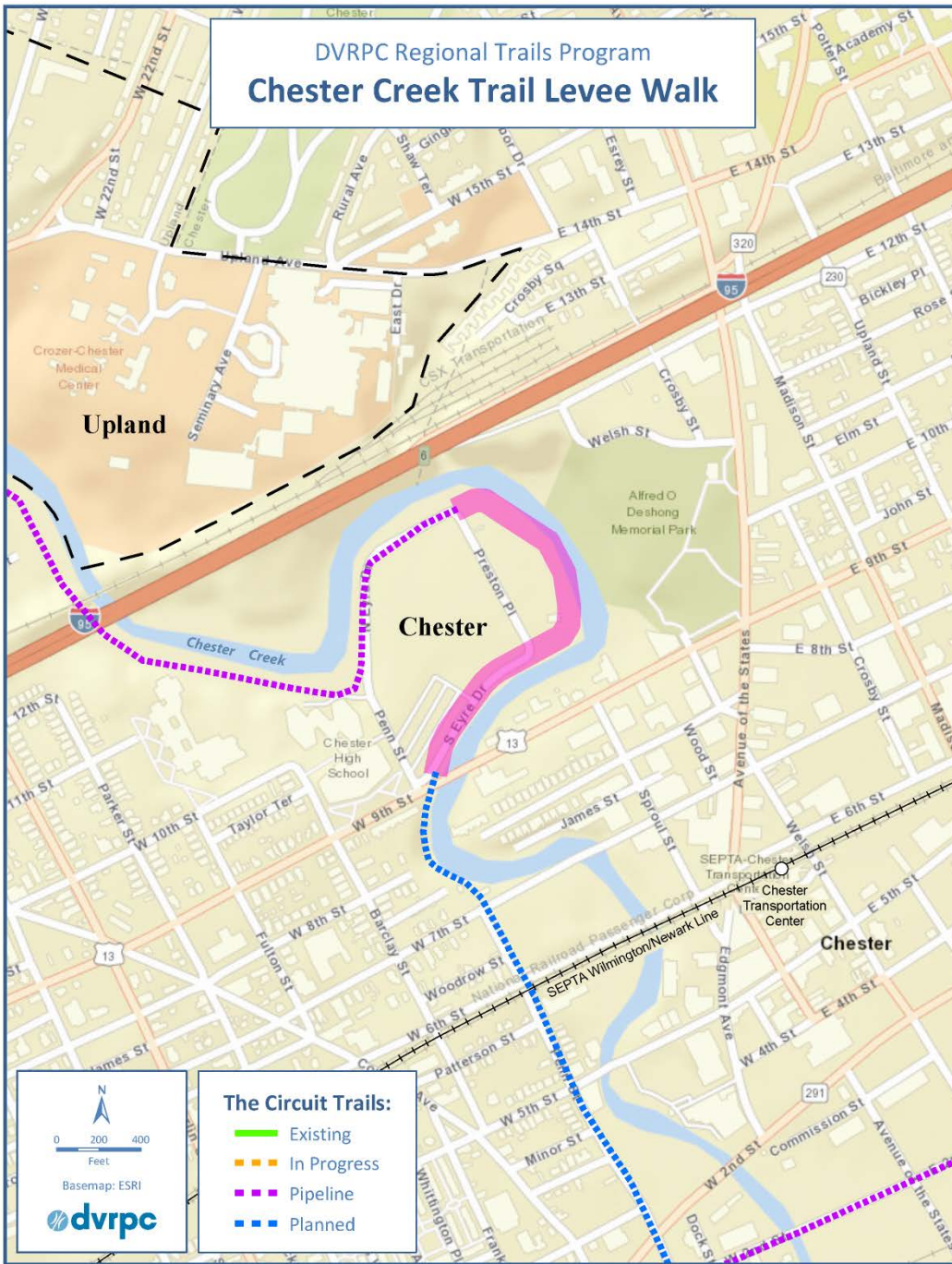
Regional Technical Committee, May 7, 2019



Proposed Grant Awards

1. **Chester Creek Trail Levee Walk (construction),
City of Chester – \$249,700**
2. **Bridge over US 130 and adjoining trail (design),
Pennsauken Township – \$175,000**
3. **D&R Canal Gap – Trenton Wellness Loop to Union
Street (design), D&R Greenway Land Trust –
\$150,000**

DVRPC Regional Trails Program Chester Creek Trail Levee Walk

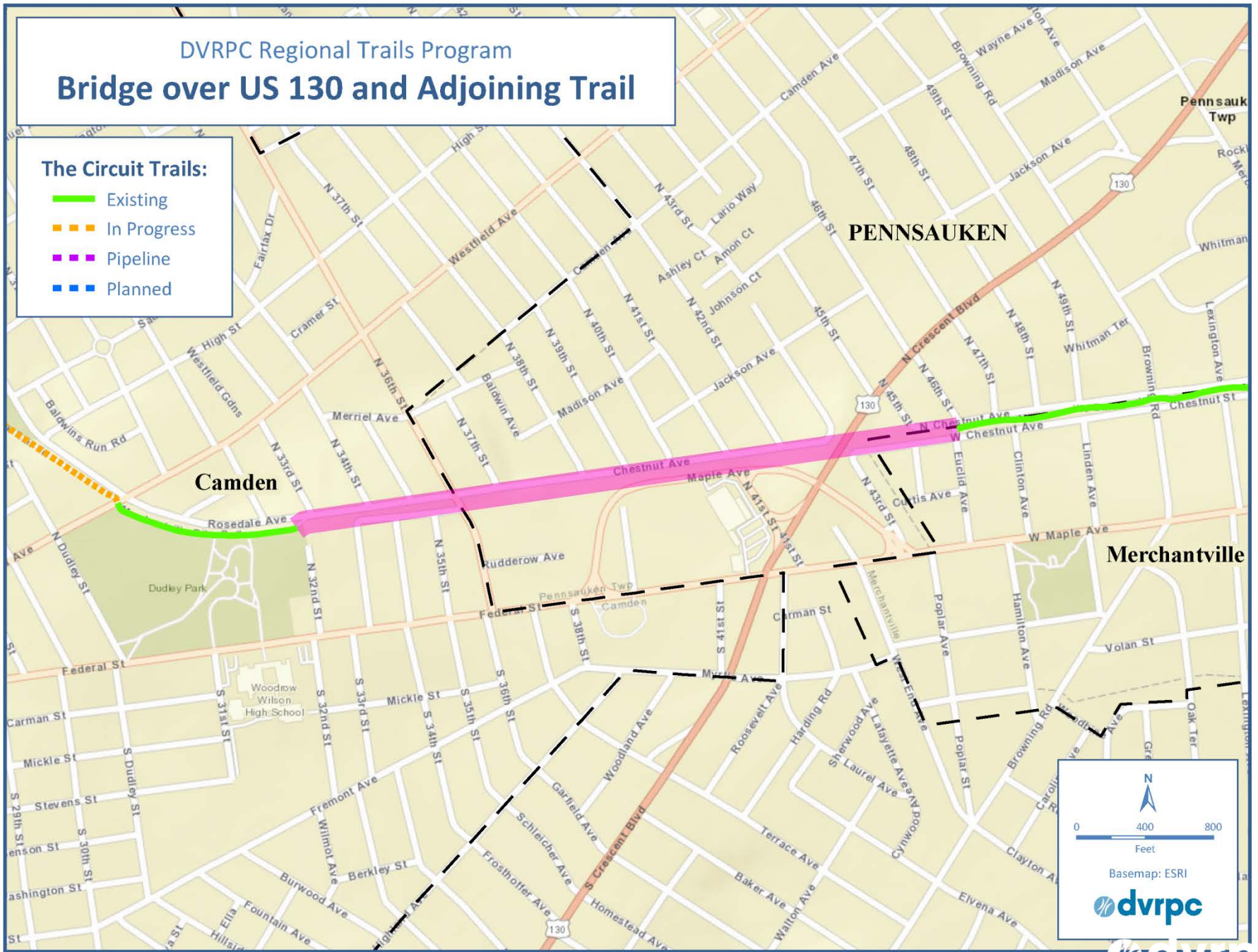


DVRPC Regional Trails Program

Bridge over US 130 and Adjoining Trail

The Circuit Trails:

- Existing
- In Progress
- Pipeline
- Planned



N

0 400 800

Feet

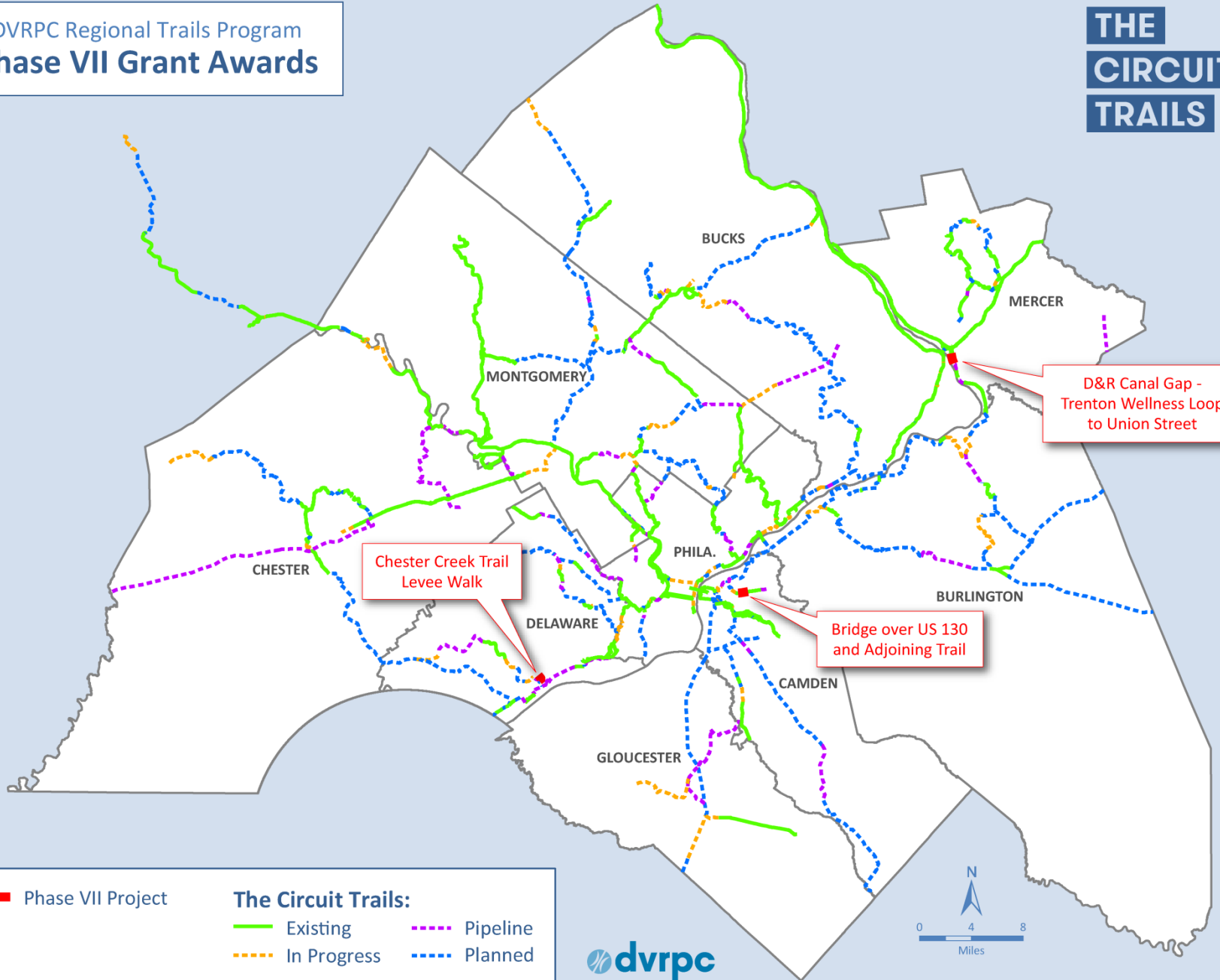
Basemap: ESRI

DVRPC Regional Trails Program D&R Canal Gap - Trenton Wellness Loop to Union Street



DVRPC Regional Trails Program
Phase VII Grant Awards

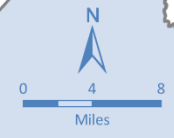
**THE
CIRCUIT
TRAILS**



 Phase VII Project

The Circuit Trails:

-  Existing
-  In Progress
-  Pipeline
-  Planned



Action Proposed

That the Regional Technical Committee recommend Board approval of these three (3) Phase VII Regional Trails Program Grant awards totaling \$574,700.



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DEPARTMENT OF TRANSPORTATION

I-76 INTEGRATED CORRIDOR
MANAGEMENT PROJECT



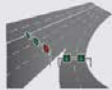





- ▶ Project Update –
DVRPC – Regional
Transportation
Committee Meeting
May 7th, 2019



Corridor Overview and Timeline

- 1932 – Original vision: Riverside parkway connecting Fairmount Park & Valley Forge Park
- 1949 – Construction begins on 1st section – PA Turnpike to US 1
- 1950 – Design year (1970) volume estimated at **35,000 VPD**
- 1954 – 1st Section of the Schuylkill Expressway Opens
- 1960 – 1st Operational Study of I-76 performed – daily traffic at **70,000 VPD**
- 1981 – Daily traffic volumes approach **85,000 VPD** in Montgomery County & **135,000 VPD** in the City of Philadelphia
- 1982 – Schuylkill Expressway Reconstruction Project
- *2002 – I-76 & Parallel Arterial Network TSM Development*
- *2006 – I-76 ITS Deployments: PennDOT & DRPA install detectors, CCTV cameras, DMS, and communications to better manage traffic*
- 2010 – Daily traffic volumes exceeded **117,000 VPD** in Montgomery County & approached **180,000 VPD** in the City of Philadelphia
- *2015 – I-76 ITS Enhancements*

ConOps Focus Areas

| |  VARIABLE SPEED LIMITS |  QUEUE WARNING |  JUNCTION CONTROL |  RAMP METERING |  PART-TIME SHOULDER USE |  MULTI-MODAL IMPROVEMENTS |  CONNECTED VEHICLE APPLICATIONS |  MANAGED ARTERIALS |
|------------------------------|---|--|--|---|--|--|--|---|
| IMPROVE TRAFFIC OPERATIONS | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| REDUCE INCIDENTS | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | | | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| CAPACITY ENHANCEMENT | <input checked="" type="checkbox"/> | | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| OPTIMIZE MULTI-MODAL OPTIONS | | | | | | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |

Operations Focused Capacity Enhancements

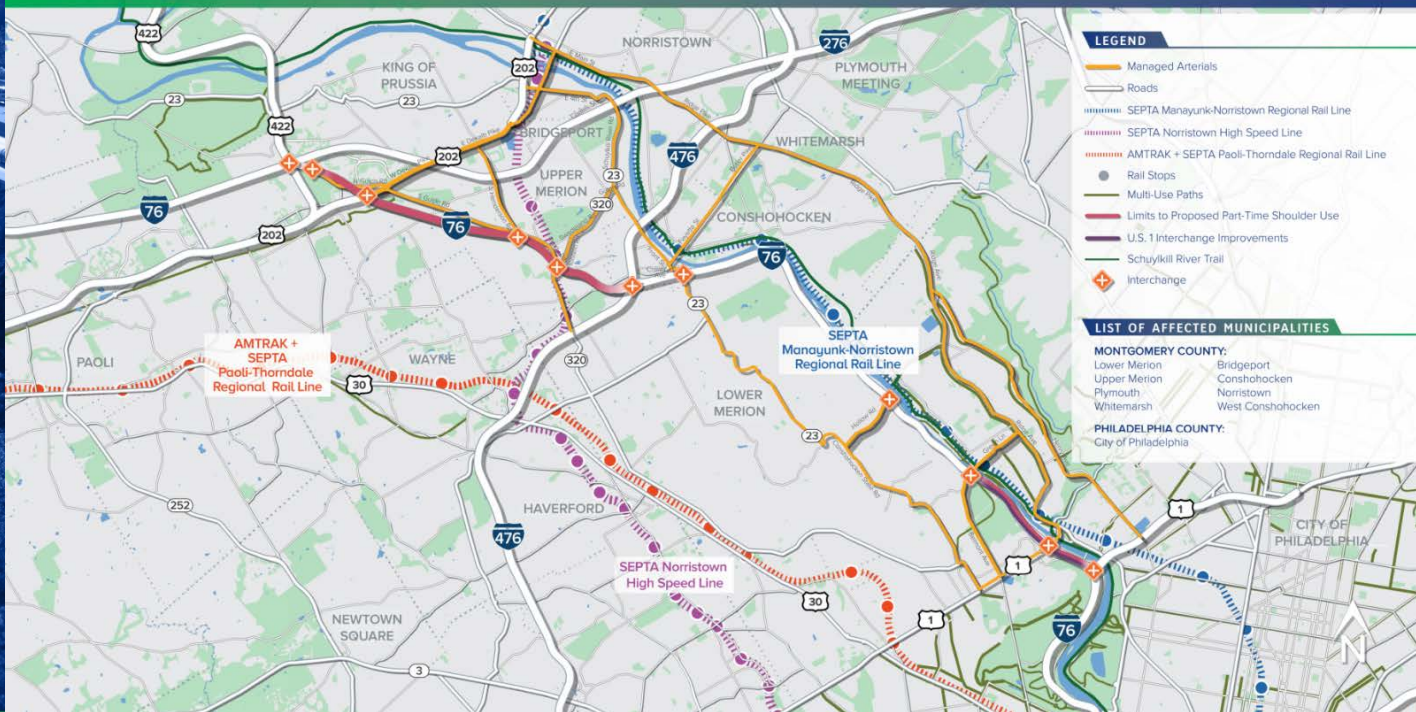
| Traditional Improvements | Operational Improvements |
|---|---|
| Standard Highway Design Approach (capacity & criteria) | Performance Based, Practical Design (flexibility & metrics) |
| Expand by adding lanes with full width shoulders | More effectively utilize existing geometry with minimal expansion |
| Larger Project Footprint | Little Widening Required. Limited Right of Way |
| Significant Environmental Clearance & Permitting Required | Limited Environmental Impacts |
| Significant Construction Impacts and Duration (approx. 10-15 years) | Reduced Construction Impacts and Duration (approx. 4-6 years) |
| High Construction Cost – More Difficult to Fund | Required Funding Available for Programming |

ICM Project Corridor Overview



I-76 CORRIDOR COMPREHENSIVE TRANSPORTATION MANAGEMENT PLAN Project Location Map

PARTNERS



I-76 INTEGRATED CORRIDOR MANAGEMENT PROJECT

TRANSFORM76.COM



Alternatives Analysis

- Draft Report Submitted late 2018
- Identified Overall Design Criteria
 - Roadway
 - Structures
 - ITS
- Evaluated Options for Flex Lane Limits
 - Traffic and Safety Metrics were Modeled and Analyzed
- Evaluated Options for Highway Widening & associated SWM
- Evaluated Options for Structure Accommodations
- Identified Constraints – Environmental, Socioeconomic, Geotechnical
- Identified Emergency Access Enhancements

I-76 (SCHUYLKILL EXPRESSWAY) – PA TURNPIKE TO U.S. 1 INTEGRATED CORRIDOR MANAGEMENT PROGRAM FLEX LANES (Flexible Lane Use) - Active, Time-of-Day Management



EXISTING



PEAK



OFF PEAK



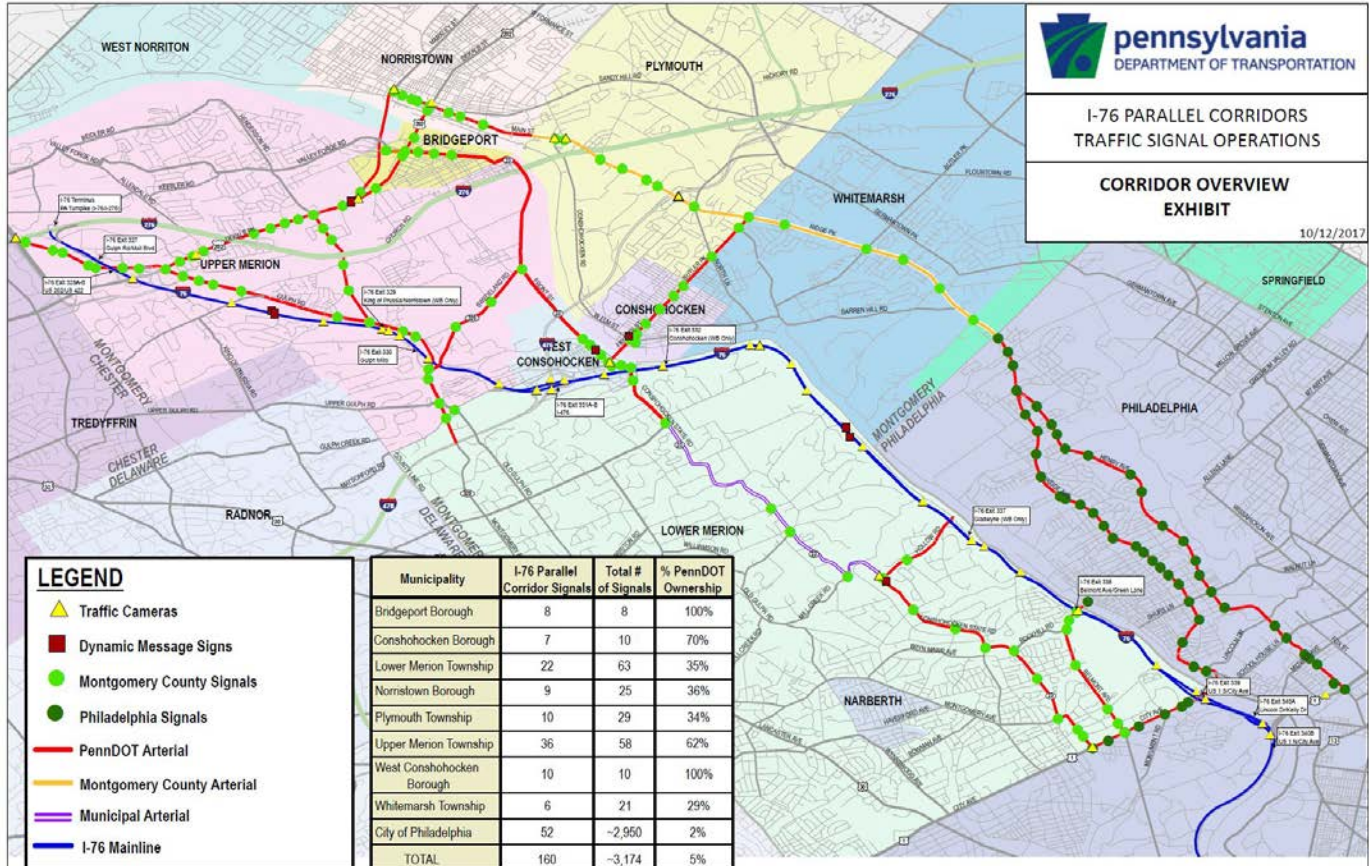
LANE CLOSURE

Variable Speed Limit and Queue Warning Early Action

- Primary Goal – Reduce Rear-End Crashes and Harmonize Traffic Flow
- Project Status
 - Construction Start Date – April 2018
 - Construction Complete/Go Live – Fall 2019
- Project Elements
 - 73 Variable Speed Limit Signs
 - Nine (9) Dynamic Message Signs
 - New ATMS Software Module



TSMO & Parallel Corridors



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DEPARTMENT OF TRANSPORTATION

**I-76 INTEGRATED
CORRIDOR
MANAGEMENT
PROJECT**

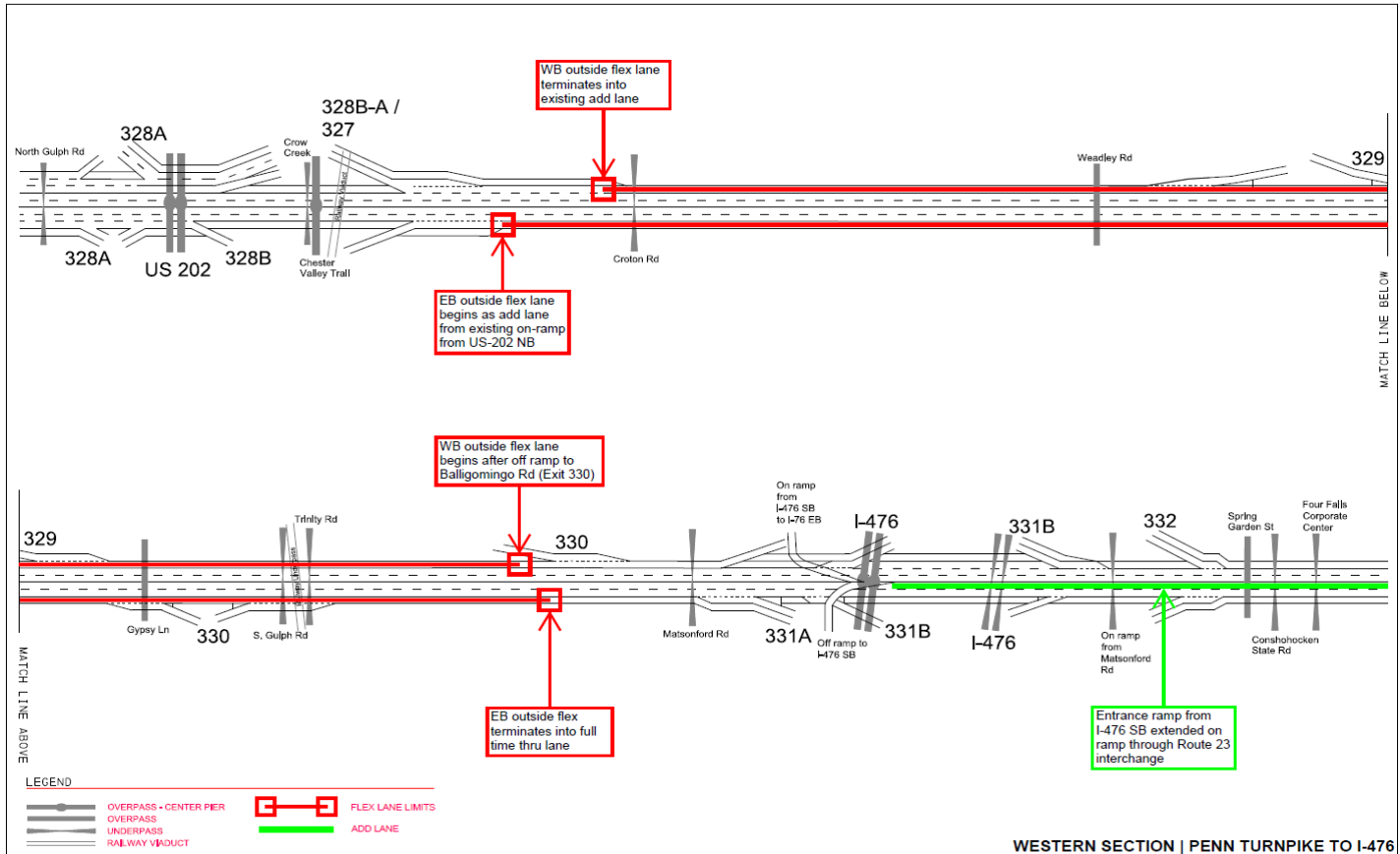
New Regional Traffic Management Center



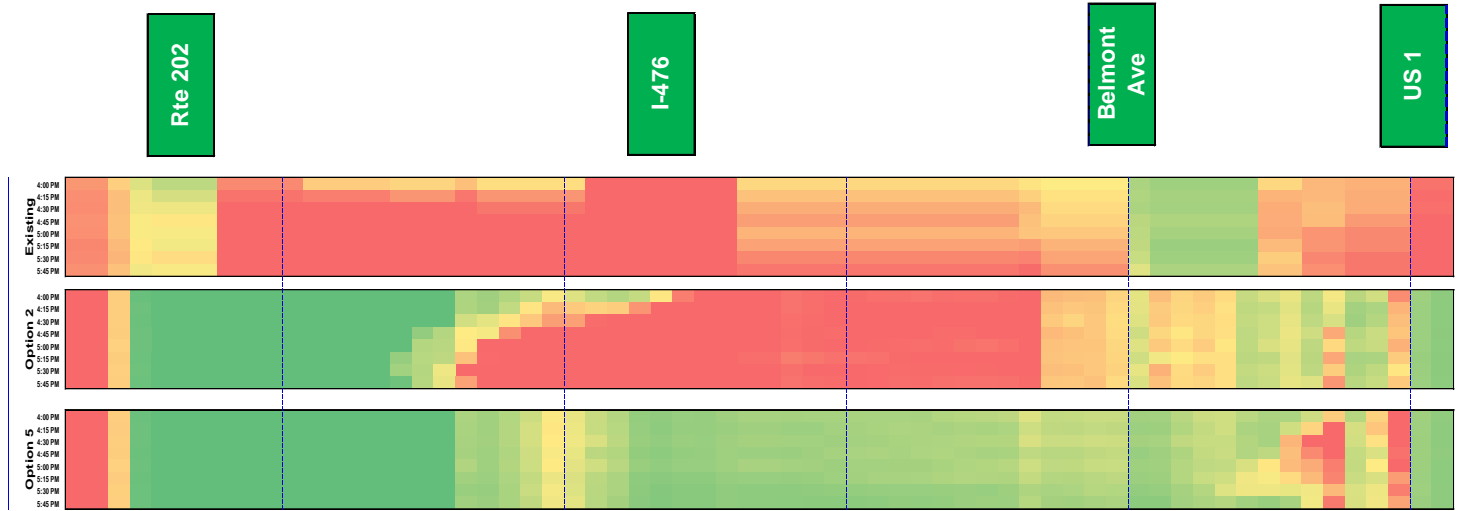
New RTMC



Flex Lane Limit Alternatives

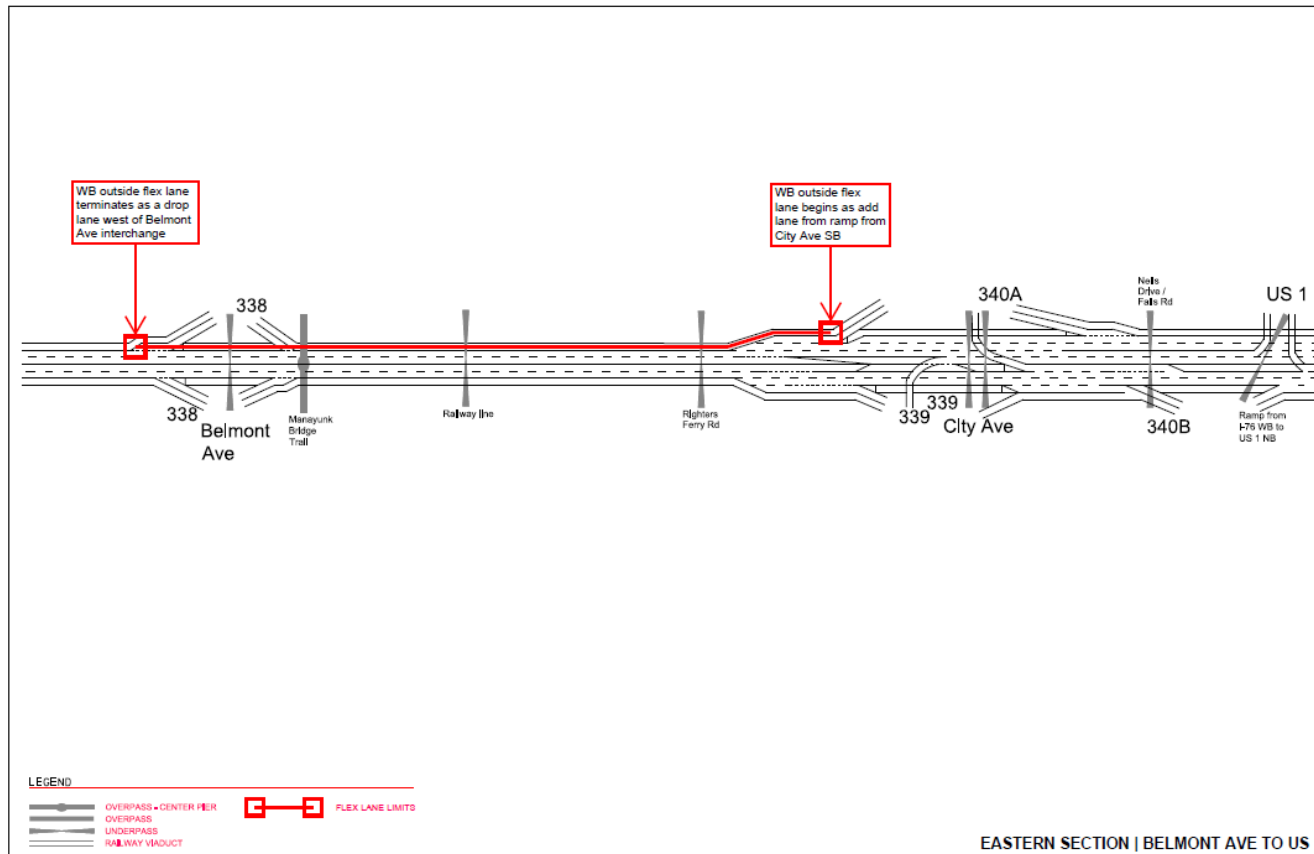


Flex Lane Limit Alternatives– EB





Flex Lane Limit Alternatives



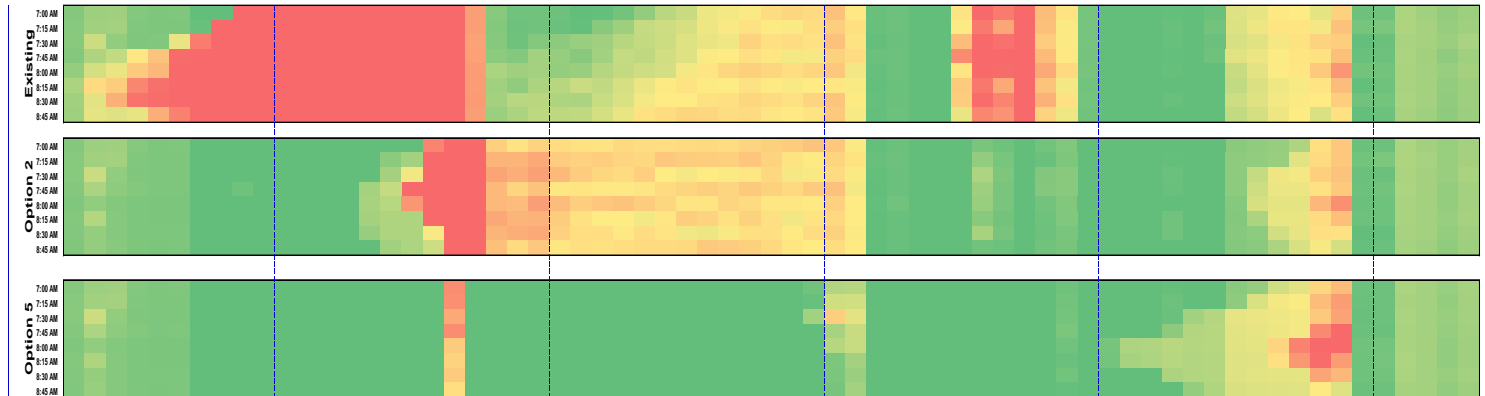
Flex Lane Limit Alternatives– WB

US 1

Belmont Ave

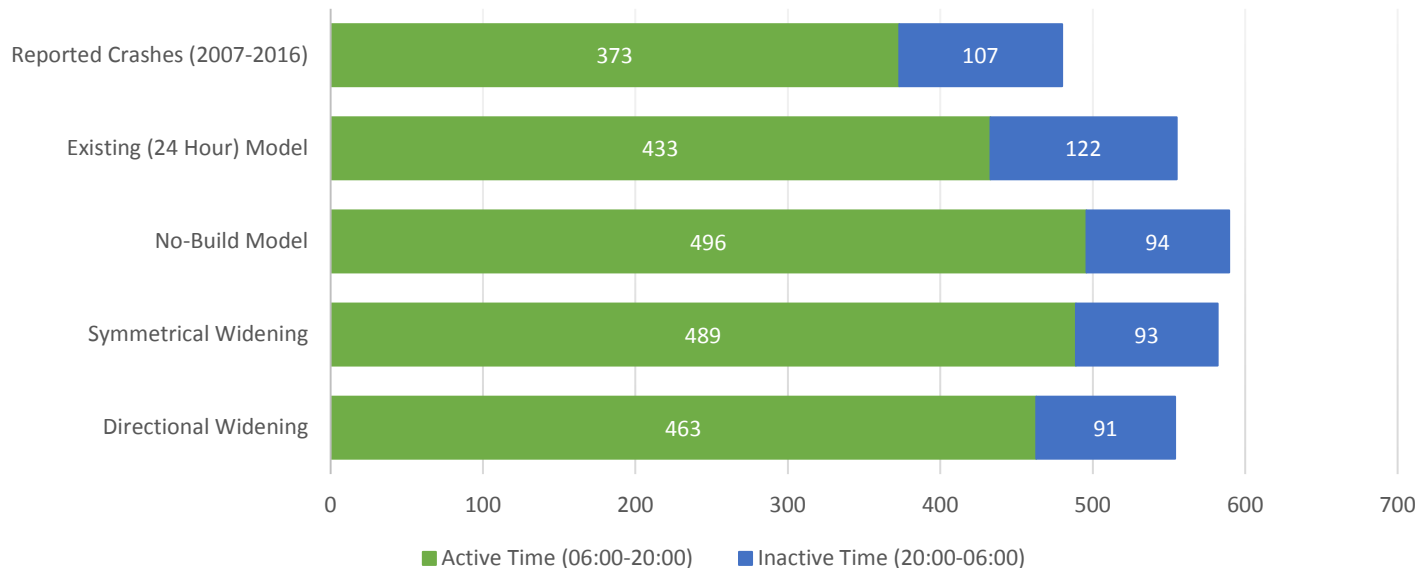
I-476

Rte 202



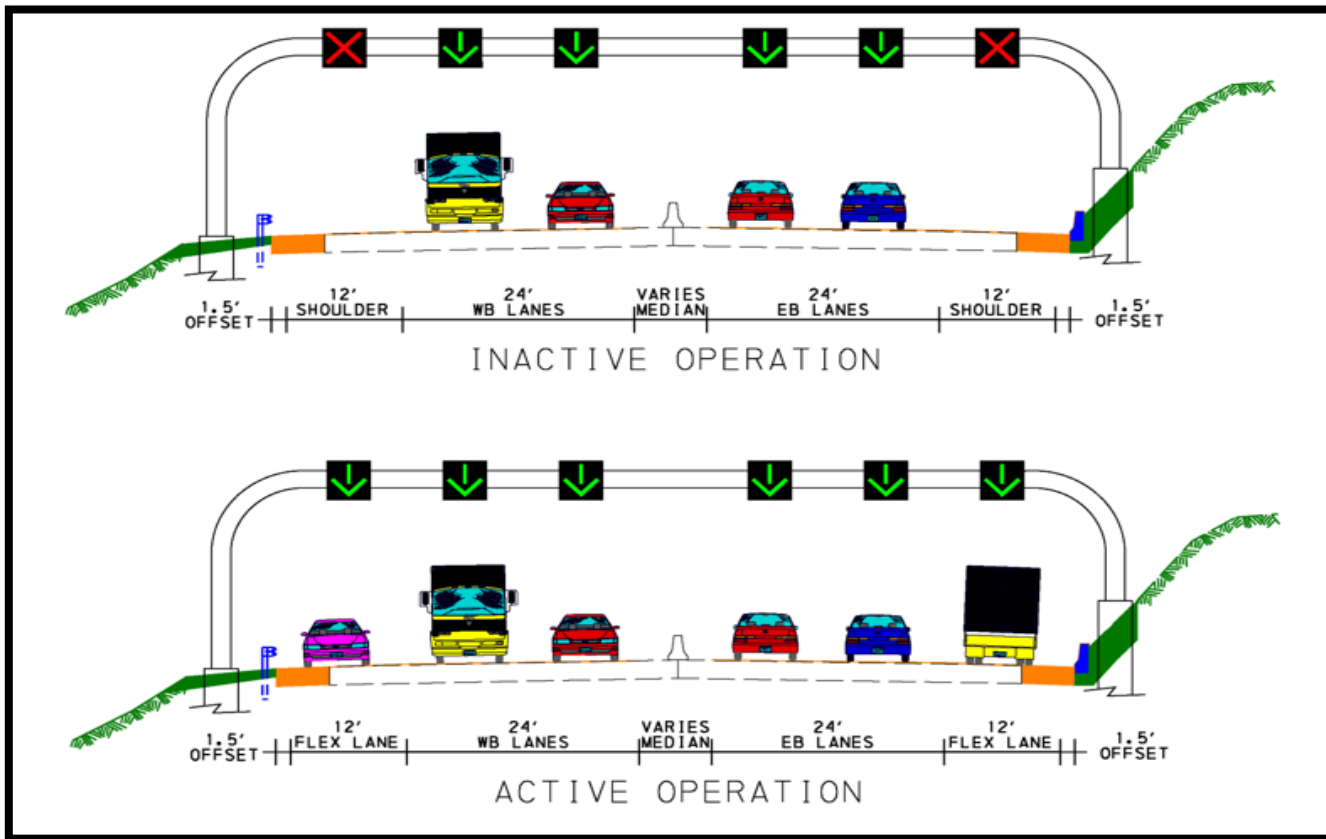
Alternative Performance – Safety Analysis

IHSDM "BASE SCENARIO" ENTIRE PROJECT LIMITS NO-BUILD -> BUILD TOTAL CRASH COMPARISON

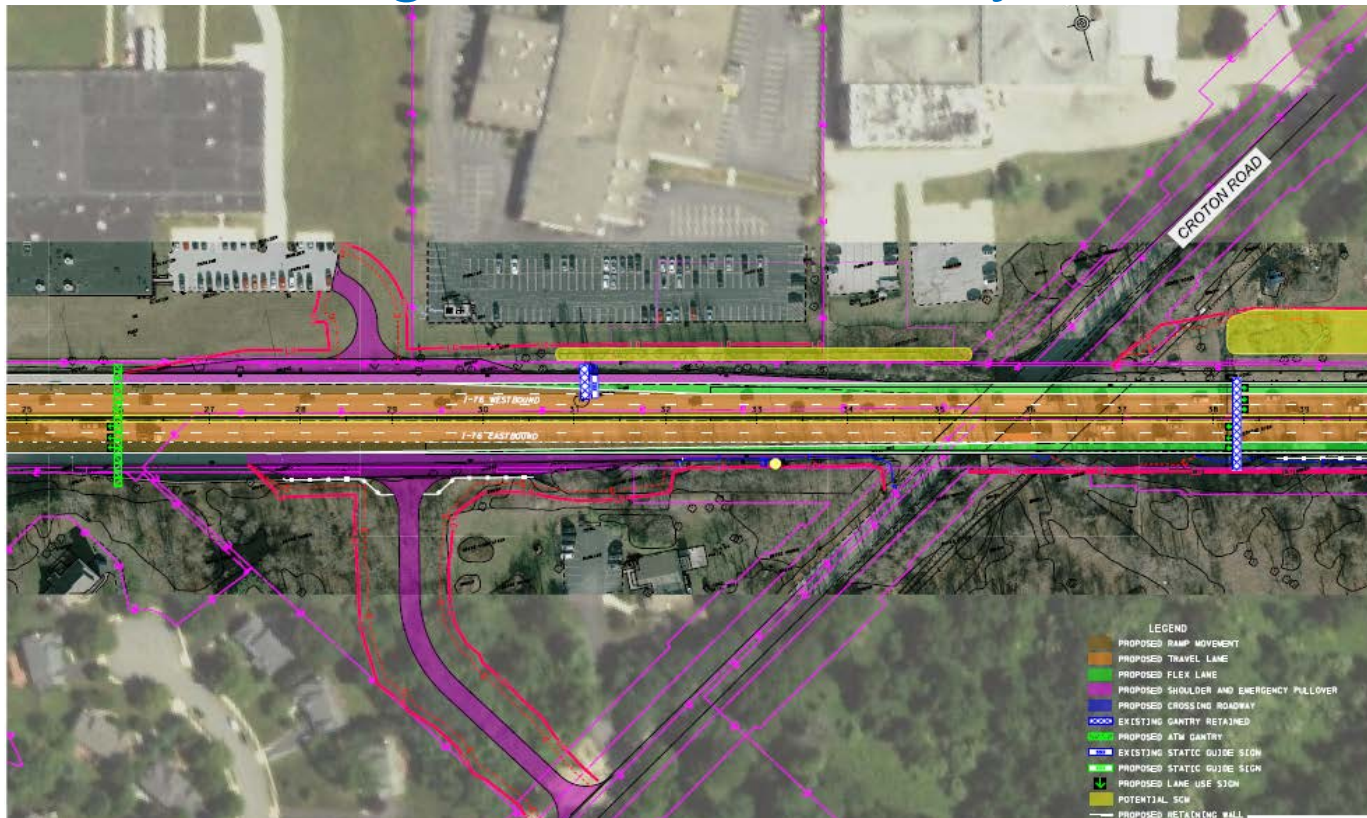




Widening Alternative - Symmetrical



Widening Alternatives - Symmetrical



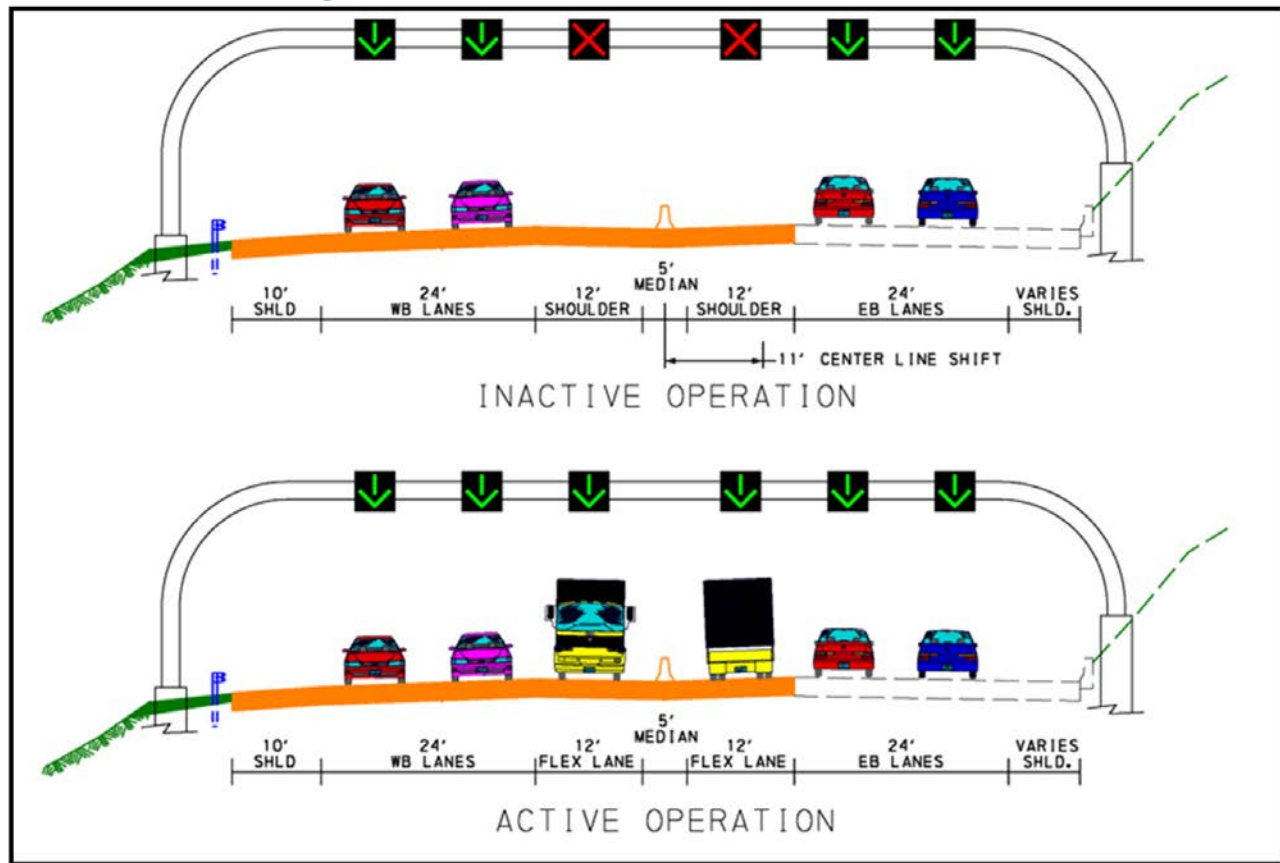
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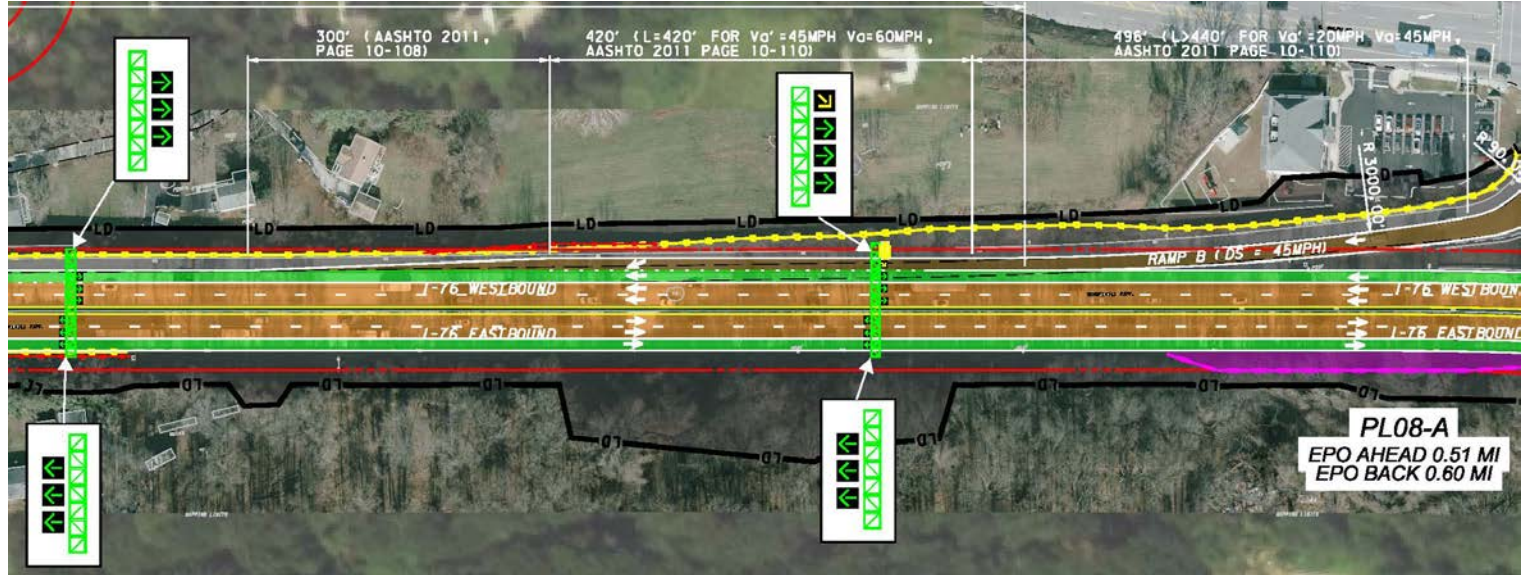
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Widening Alternative – Directional

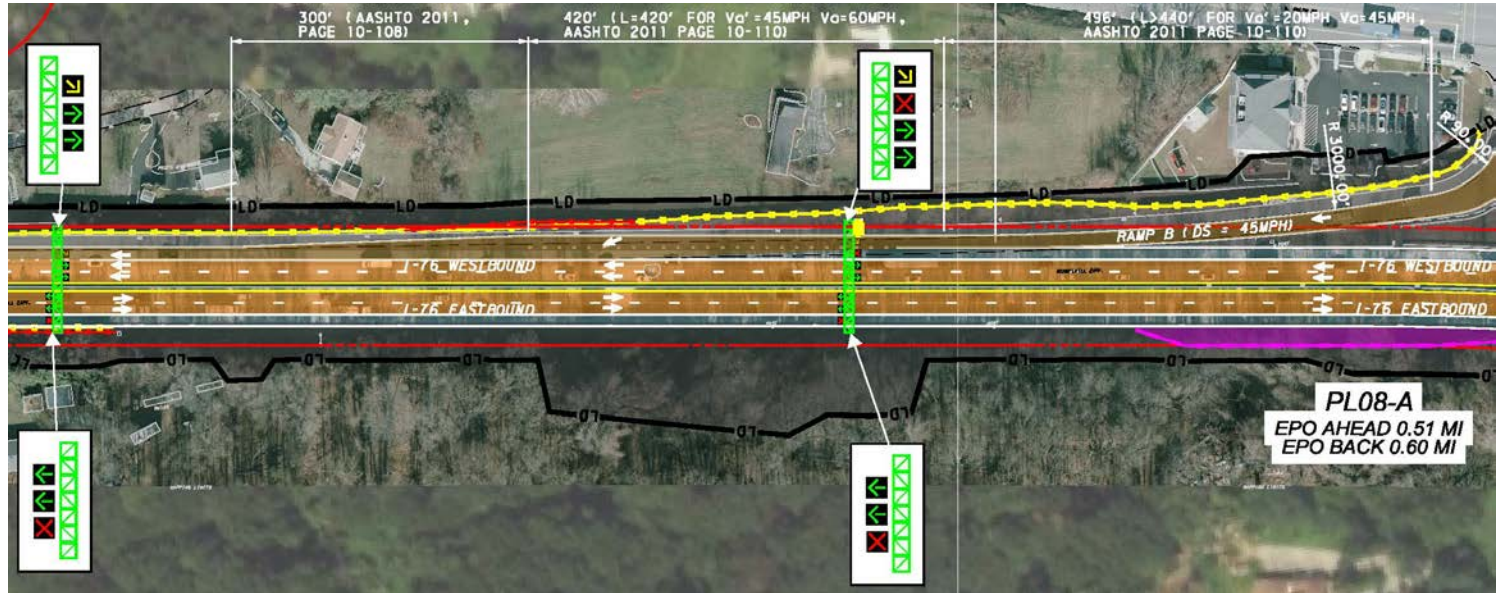


Interchange Ramps



Active Flex Lanes

Interchange Ramps



Inactive Flex Lanes

▶ Belmont to US 1 Expressway



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PROJECT

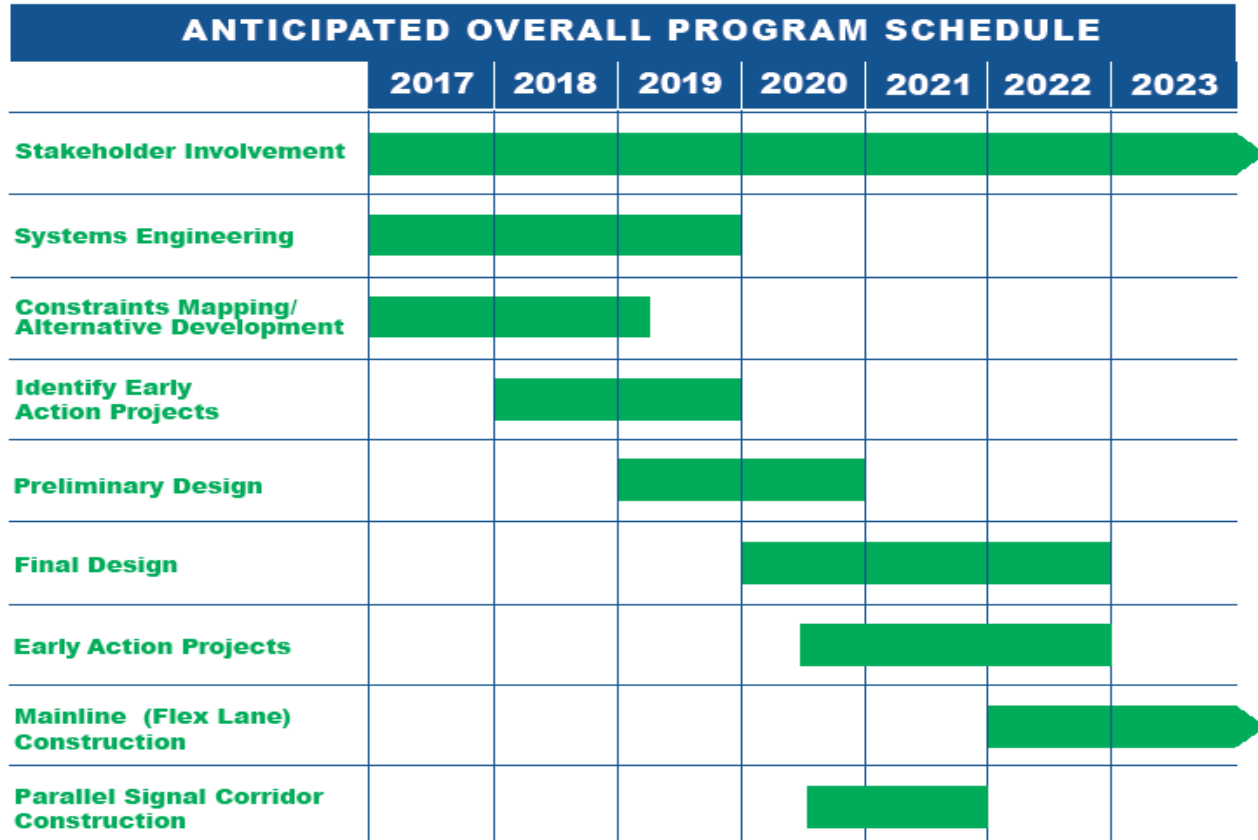
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3D Laser Scan



- Minimized survey time and traffic impacts

Project Management And Delivery





Early Action Projects – Potential/Ongoing

- Variable Speed Limits and Queue Warning – Under Construction
- Overhead Bridge Replacements
 - Weadley Road
 - Gypsy Lane
 - Spring Garden Street
- US 1 Interchange Queue Jumping
 - Up to 60% of traffic utilized City Avenue Exit Ramp to bypass Interchange backup.
- Emergency Pull-off Construction
- Emergency Access Construction
- Ramp Metering in viable locations
- Ped/Bike Improvements / Enhancements
- SEPTA Information Integration

Emergency Response Key Issues/Concerns

- Responder Key Concern is access to Expressway when Flex Lanes are in use
 - Identified emergency access points – co-located with emergency pull-offs where feasible
 - Median gate access in high crash/limited access locations
- PennDOT key concern is to manage access
 - Assessing turnaround and ramp gate strategies and locations
- Overall goals for response coordination and communications



Website / Public Involvement

- www.transform76.com
- Website went live before June 7th press conference – Q&A, FAQs and metrics
- Twitter (@transformi76) and Facebook (Transform76) activated with website.
- Developed educational video introducing the challenges of the corridor and the improvements being considered (first of a series).
- VSL / QW deployment will be focus of upcoming education and videos.
- Stakeholder Committees (3)

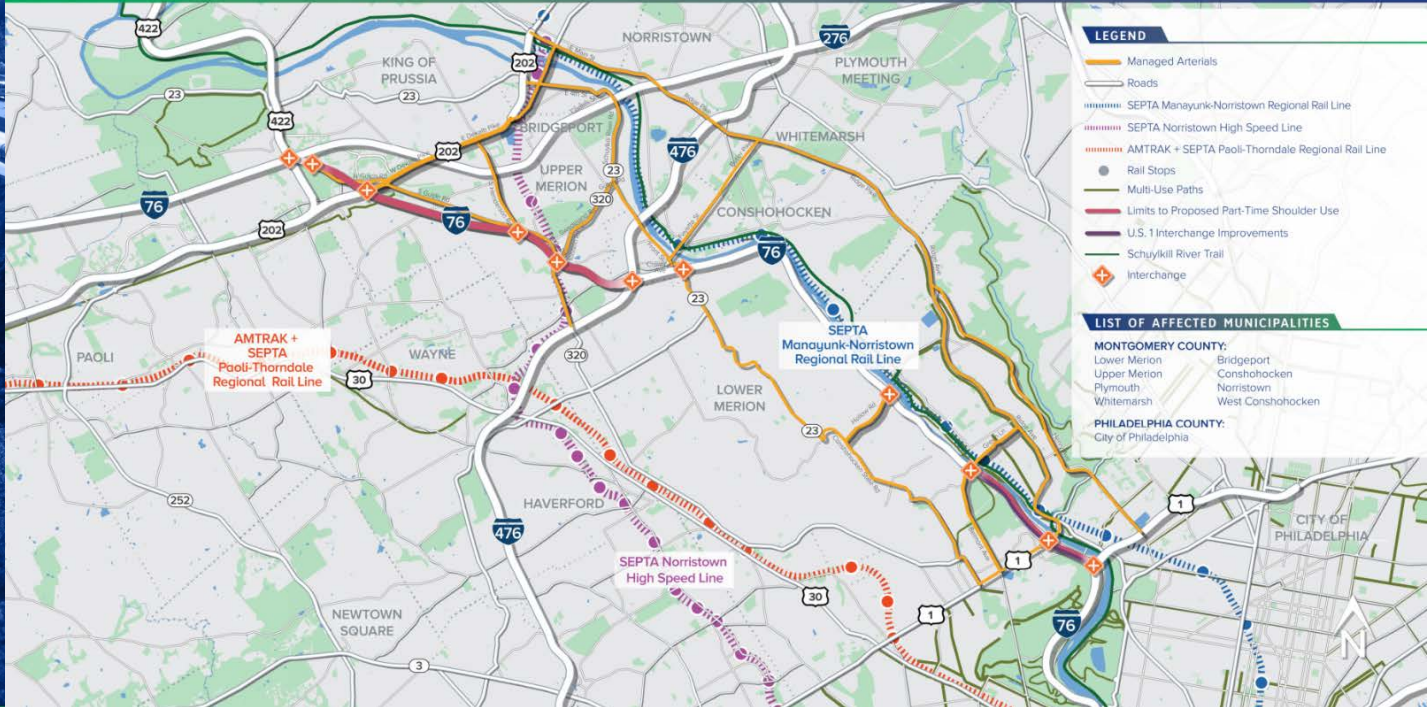


Questions



I-76 CORRIDOR COMPREHENSIVE TRANSPORTATION MANAGEMENT PLAN Project Location Map

PARTNERS



I-76 INTEGRATED CORRIDOR MANAGEMENT PROJECT

SOUTH PHILADELPHIA TRANSPORTATION CENTER

Study Area Conditions

- Wide, high volume arterials
- Mix of large shopping centers, dense residential, industrial and freight facilities
- Changing land use



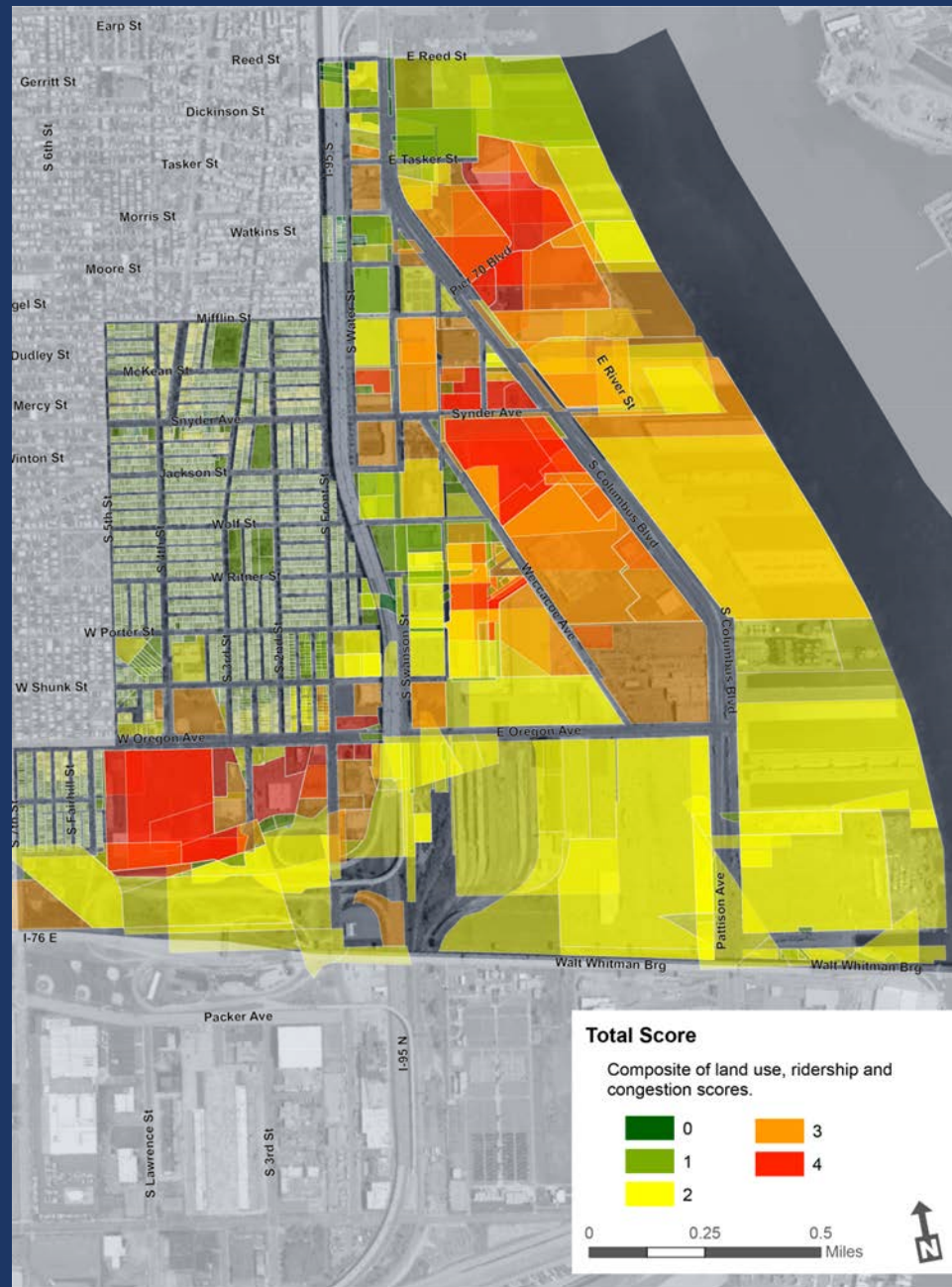
Project Components

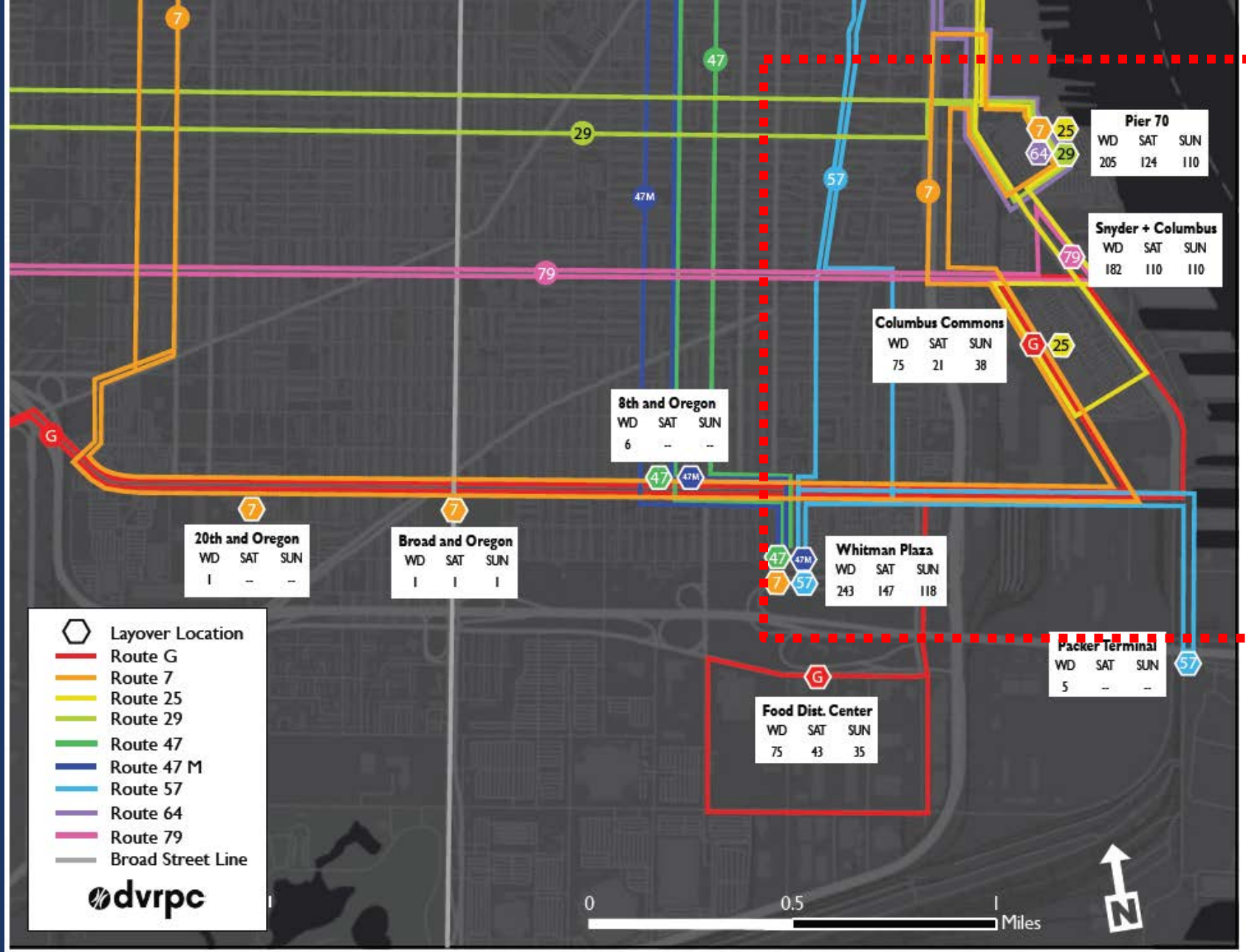
- Identify sites
- Survey customers
- Make service recommendations
- Design facilities

Parcel Analysis

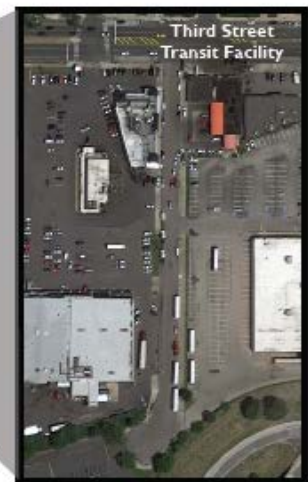
Methodology

- Ridership
- Congestion
- Land Use
 - Non Residential
 - Parking





Three Selected Sites



SEPTA Survey: What is the most common reason for your travel on your route in South Philly?

| Route | Going to Work | Shopping | Running Errands |
|--|---------------|----------|-----------------|
| All Study Area Routes Combined | 52.7% | 47.2% | 30.1% |
| G: Overbrook and Lankenau Medical Center to Columbus Commons | 48.0% | 59.7% | 28.7% |
| 7: Pier 70 to 33rd and Dauphin | 44.6% | 57.8% | 36.8% |
| 25: Frankford Transportation Center to Columbus Commons | 37.6% | 69.4% | 21.4% |
| 29: Pier 70 to 33rd and Dickinson | 58.4% | 52.5% | 36.6% |
| 47: Whitman Plaza to 5th and Godfrey | 59.9% | 35.2% | 30.1% |
| 47M: Whitman Plaza to 7th and Spring Garden via 9th Street | 57.9% | 31.6% | 42.1% |
| 57: Whitman Plaza to Rising Sun-Olney or Fern Rock Transportation Center | 68.6% | 28.4% | 25.7% |
| 64: 50th Street and Parkside to Pier 70 | 29.3% | 56.5% | 29.8% |
| 79: Columbus Commons to 29th and Snyder Avenue | 52.0% | 49.0% | 33.0% |

*Only top three ranking choices are shown in this table.

Source: SEPTA Survey (2017 and 2018)

OPERATIONS ANALYSIS

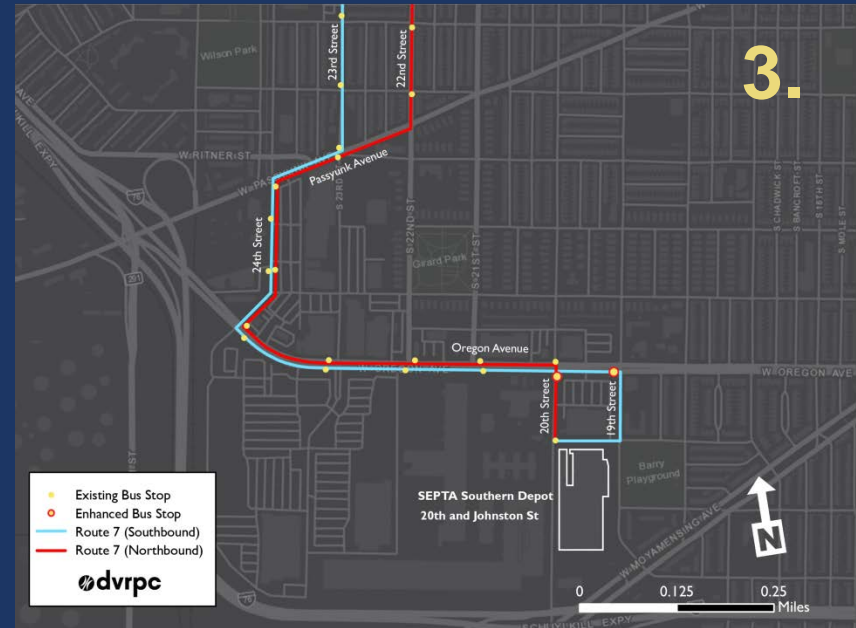
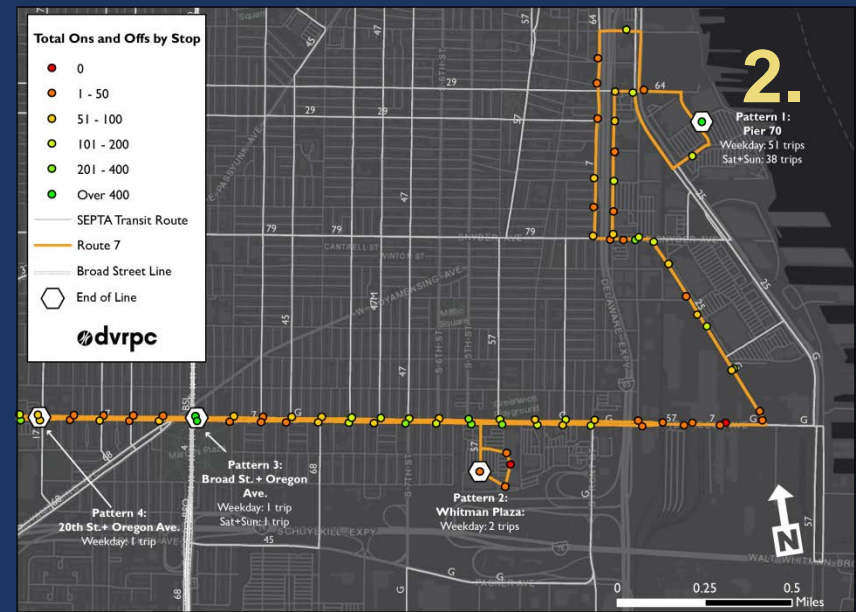
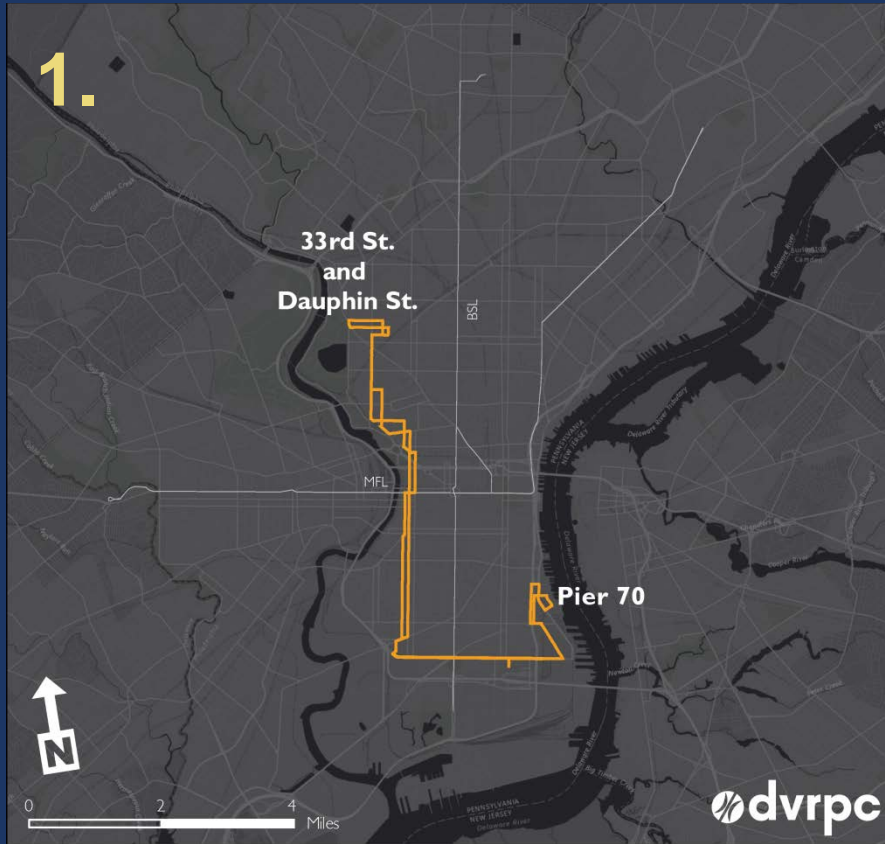
Restructuring Service Strategies

- Minimize multiple routes serving the same corridor.
- Assume transfers will be free or very low cost for the customers.
- Simplify routing, turn-around locations, and layovers for both customers and operators.
- Avoid deadheading or backtracking.

Restructuring Service Strategies

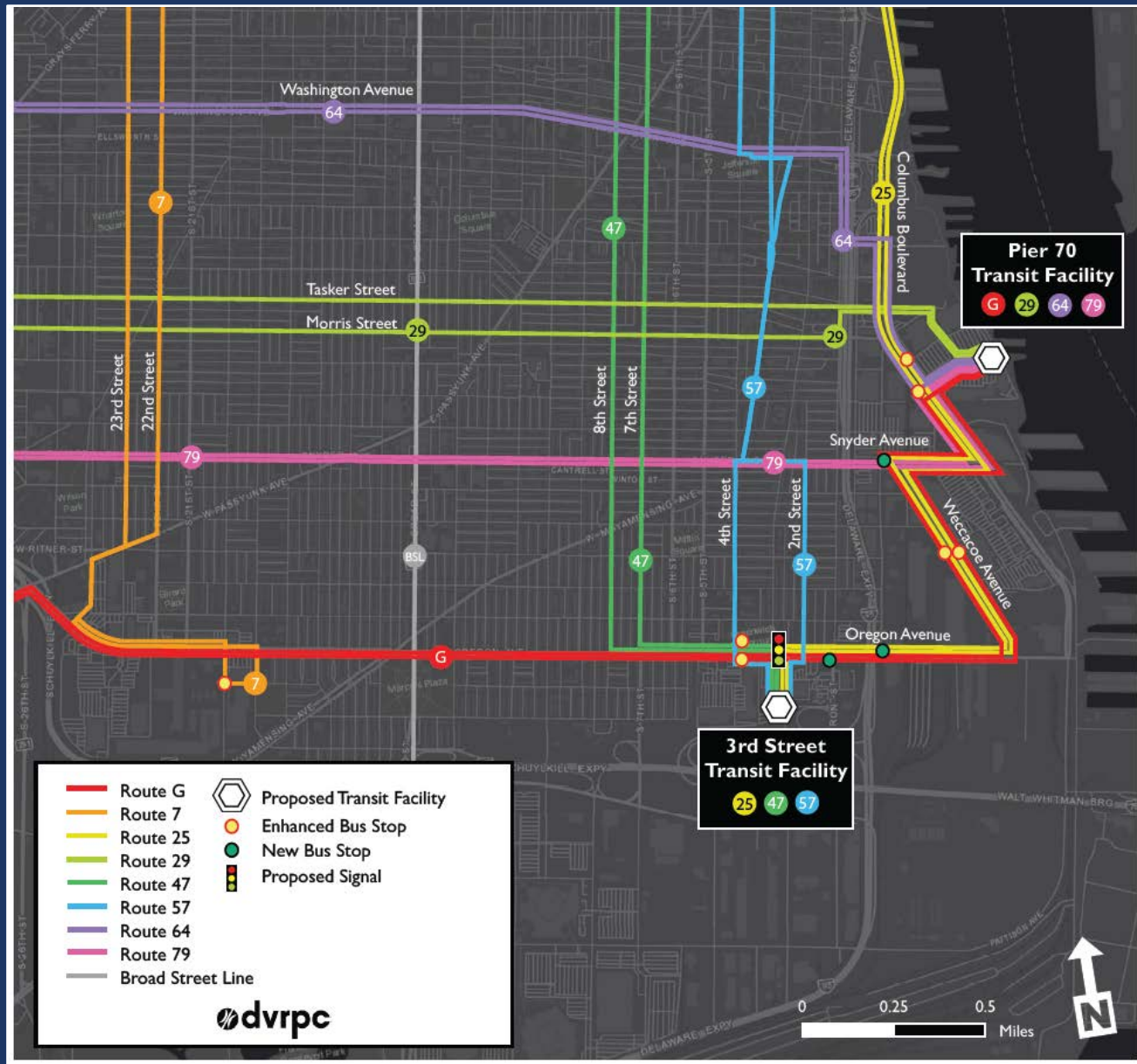
- Consider shift changes at employment centers to provide equitable service throughout the area.
- Acknowledge other ongoing planning projects in the study area.
- Maintain and/or create a grid of bus service.

Before and after of individual bus route



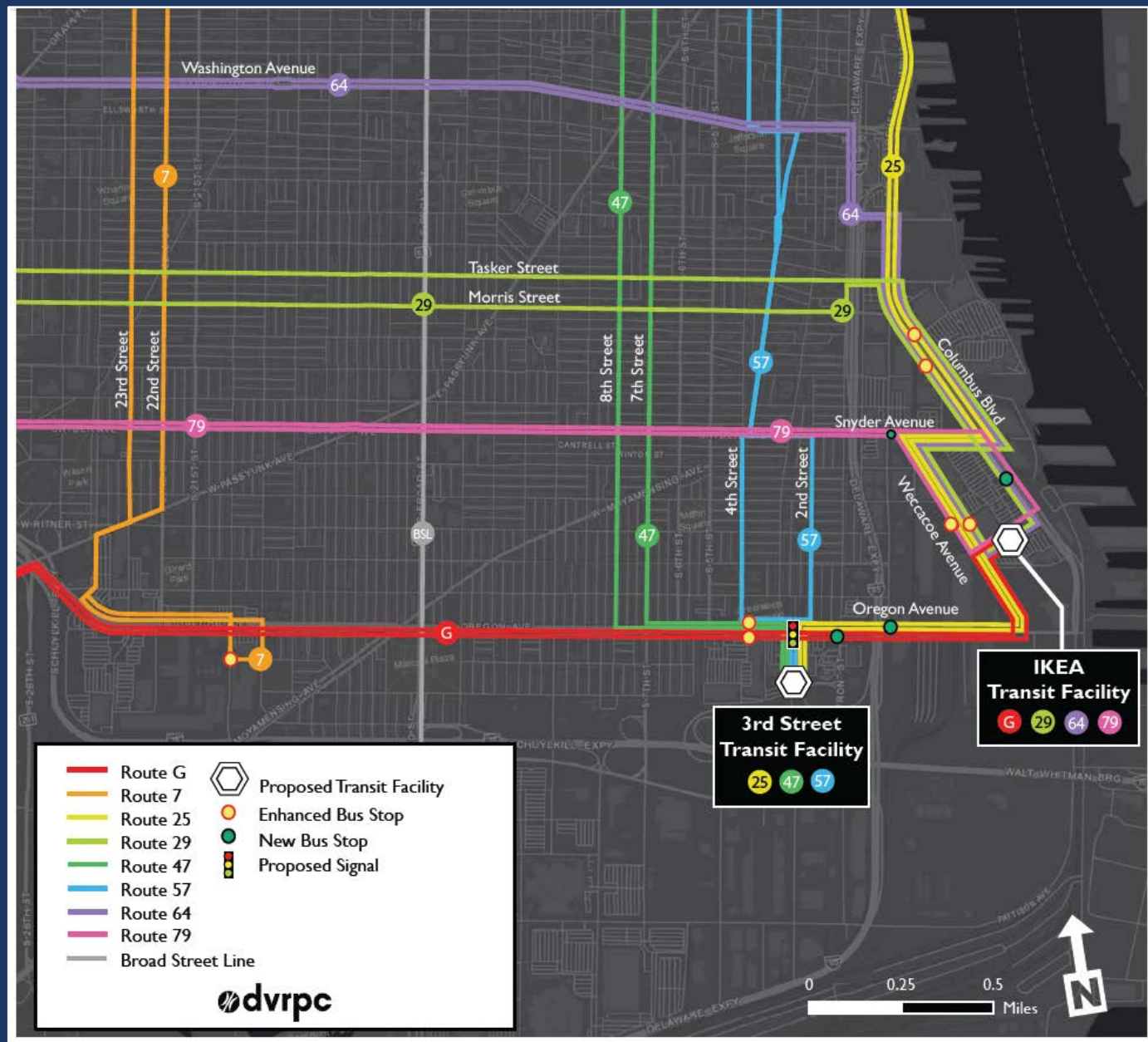
Pier 70 Transit Facility + 3rd Street Transit Facility

➤ Estimated operational savings:
\$3,762,700



IKEA Transit Facility + 3rd Street Transit Facility

➤ Estimated operational savings:
\$3,695,200



Major changes

- **Major Change:** Short-turn one route where there is overlapping service
- **Major Change:** Consolidate service that is duplicative and detoured regularly
- **Major Change:** Simplify north/south and east/west bus operations
- **Major Change:** Eliminate service into a shopping center
- **Major Change:** Add enhanced stops



Credit: DVRPC



Credit: DVRPC

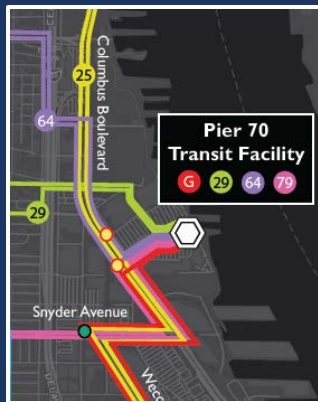
Stakeholder Workshop

Charette Considerations:

- Pedestrian movement and facilities
- Bus turning movements and Maneuverability
- Bus parking spots and layover locations
- Open space
- Employee facilities
- Customer facilities



Pier 70 Transit Facility Design

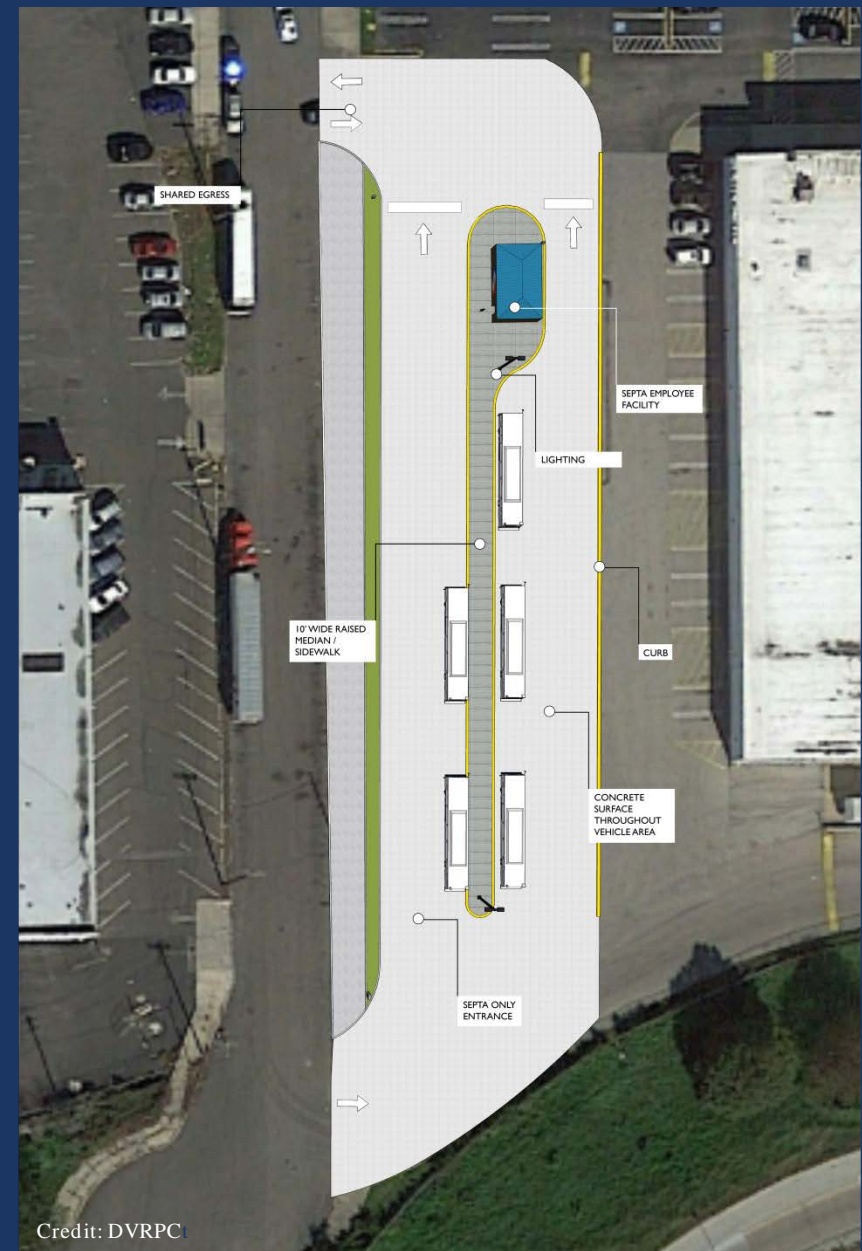


3rd Street facing North to Oregon Avenue

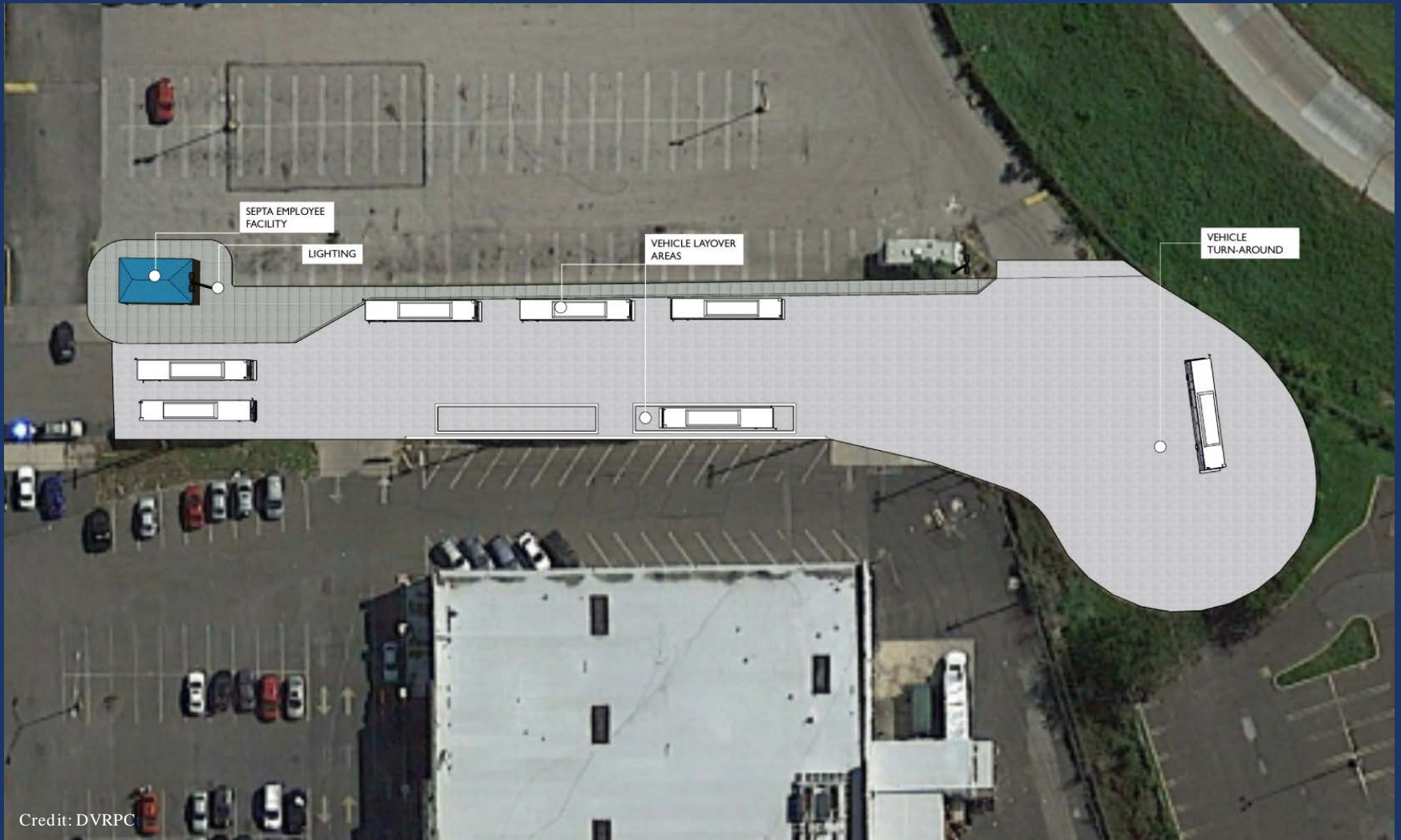


Credit: Google

3rd Street Off-Street Design



3rd Street In-Street Design



Short term outcomes

- Signal at 3rd Street and Oregon Avenue
- Submitting for FTA bus and bus facilities grant
- Recommendations considered for SEPTA's future operations plans





5/10/2019

South Philadelphia Transportation Center

