



All Aboard Atlantic Collingswood Expo

RTC

October 12th, 2021



Collingswood Expo Working Group

- DVRPC
- Cross County Connection TMA
- Collingswood Borough and consultants
 - Borough manager, Public Works, communications

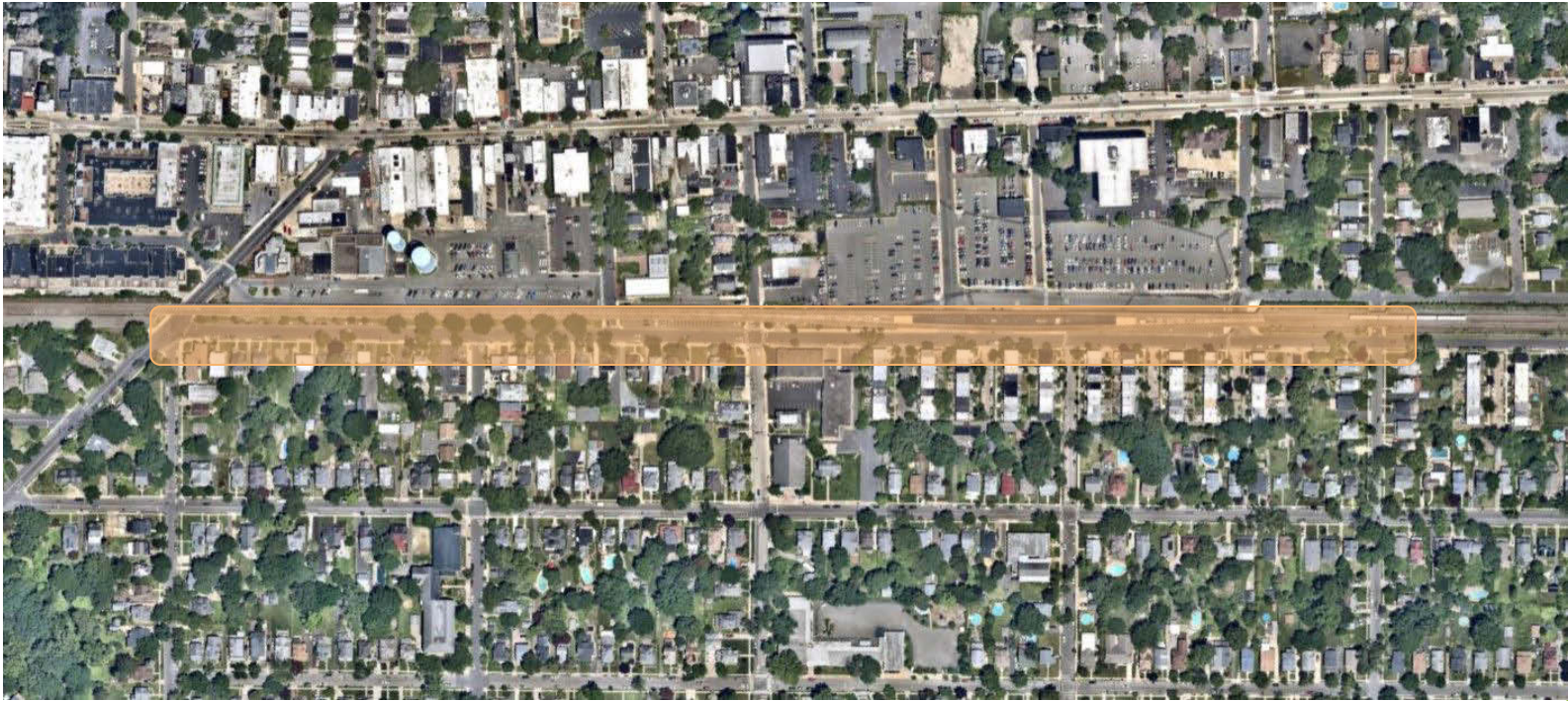
Regular

- County
- PATCO
- Perkins Art Center

Occasional



Study Area



All Aboard
ATLANTIC!

COLLINGSWOOD
COMPLETE STREETS
Demonstration Project

Design and Materials

Design elements:

- First advisory bike lanes in the region!
- Bump outs with:
 - Art, armadillos, delineators
- New crosswalks
- Signage

Materials:

- Temporary curb ramp
- Delineators
- Paint
- Signs
- Armadillos



Advisory bike lanes: what and why

What:

- Provide bike lanes on either side of the street
- All cars use center lane unless passing
- Cars must yield to bicyclists in the lanes

Why:

- Increases passing distance
- Slows cars
- Shows bikes where to position themselves in the road





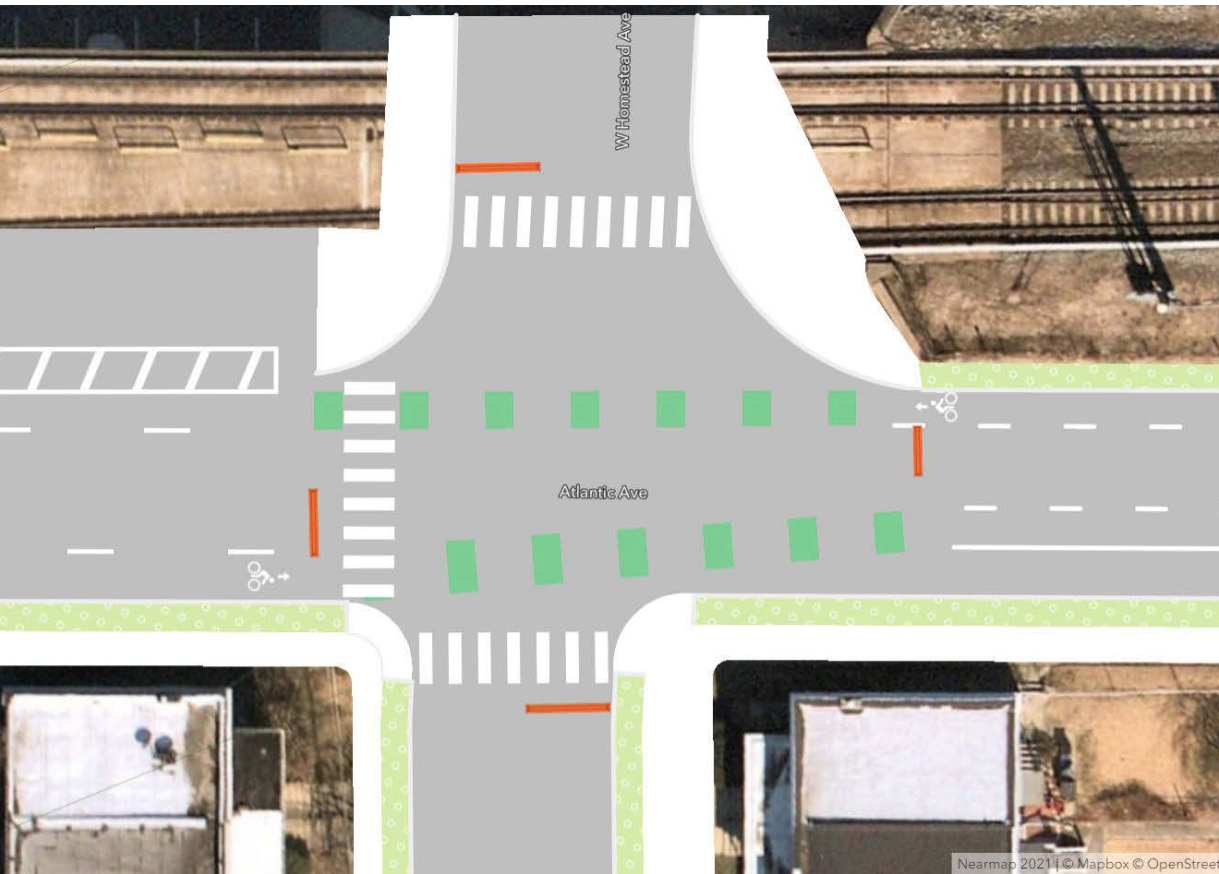
Atlantic + Collings + Lakeview



Atlantic + Lees



Atlantic + Homestead



Atlantic + Conard



Call for Projects!

Ideal projects have:

- A specific idea or area or problem
- Had some public outreach related to the area/idea
- A committed group of stakeholders

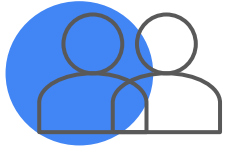




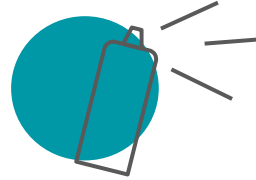
All Aboard Atlantic Collingswood Expo

Cassidy Boulan, AICP
cboulan@dvrpc.org





Goals & Design



Implementation
Lasted 1 week+



Surveying

Kick-Off Event
Aug, 13th

Removal
TBA

Kick-Off Meeting
May, 19th



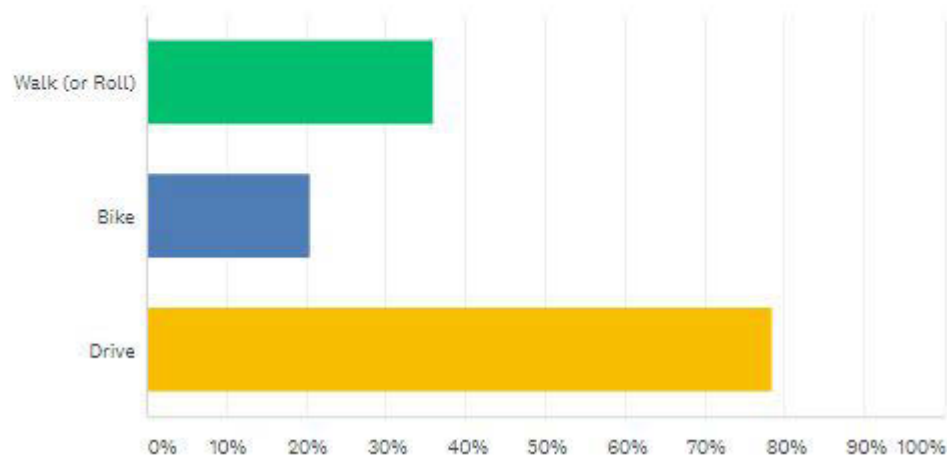




Kick-Off Event & Survey Results

How did you experience/try out the All Aboard Atlantic demonstration project?

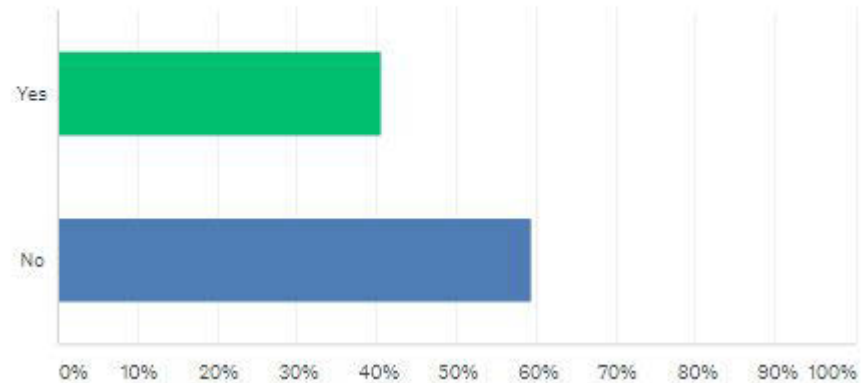
Answered: 342 Skipped: 16



Kick-Off Event & Survey Results

Before the project, did you know what an advisory bike lane was?

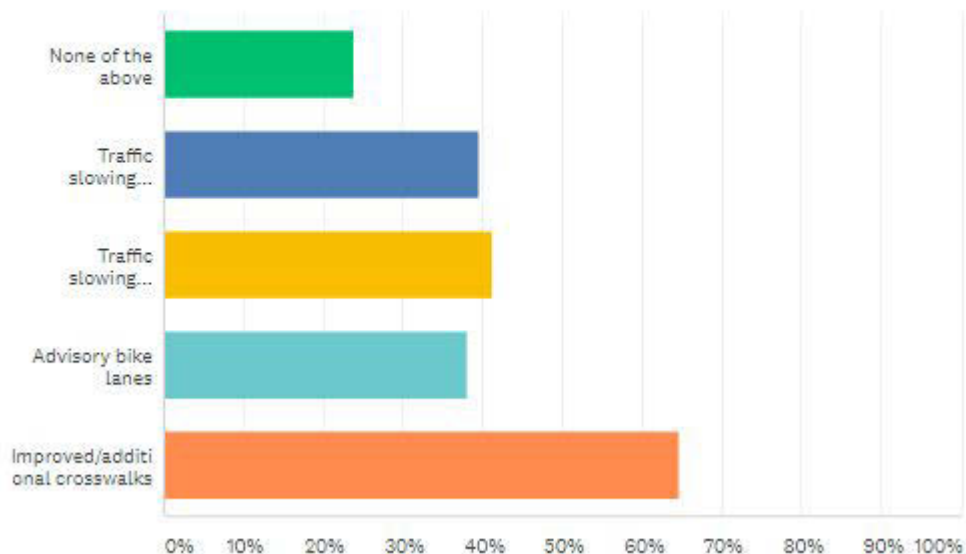
Answered: 358 Skipped: 0



Kick-Off Event & Survey Results

The following aspects of the project made it safer overall and should be made permanent? (Check all that apply)

Answered: 351 Skipped: 7



Communications - All Aboard Atlantic

- PATCO LED signs
 - Individual meetings
 - Doctor's office
 - Letter to residents
 - Sandwich boards during pop-up
 - Tabling at the FM - August 7th and 14th
 - Use the sandwich boards for visuals
 - Converting a 2020 master plan page
 - QR code to website to included in other print materials
 - Surveys
 - Intercept
 - On website
 - Social media
-
- Kick-off event/ribbon cutting - invite bike groups to "test"

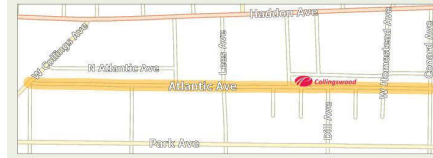
ALL ABOARD ATLANTIC!

LEAVE THE CAR AT HOME & GIVE WALKING & BIKING A TRY!



A new look is coming to Atlantic Avenue! All Aboard Atlantic will test out ways to improve walking and biking safety that have worked in other places. This project intends to make it safer and easier for Collingswood residents and visitors to bike and walk to places like downtown, Knight Park, and the PATCO station. Replacing car trips with biking and walking will reduce congestion, improve air quality, and provide more opportunities for exercise. This project is an effort to implement recommendations of Collingswood's Connect 2020 Bicycle and Pedestrian Master Plan. Residents identified Atlantic Avenue and access to downtown and the PATCO station as priorities during the public outreach process.

PROJECT LOCATION:
ATLANTIC AVENUE BETWEEN COLLINGS AND CONARD AVENUES
WHEN:
AUGUST 14TH - SEPTEMBER 3RD



PROJECT GOALS:

1. IMPROVE BICYCLE AND PEDESTRIAN SAFETY
2. TEST OUT IDEAS AT MINIMAL COST
3. GET COMMUNITY FEEDBACK AND SUGGESTIONS
4. ENCOURAGE MORE RESIDENTS TO UTILIZE BIKING AND WALKING AS AN ALTERNATIVE TO DRIVING
5. SUPPORT EQUITY IN INFRASTRUCTURE INVESTMENTS THAT CREATE STREETS THAT WORK FOR ALL USERS, REGARDLESS OF TRAVEL METHOD, AGE, AND ABILITY
6. CREATE A HEALTHY COMMUNITY AND ENVIRONMENT

SHARE YOUR OPINION
Scan the code to learn more about this project, the Connect 2020 Bike/Ped Master Plan, and take a survey.



WHAT'S BEING TESTED:

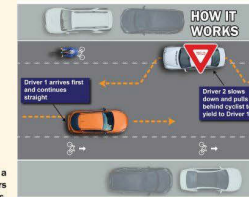
Advisory Bike Lanes

- Ideal for streets too narrow for standard bike lanes
- Drivers use single center lane
- When passing an oncoming driver, both move over into the bike lane if no bicyclist present
- When a bicyclist is in the advisory lane:
 - Pull over behind them
 - Drive slowly
 - Wait for your turn to use the center lane to pass

This concept may sound unfamiliar, but it is no different than a narrow Collingswood street with parked cars. When two drivers approach, one pulls behind the parked car to let the other pass.

Bump-Outs

- Extend the sidewalk/curb line into the shoulder
- Improve pedestrian visibility
- Reduce crossing distance and time spent in street
- Narrow the road, slowing drivers down
- Effectiveness can be tested through pilot projects using materials like paint, flex-posts, and "armadillos"
- Armadillos are elongated domes that can be driven over, allowing large vehicles to turn onto the street with no problem



DVRPC's Public Participation Task Force

Mari Gonzalez, mgonzalez@dvrpc.org

Shoshana Akins, sakins@dvrpc.org



Overview

What we'll discuss in this presentation

- Introduction to the PPTF
- PPTF Curriculum
- Results from Work Program Workshop
- Call for new members



Meet the PPTF

The Public Participation Task Force is a **forum of regional residents** who **learn** about the planning process, **give feedback** on DVRPC projects, + help **distribute** DVRPC products and information.

This group is a foundational part of DVRPC's public participation requirements.

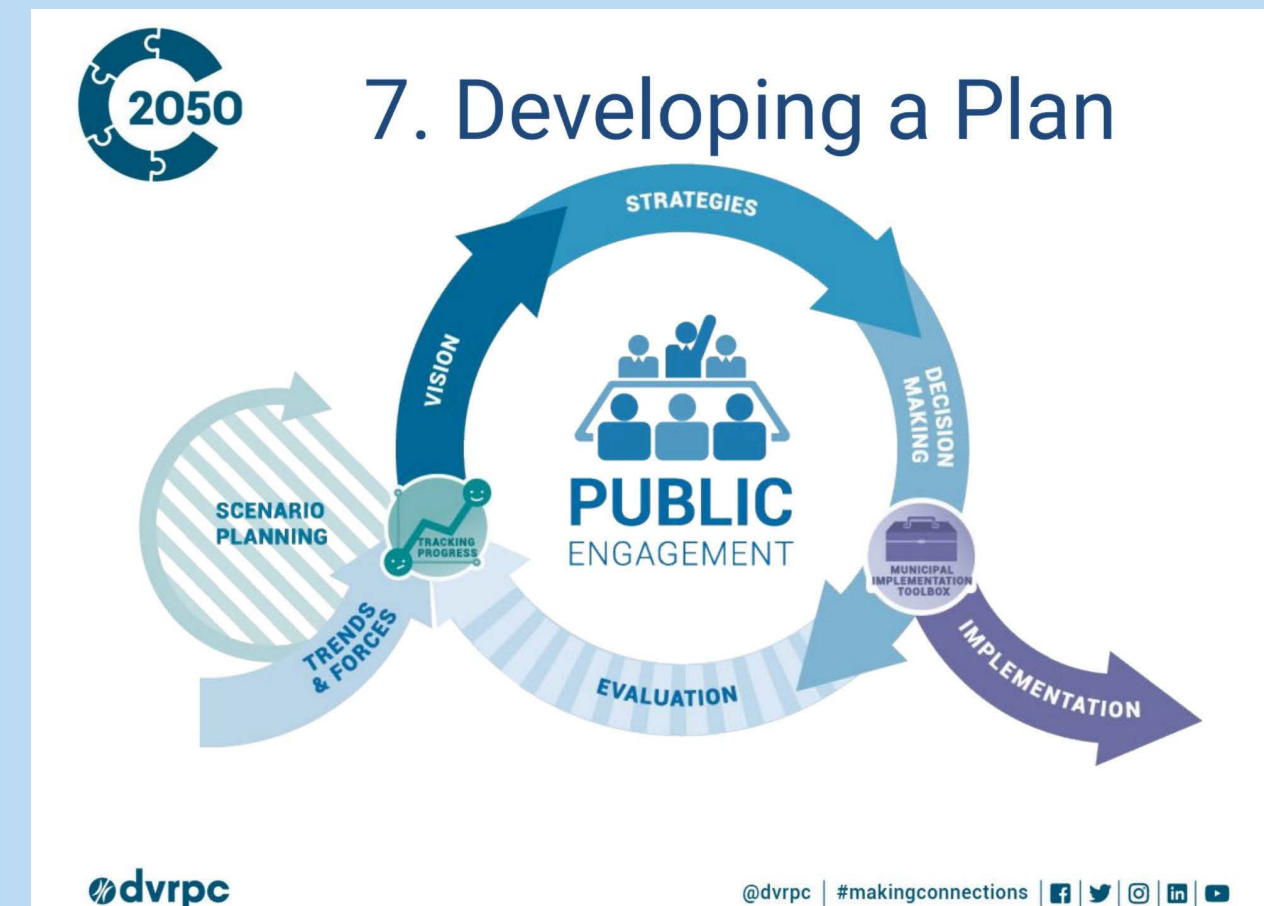


PPTF members, January 2020

PPTF Curriculum

Long Range Plan Workshop

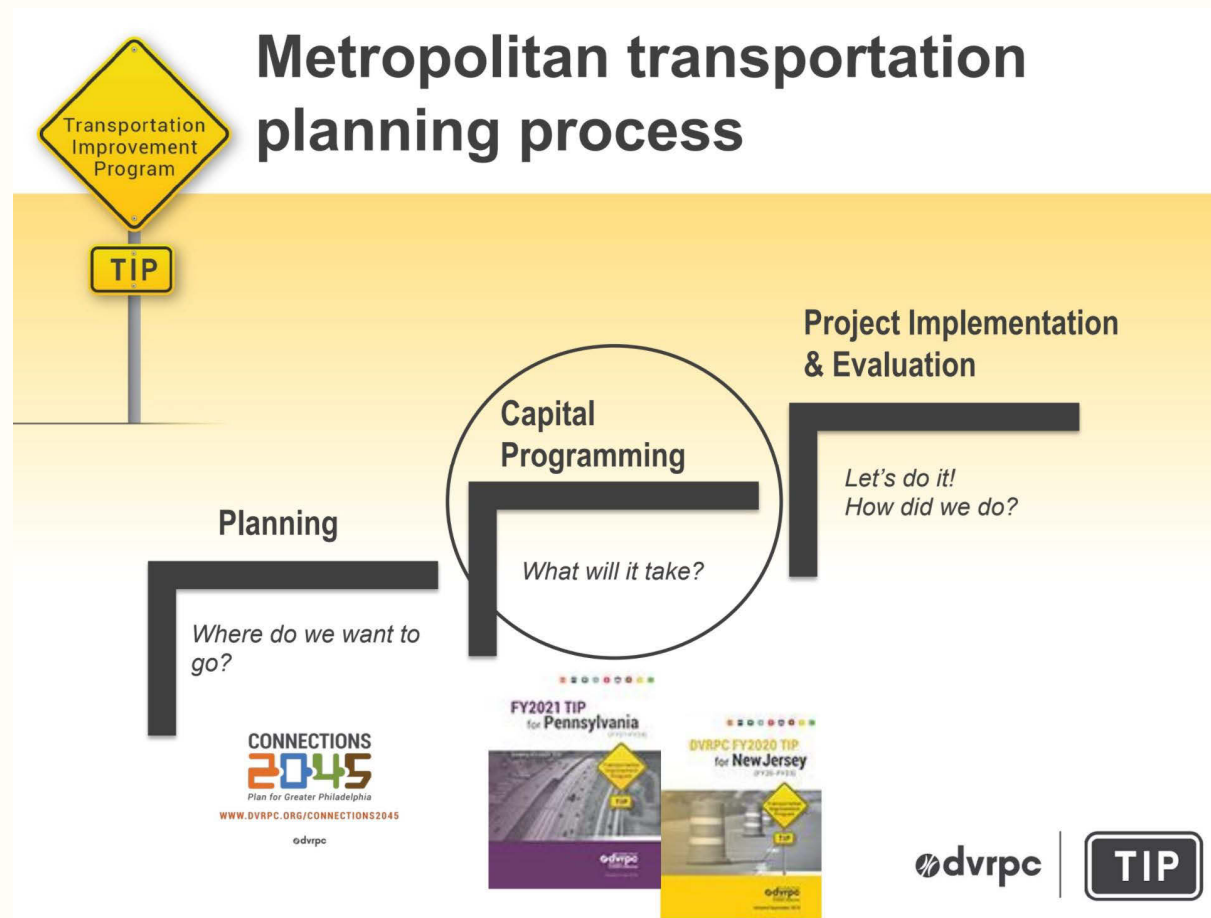
This is an interactive workshop that focuses on identifying strategies for achieving the Vision of Connection 2050 Long-Range Plan. This year the session was focused on the topic of Equity, and how it applies to different areas of the plan -- Transportation, the Built Environment, the Natural Environment, the Economy, and Civic Engagement.



PPTF Curriculum

Transportation Improvement Program Meeting

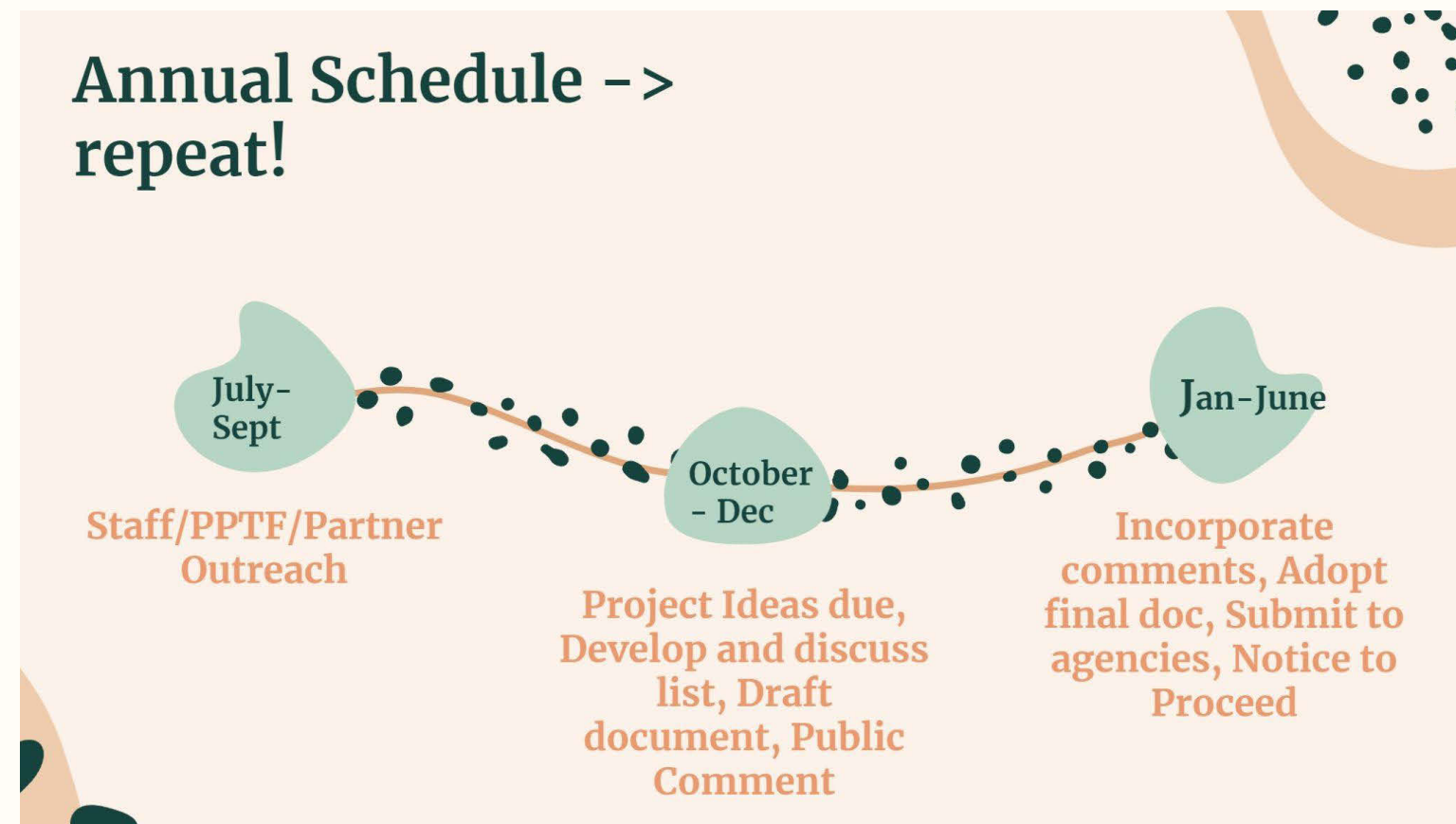
The TIP meeting is an opportunity for members of the public to learn about DVRPC's short-term projects. We cover how to submit a public comment and how the TIP is connected to the Work Program and the Long Range Plan.



PPTF Curriculum

Work Program Workshop

The annual work program workshop teaches participants about how the Work Program is created. Participants draw ideas for each Long Range Plan principle. All the ideas gathered during the workshop, including simple comments and questions, are put into a report that is then shared with the DVRPC board.



Call for new members

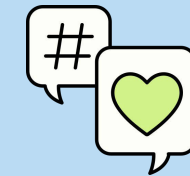
Help DVRPC reach new audiences



The Task Force looks to be regionally representative in geography, demographics, + experience.



Members connect with, learn about, and inform DVRPC projects to support equitable public participation.



Use the outreach packet to help spread the word. If you have more questions, contact Mari and Shoshana.



Thank you! Questions?

Mari Gonzalez, mgonzalez@dvrpc.org

Shoshana Akins, sakins@dvrpc.org

On the agenda today:

1. DCA Statewide Model Municipal EV Ordinance
2. Incentives for EVs and charging infrastructure



**DCA Statewide
Model
Municipal EV
Ordinance
(Effective Sept. 1, 2021)**



Model Municipal EV Ordinance

- Written with support from the DEP and BPU to comply with [P.L. 2021, c. 171](#), which Governor Phil Murphy signed into law on July 9, 2021.
 - Law requires that Electric Vehicle Supply/Service Equipment (EVSE) and Make-Ready parking spaces be designated as a permitted accessory use in all zoning or use districts and establishes associated installation and parking requirements related to EVSE in New Jersey's 565 municipalities. Requires DCA publish a model land use ordinance to implement the law.
- DCA published **Model EV Ordinance on September 1, 2021**, that includes mandatory provisions from the law. Municipalities cannot change these provisions.
- Model EV Ordinance also addresses **sightline, installation and setback requirements** and other **health- and safety-related specs** for EVSE & Make-Ready parking spaces (“Reasonable Standards”). Municipalities can amend ordinance to change these.
- **Effective immediately** in each municipality. Supersedes any existing ordinances.
- Provisions must be incorporated into **RSIS and UCC**.
- Intent of the Model EV Ordinance is to ensure that municipalities are requiring installation in a **consistent manner** and to provide an ordinance that can be **easily used** by every municipality with no or minimal amendments.

Mandatory Provisions: Approvals & Parking



- All Applications for installation of EVSE (charging station) or Make-Ready parking spaces **shall be** considered **permitted accessory use and permitted accessory structure in all zoning or use districts** and **shall not** require a variance.
- Applies to existing buildings and new buildings. If existing, it **shall not** require **site plan approval** and **shall be approved through issuance of zoning permit**.
- **Parking spaces** with EVSE and Make-Ready equipment **shall** be included in the calculation of **minimum required parking spaces**.
- **Parking spaces** with EVSE or Make-Ready **shall count as at least 2 parking spaces** (no more than 10% reduction of total).

Mandatory Requirements for chargers and Make-Ready parking spaces for new construction

- As a condition of preliminary site plan approval, applications involving **new** multiple dwelling with ≥ 5 units:
 - Immediately: 15% of parking spaces shall be make-ready and 1/3 of those shall have EVSE installed;
 - Within 3 years: install EVSE in an additional 1/3 of the original 15%
 - Within 6 years: install EVSE in the final 1/3 of the original 15%.
 - Overall, at least 5% of EVSE must be accessible for people with disabilities
 - Can install EVSE at a faster pace
- Applications involving **new garage or parking lot not covered above:**

# of Parking Spaces	# of Make-Ready Required (can be EVSE)
≤ 50	1
51-75	2
76-100	3
101-150	4
> 150	4%

← 1 accessible

← 5% accessible

- Exempt: a retailer that provides 25 or fewer off-street parking spaces
- Municipality may encourage (but not require) additional EVSE or Make-Ready parking spaces.

Reasonable Standards

- Municipalities may deviate from the Reasonable Standards (Section F) of the model ordinance by amending the ordinance through the normal amendment process. However, this does not authorize a municipality to require site plan review for the installation of EVSE or Make-Ready parking spaces.
- This Section of the ordinance covers the following:
 - Accessible EVSE and Make-Ready parking spaces (size, location)
 - EV only parking, violations, use of time limits (public vs. private)
 - Safety Issues (ID of EV spaces, lighting, setbacks, EVSE protection, mounting of EVSE, cord management system, maintenance)
 - Signage (regulatory and wayfinding/directional)
 - Usage Fees
- Location and layout of EVSE and Make-Ready parking spaces is expected to vary based on the design and use of the primary parking area. It is expected **flexibility** in this Section will be required to provide the most convenient and functional service to users.



What's Next?

- Model Ordinance on DCA and LPS website:
<https://www.nj.gov/dca/dlps/home/modelEVordinance.shtml>
- Changes can be made to the ordinance in the future. Changes to the EVSE and Make-Ready requirements must go through rule making. Changes to other parts of the ordinance do not.
- DEP & DCA working on BMP as companion to model ordinance.





Additional laws

1. P.L. 2019, c. 362 sets aggressive goals for New Jersey EV sales and public charging stations, requiring the establishment of rebates for EV purchases, and directing the state to electrify its fleet.
https://www.njleg.state.nj.us/2018/Bills/PL19/362_.PDF
2. P.L. 2021, c. 168 [1653_R1a.PDF \(state.nj.us\)](#) encourages municipalities to identify appropriate locations for the development of publicly-available infrastructure for fueling or charging zero-emission vehicles when adopting redevelopment plans.
3. P.L. 2020, c. 108 prohibits common interest communities from adopting rules that prohibit or unreasonably restrict the installation or use of EVSE in the designated parking space of a unit owner.
https://www.njleg.state.nj.us/2020/Bills/PL20/108_.PDF.
4. P.L. 2020, c. 80 [80_.PDF \(state.nj.us\)](#) requires a developer to offer to install, or to provide for the installation of, an electric vehicle charging station into a dwelling unit when a prospective owner enters into negotiations with the developer to purchase a dwelling unit.
5. P.L. 2019, c. 267 [267_.PDF \(state.nj.us\)](#) encourages local units to plan for EVSE.

FLYER: EV resources for local government



Includes:

- Incentives
- Procurement Tools
- Policy & Planning Support
- Sustainable Jersey Resources
- Resources for Residents

Download from
www.drivegreen.nj.gov/localresources.pdf

It Pay\$ to Plug In

DEP's Grant Program for EV Charging Stations

Up to \$4,000 per port for **Level 2 chargers at public places, multi-family homes, and workplaces (including fleets)**

First-come first-served. We are accepting applications for the waiting list.

Apply online:

www.drivegreen.nj.gov/plugin.html



It Pay\$ to Plug In

Up to \$200,000 per location for public fast chargers



Competitive solicitation.

Stay tuned for future funding round this fall.

Electric Shared Mobility Program Grants

Funding for electric shared mobility projects like electric car sharing and ride hailing services.

Programs that benefit overburdened communities will be prioritized.

*Competitive solicitation.
Stay tuned for future
funding round in
January.*



Jersey City's new public ride-share service with VIA hits the road
One of 15 vehicles part of the City's new public ride-share service.

BPU Clean Fleet Incentive Program



- \$1 million available
- Local governments, local entities & local schools can receive rebates of **\$4000 per EV and \$1500 per Level 2 charger** as follows:
 - Population <20,000 can receive a rebate for up to 2 vehicles and 1 charger
 - Population >20,000 can receive a rebate for up to 5 vehicles and 2 chargers.
 - Population >50,000 can receive a rebate for up to 7 vehicles and 4 chargers.
- <https://www.njcleanenergy.com/ev>

Follow us on social media



Instagram drivecleannj
NJ_DCA



Facebook NJDEPAQES
NJDeptofCommunityAffairs



Twitter @NewJerseyDEP
@NJDCA

Visit www.drivegreen.nj.gov

Join DEP listserv for updates and funding announcements

www.state.nj.us/dep/stophesoot/sts-listserv.htm

Contact Information

- Peg Hanna, Asst Director

AQ Monitoring & Mobile Sources, NJDEP: peg.hanna@dep.nj.gov

- Maria Connolly, Principal Planner

Local Planning Services, NJDCA: maria.connolly@dca.nj.gov



NEW RESOURCE

EXPLORING THE

FUTURE OF

SHOPPING MALLS IN

GREATER PHILADELPHIA

WHAT'S IN STORE



NEW RESOURCE

EXPLORING THE

FUTURE OF

SHOPPING MALLS IN

GREATER PHILADELPHIA

WHAT'S IN STORE

1. STUDY BACKGROUND 2. REVITALIZATION FRAMEWORK 3. GUIDING PRINCIPLES





CHERRY HILL MALL

TYPE: SUPER REGIONAL MALL

BUILT: 1961

RENOVATED: 2009

GLA: 1,305,824 SF

LAND AREA: 95 AC

ON THE MALL
AT CHERRY HILL



CHERRY HILL SHOPPING CENTER AND CHERRY HILL INN





RETAIL

25% of U.S. malls are expected to shut within 5 years. Giving them a new life won't be easy

PUBLISHED THU, AUG 27 2020·9:03 AM EDT | UPDATED THU, AUG 27 2020·9:05 AM EDT



Lauren Thomas
@LAURENTHOMAS

SHARE



KEY POINTS

- Coresight Research estimates 25% of America's roughly 1,000 malls will close over the next three to five years.
- The coronavirus pandemic has accelerated a demise that was already underway.

Why Are Malls In Trouble?

- THE RISE OF ONLINE SHOPPING
- SHIFTS IN CONSUMER SPENDING
- EVOLVING CUSTOMER PREFERENCES
- LESS DISCRETIONARY INCOME

Why Do Malls Matter?

- MALLS ARE **MAJOR EMPLOYERS**
- MALLS ARE ENGINES OF **PROPERTY & SALES TAX REVENUES**
- MALLS CAN BE INTEGRAL TO THE **PERCEPTION** OF A COMMUNITY
- MALL PROPERTIES MAY PROVIDE UNIQUE & SIGNIFICANT OPPORTUNITIES FOR **REUSE AND/OR REDEVELOPMENT**

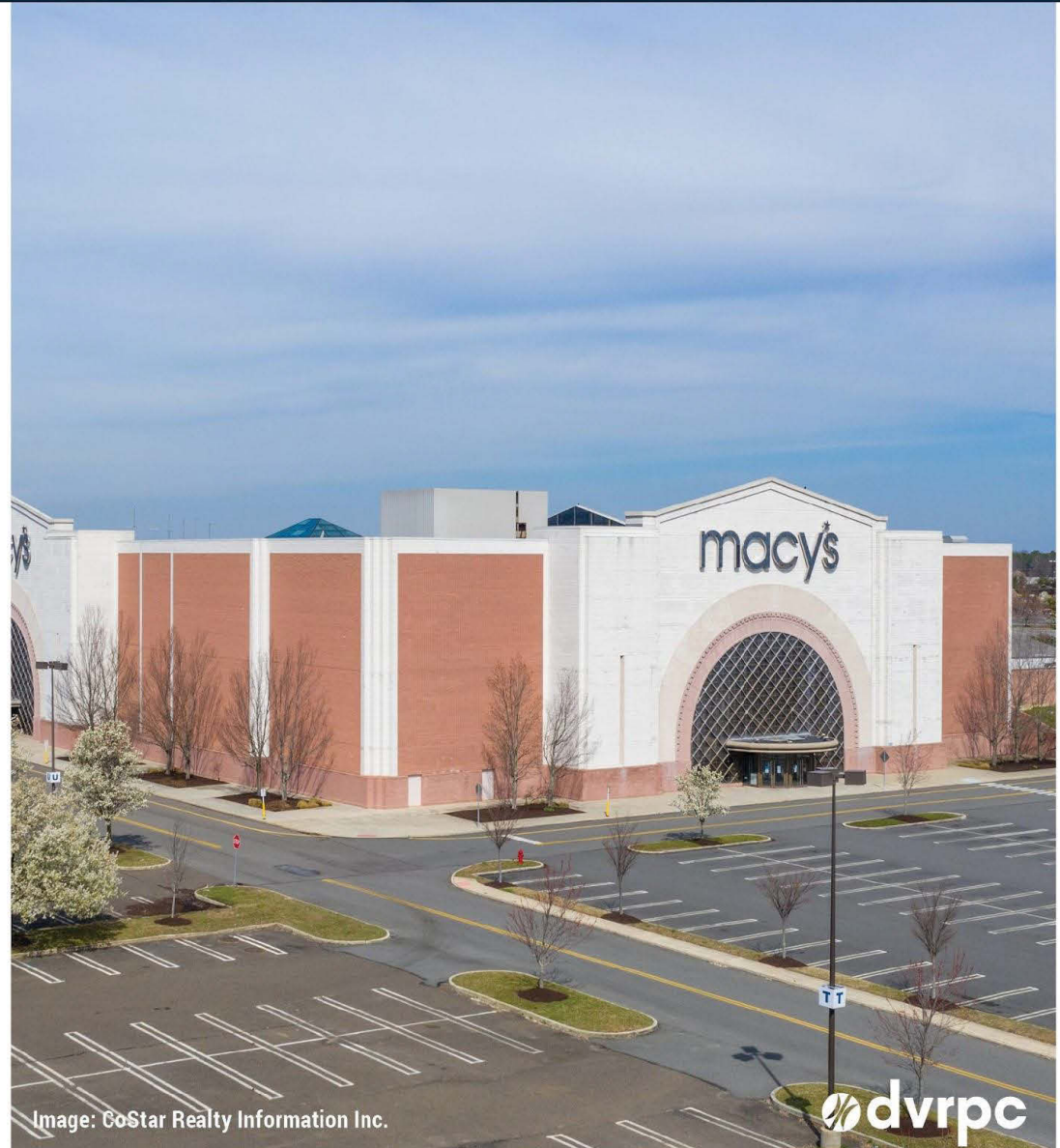


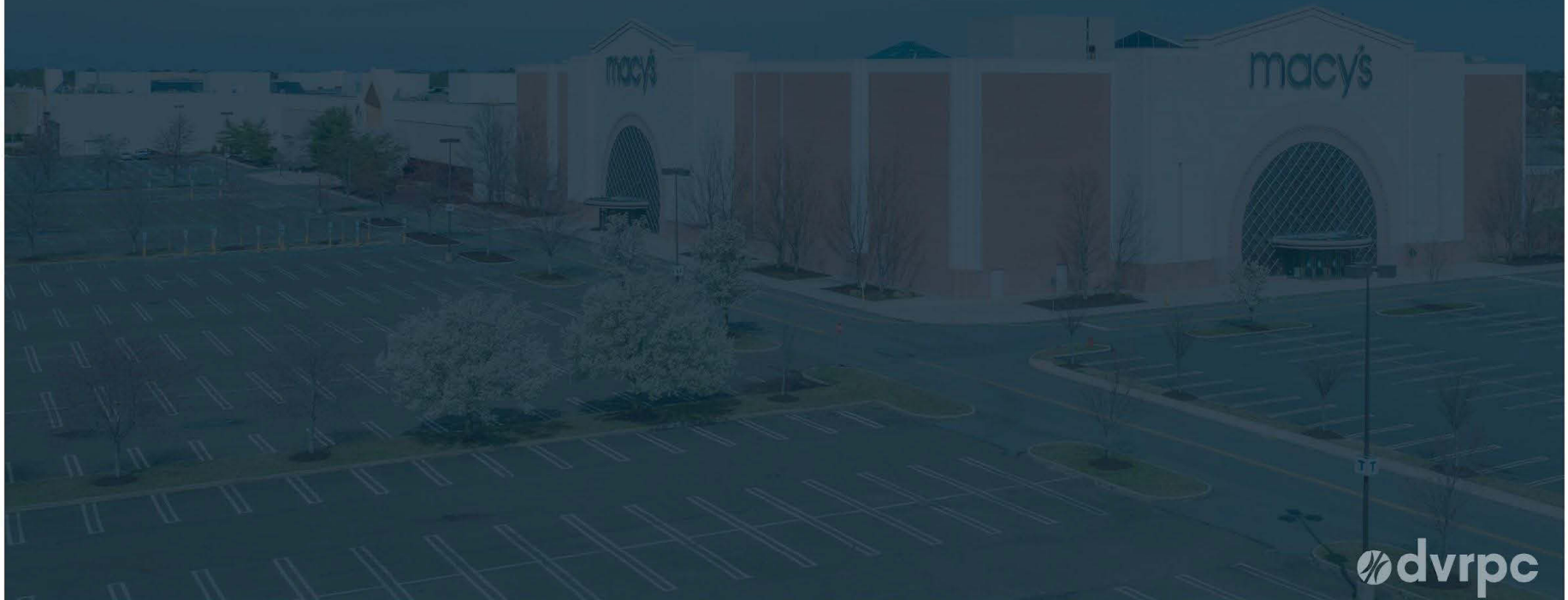
Image: CoStar Realty Information Inc.

Research Questions

- 1 How are mall properties being adapted in response to retail and economic trends?

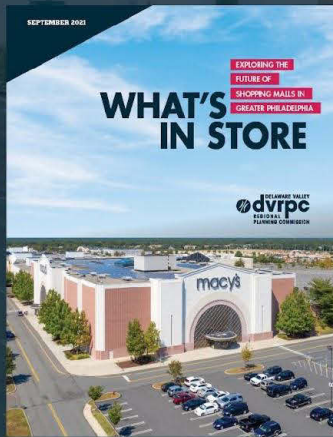
- 2 How can local governments and mall owners work together to revitalize mall properties?

- 3 What alternative uses may make sense for obsolete malls?



Research Questions

- 1 How are mall properties being adapted in response to retail and economic trends?
- 2 How can local governments and mall owners work together to revitalize mall properties?
- 3 What alternative uses may make sense for obsolete malls?



DVRPC 2021



DVRPC 2005

PCPC 2020

Reimagining Mall Properties

Property owners and developers are deploying an increasingly broad range of strategies designed to revitalize, repurpose, and redevelop struggling malls across the country.

Reimagining Mall Properties

Property owners and developers are deploying an increasingly broad range of strategies designed to revitalize, repurpose, and redevelop struggling malls across the country.

REVITALIZATION FRAMEWORK

REPOSITION

DIVERSIFY

TRANSFORM

Reimagining Mall Properties

REPOSITION OVERVIEW

Retain retail as the core focus of a property but seek to refine and modernize the shopping experience.

**REPOSITION****DIVERSIFY****TRANSFORM**

STRATEGIES INCLUDE

- Service Model and Cosmetic Updates
- Replacing Vacant Stores
- Offering New Retail Uses
- Incorporating New Retail Formats

Reposition: PLYMOUTH MEETING MALL

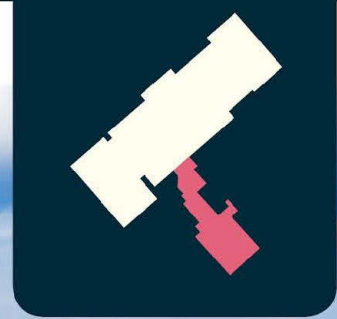


Image: CoStar Realty Information Inc.

Reimagining Mall Properties

DIVERSIFY OVERVIEW

Supplement the retail core of a property by adding new uses and expanding the range of services available onsite.



REPOSITION

DIVERSIFY

TRANSFORM

STRATEGIES INCLUDE

- Offering new services
- Offering new experiences
- Incorporating residential development

Diversify: WILLOW GROVE MALL

**PHILLY VOICE**

NEWS

HEALTH

CULTURE

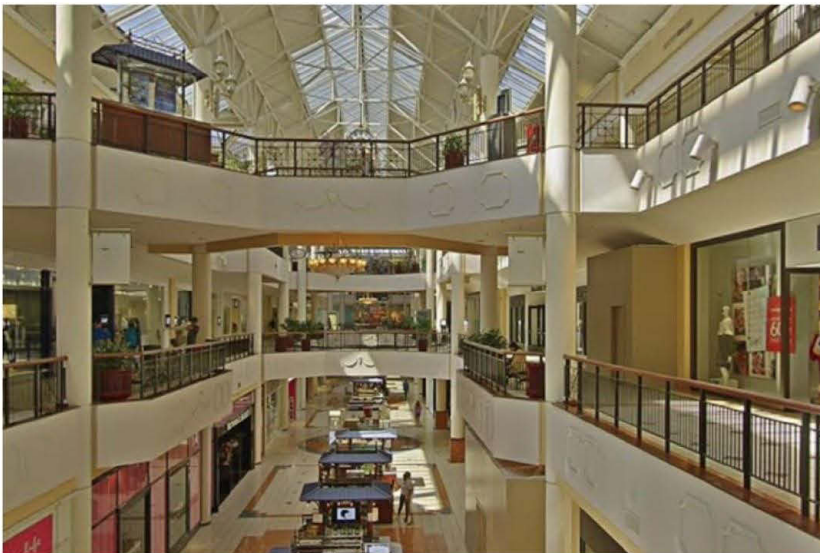
EVENTS

SPORTS

OCTOBER 05, 2021

New entertainment center at Willow Grove Park Mall to include mini golf, bowling alley

Tilted 10 also will feature a laser tag arena, bumper cars, virtual reality and a pinball arcade



GOOGLE/STREET VIEW

A two-level, 104,000-square-foot indoor family entertainment complex called Tilted 10 will be coming to the Willow Grove Park Mall in 2022. The amusement facility will include a bowling alley, black-light mini golf and laser tag.

Diversify: EXTON SQUARE MALL

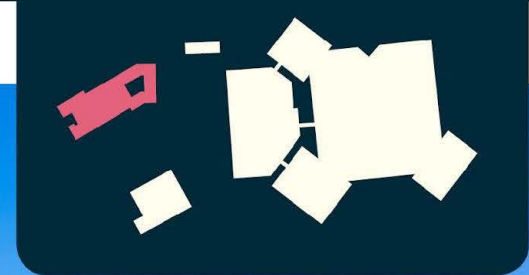


Image: CoStar Realty Information Inc.

Reimagining Mall Properties

TRANSFORM OVERVIEW

Explore alternative visions for sites that may no longer be viable as retail-only complexes.



REPOSITION

DIVERSIFY

TRANSFORM

STRATEGIES INCLUDE

- Redevelop as mixed-use center
- Convert to non-retail commercial uses
- Convert to community/institutional uses
- Convert to industrial uses

Transform: BELMAR REDEVELOPMENT | LAKEWOOD, CO



Source: Van Meter Williams Pollack

Transform: BELMAR REDEVELOPMENT | LAKEWOOD, CO



Source: Van Meter Williams Pollack

Transform: BELMAR REDEVELOPMENT | LAKEWOOD, CO



Image Sources: Van Meter Williams Pollack

Transform: PROMENADE AT GRANITE RUN



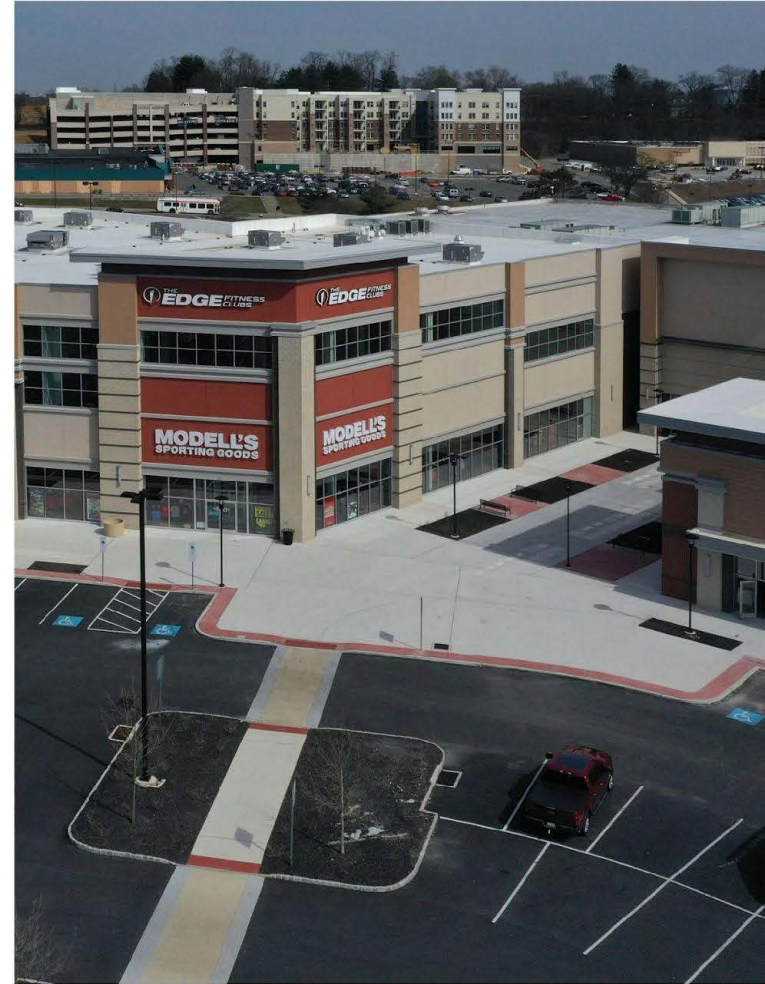
Source: NearMap, 2015, 2021



Transform: PROMENADE AT GRANITE RUN



Image: CoStar Realty Information Inc.



Reimagining Mall Properties

KEY TAKEAWAYS

REPOSITION

DIVERSIFY

TRANSFORM

Reimagining Mall Properties

KEY TAKEAWAYS

REPOSITION

DIVERSIFY

TRANSFORM

INCREASING

- ▲ SCALE & INTENSITY OF REDEVELOPMENT
- ▲ OPPORTUNITIES FOR LOCAL GOVERNMENT INVOLVEMENT

DECREASING

- ▼ RELIANCE ON TRADITIONAL RETAIL

Dealing with Vacant or Declining Malls

MUNICIPAL CHECKLIST

- ✓ ESTABLISH CONTACT
- ✓ GATHER MARKET INTELLIGENCE
- ✓ IDENTIFY MUNICIPAL OPPORTUNITIES & OBJECTIVES
- ✓ MAKE A PLAN



Guiding Principles

- 1 Expand your field of vision
- 2 Focus on equitable development
- 3 Craft an inclusive vision through public engagement
- 4 Reassess housing needs
- 5 Capitalize on the demand for walkable urbanism
- 6 Elevate the experience of place
- 7 Maximize connectivity and transit access
- 8 Identify opportunities for sustainable design and environmental repair

NEW RESOURCE

EXPLORING THE

FUTURE OF

SHOPPING MALLS IN

GREATER PHILADELPHIA

WHAT'S IN STORE

ANDREW SVEKLA, ASVEKLA@DVRPC.ORG | DEREK LOMBARDI, DLOMBARDI@DVRPC.ORG



DELAWARE VALLEY
dvrpc
REGIONAL
PLANNING COMMISSION

Shopping Malls in Greater Philadelphia

Super Regional Malls

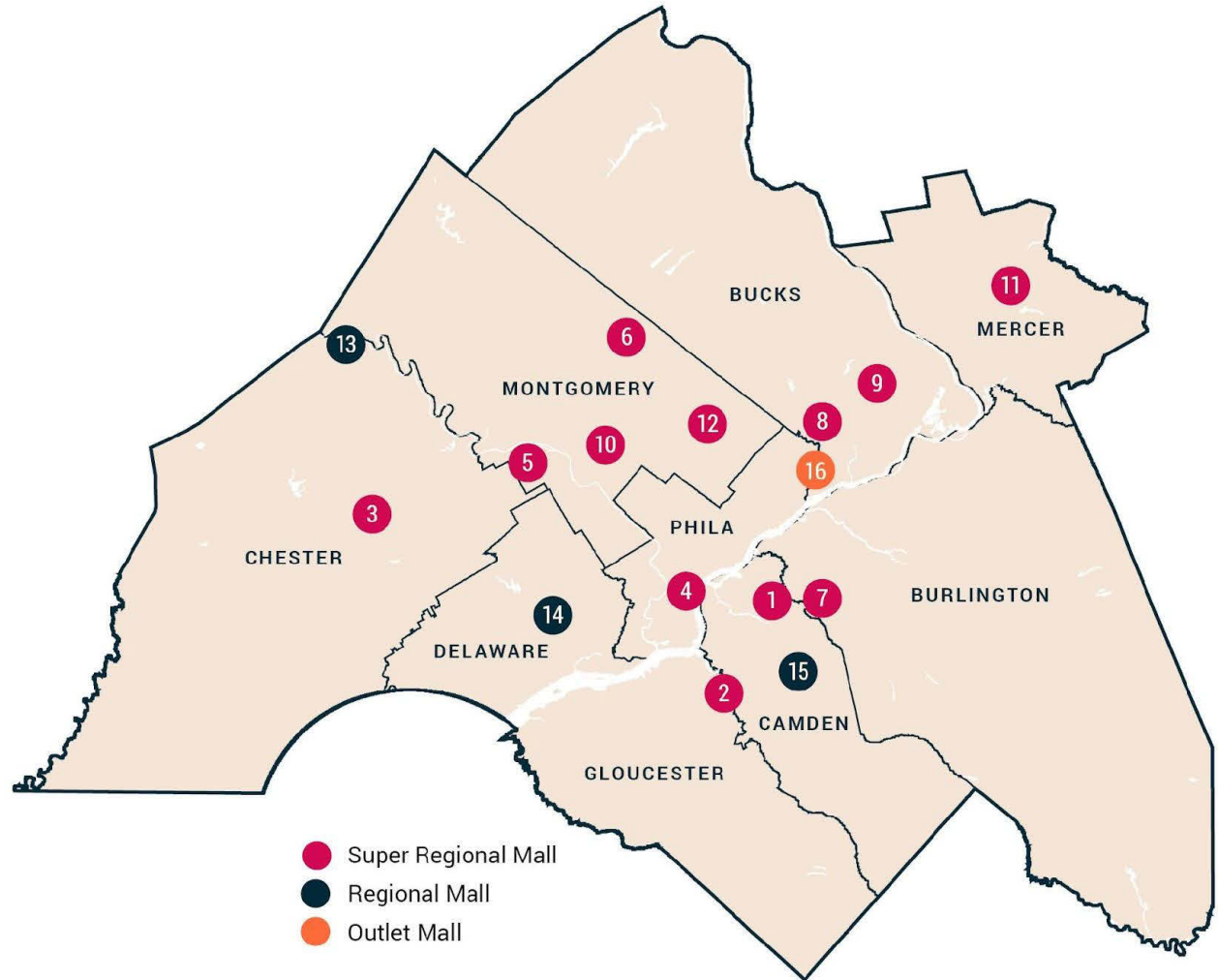
1. Cherry Hill Mall
2. Deptford Mall
3. Exton Square Mall
4. Fashion District
5. King of Prussia
6. Montgomery Mall
7. Moorestown Mall
8. Neshaminy Mall
9. Oxford Valley Mall
10. Plymouth Meeting Mall
11. Quaker Bridge Mall
12. Willow Grove Park

Regional Malls

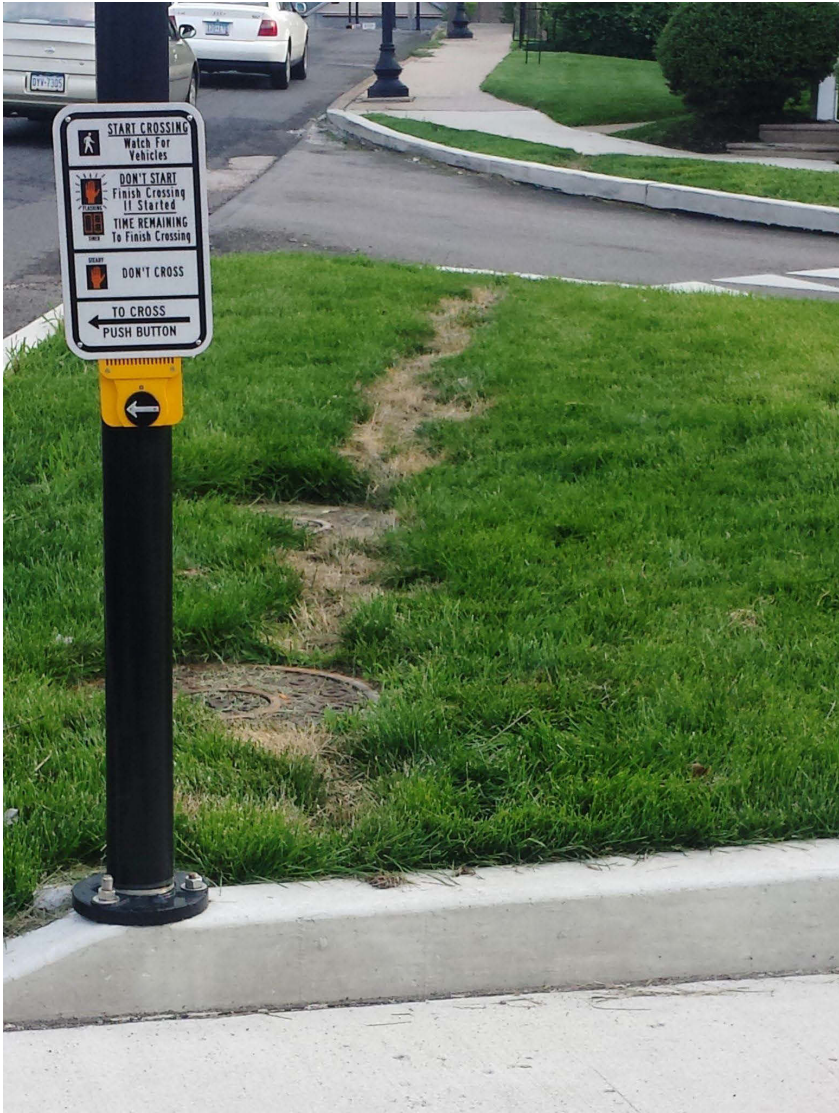
13. Coventry Mall
14. Springfield Mall
15. Voorhees Town Center

Outlet Mall

16. Philadelphia Mills



- Super Regional Mall
- Regional Mall
- Outlet Mall



Sidewalk Technical Assistance Pilot Project

Logan Axelson

*Senior Transportation Planner
DVRPC Office of Transit, Bicycle, and Pedestrian Planning*

Aaron Frait

*Associate Manager
DVRPC Office of Mobility Analysis and Design*

Anne Leavitt-Gruberger

*County Planning Manager
Montgomery County Planning Commission*

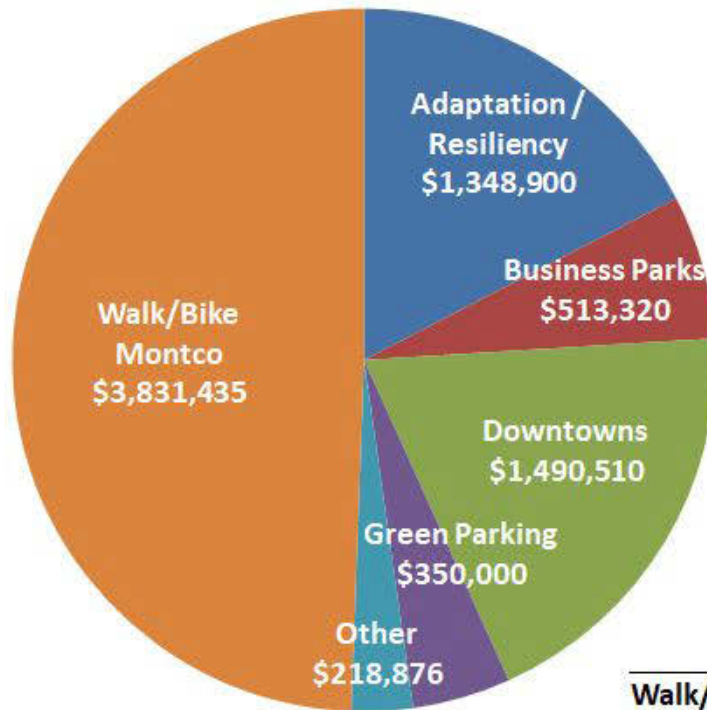


Montco 2040 is Montgomery County's Comprehensive Plan

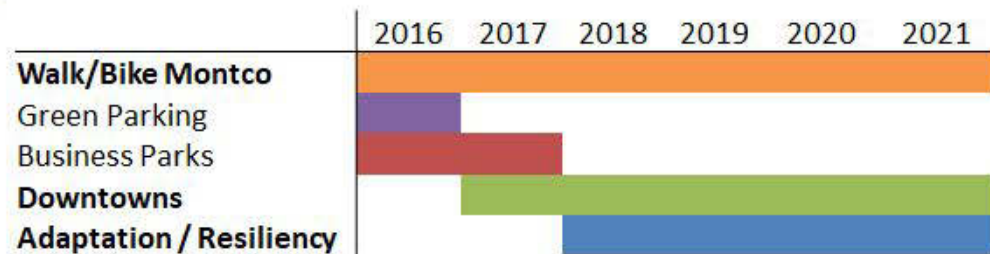


Montco 2040 Implementation Grant Program

Funding Per Category, 2016-2020

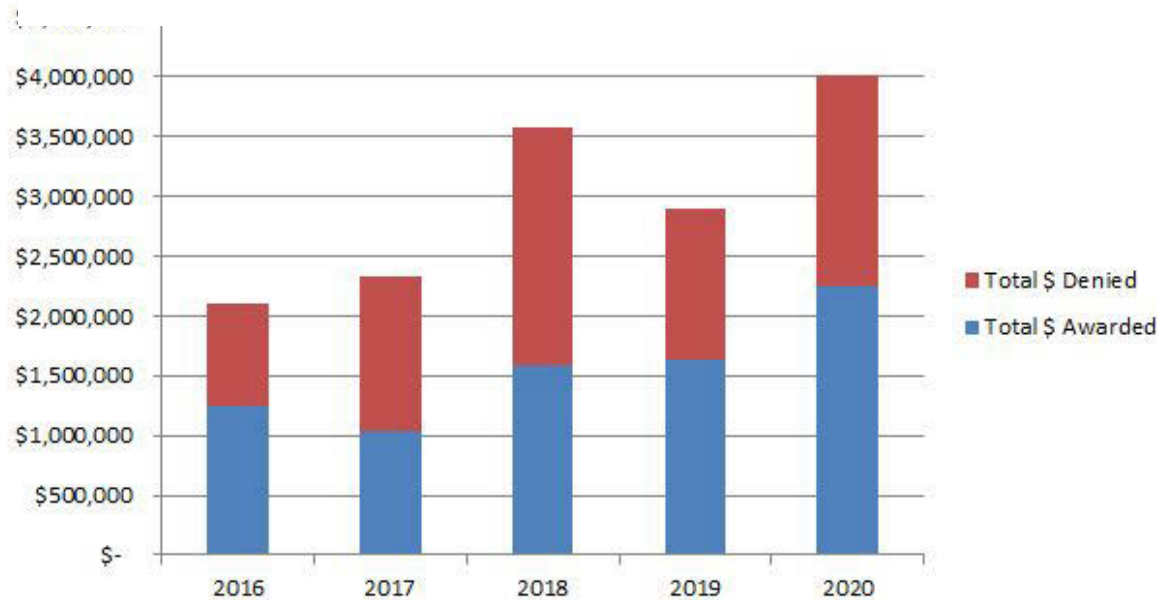


Focus Categories and Years Promoted

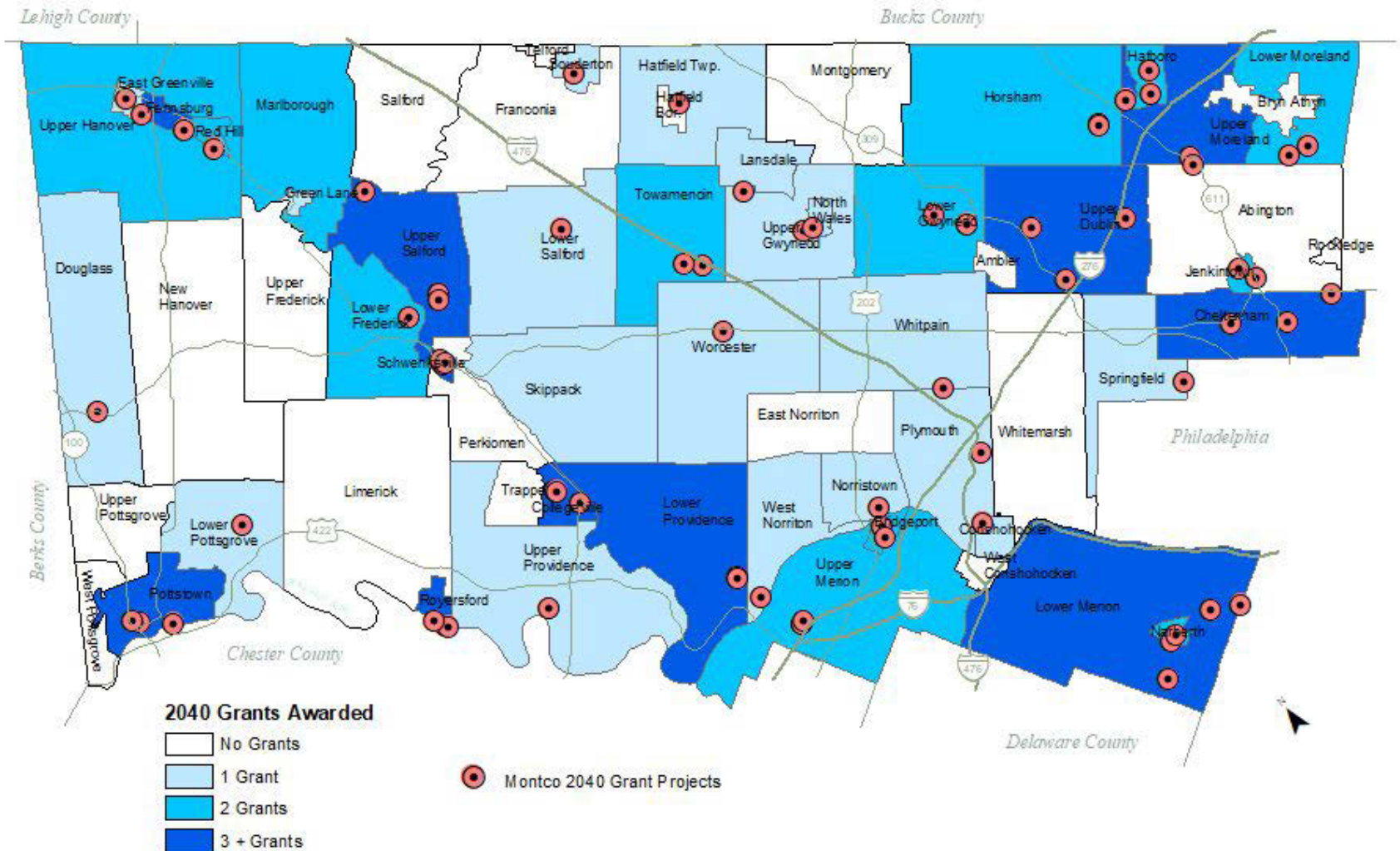


Grant Program Summary: 2016-2020

- 120 applications received
- 72 grants awarded for a total of \$7.7 million
- 43 municipalities have received funding
- \$15.2 million in requests
- Average grant award = \$109,000



Grant Program Summary: 2016-2020

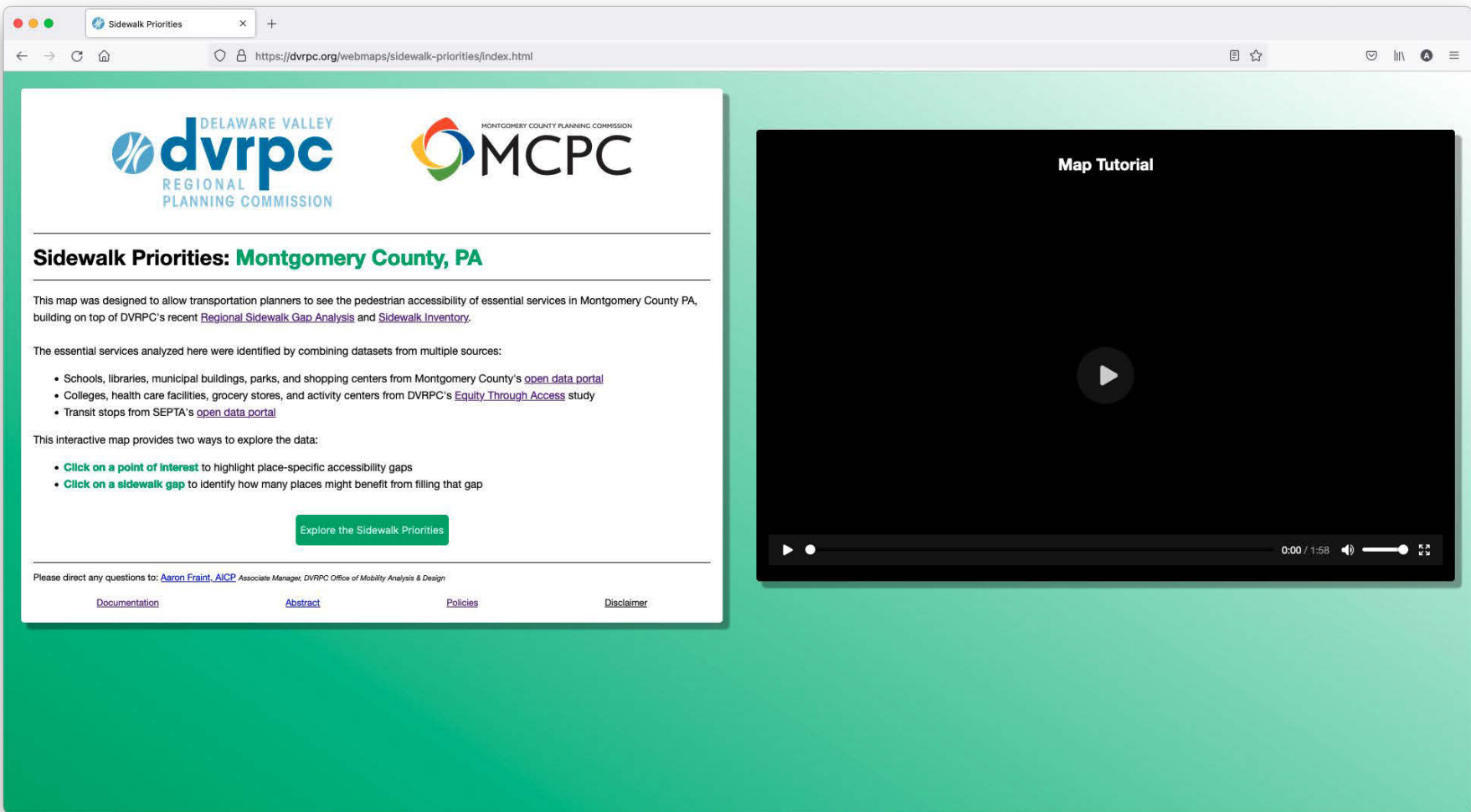


Why We're Undertaking this Initiative...



DVRPC's Analysis Map

<https://dvrpc.org/webmaps/sidewalk-priorities>



Sidewalk Priorities: Montgomery County, PA

This map was designed to allow transportation planners to see the pedestrian accessibility of essential services in Montgomery County PA, building on top of DVRPC's recent [Regional Sidewalk Gap Analysis](#) and [Sidewalk Inventory](#).

The essential services analyzed here were identified by combining datasets from multiple sources:

- Schools, libraries, municipal buildings, parks, and shopping centers from Montgomery County's [open data portal](#)
- Colleges, health care facilities, grocery stores, and activity centers from DVRPC's [Equity Through Access](#) study
- Transit stops from SEPTA's [open data portal](#)

This interactive map provides two ways to explore the data:

- **Click on a point of interest** to highlight place-specific accessibility gaps
- **Click on a sidewalk gap** to identify how many places might benefit from filling that gap

Explore the Sidewalk Priorities

Please direct any questions to: [Aaron Frint, AICP](#) Associate Manager, DVRPC Office of Mobility Analysis & Design

[Documentation](#)

[Abstract](#)

[Policies](#)

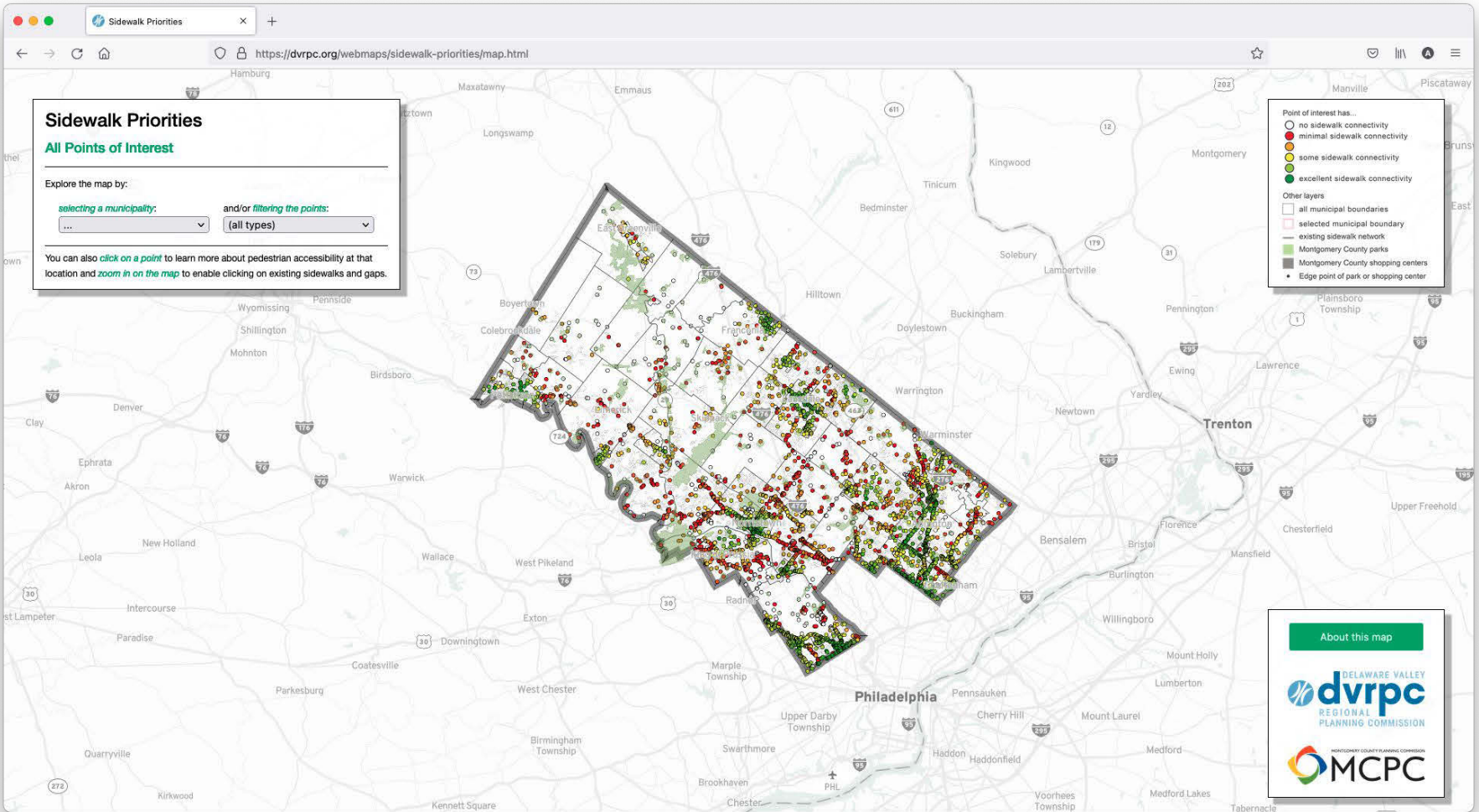
[Disclaimer](#)

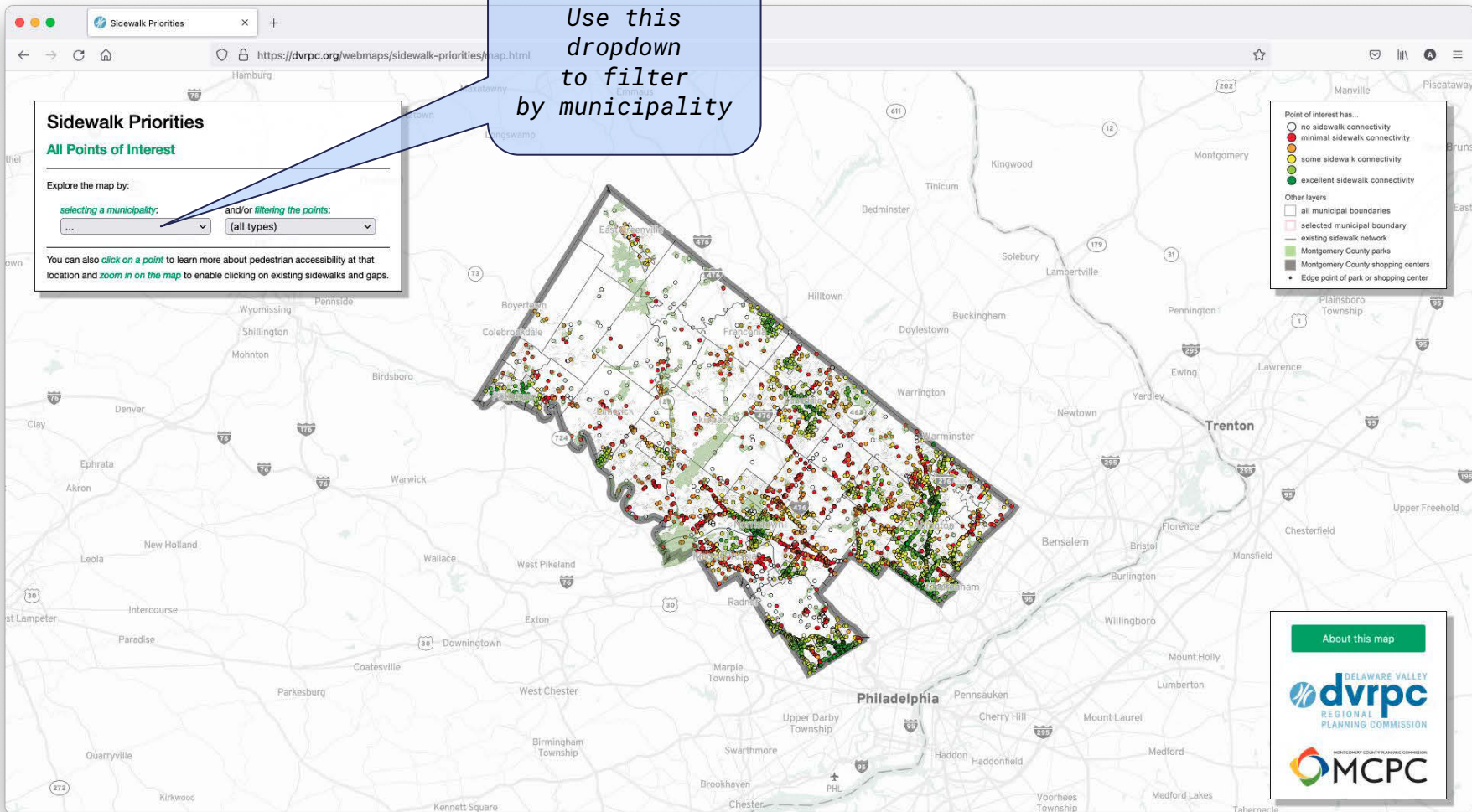
Map Tutorial



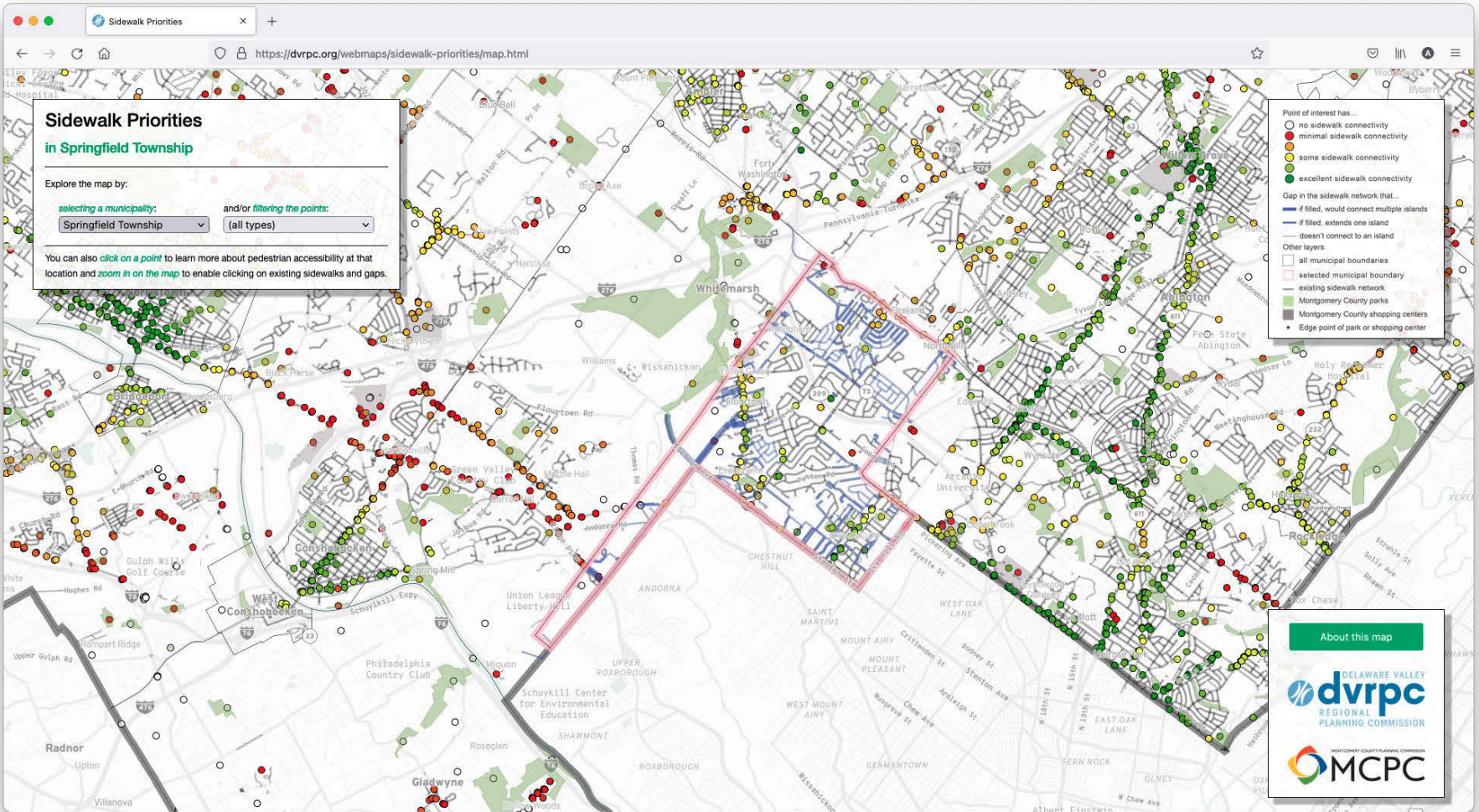
0:00 / 1:58



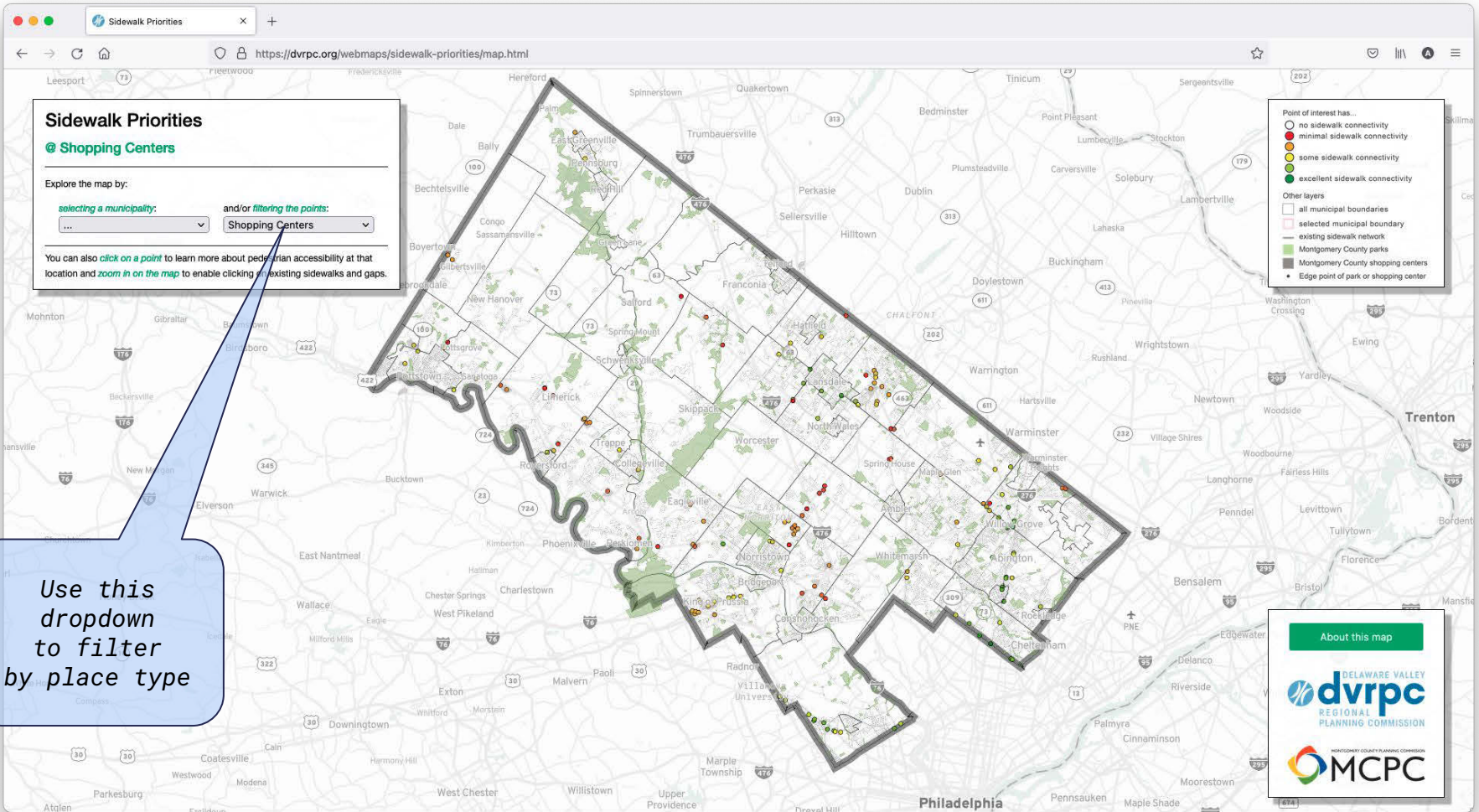




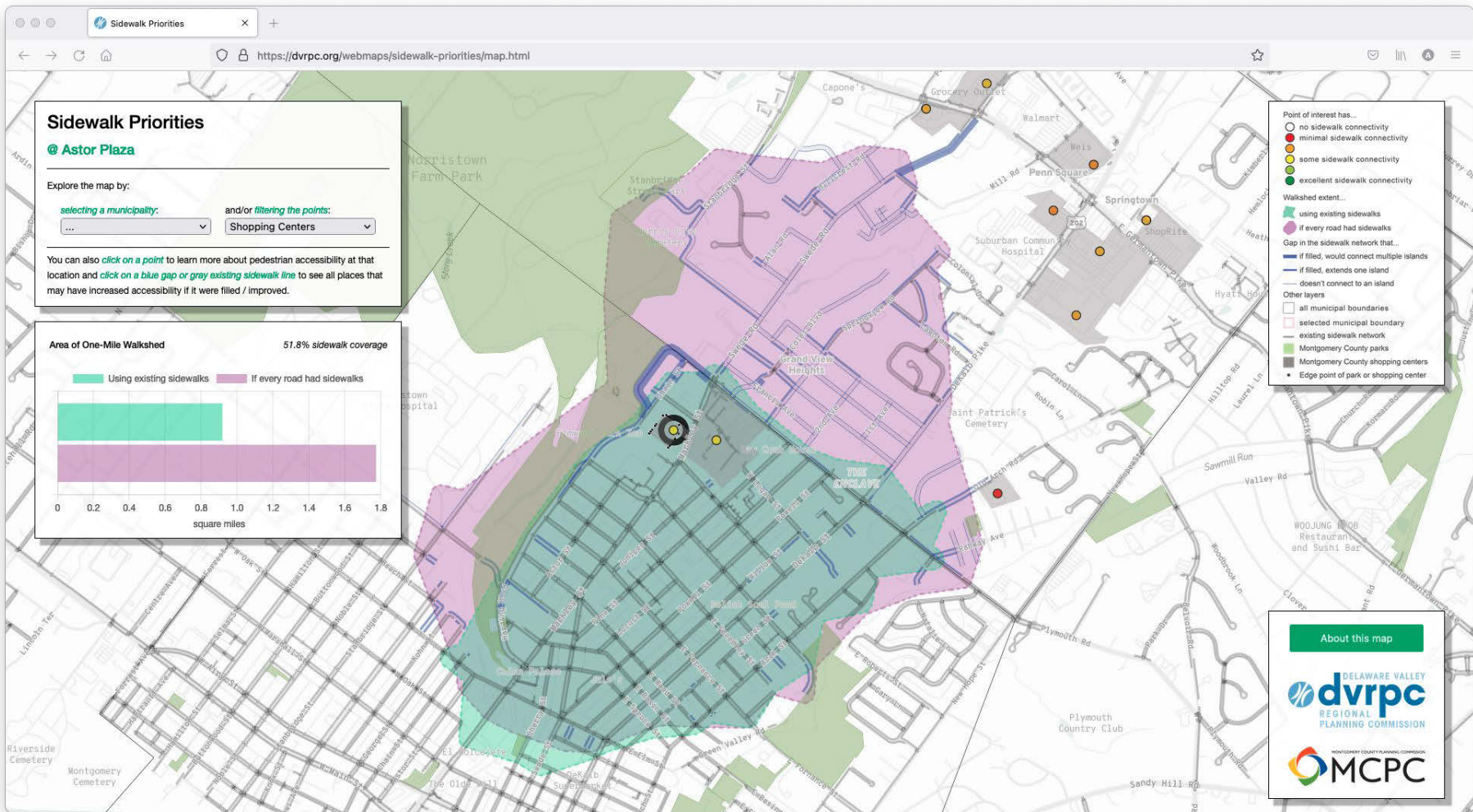
Filter: By Municipality



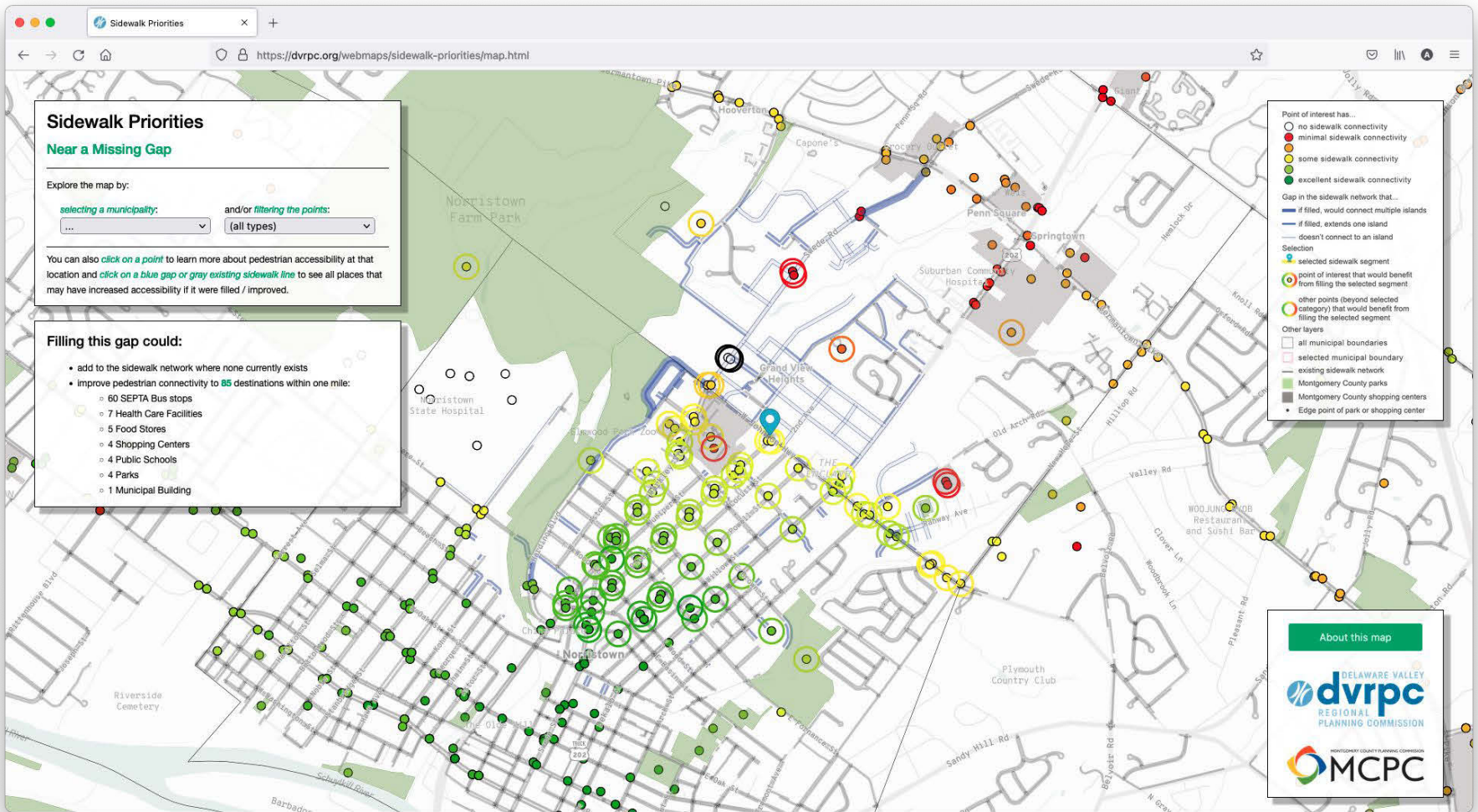
Filter: By Municipality



Filter: By Destination Type



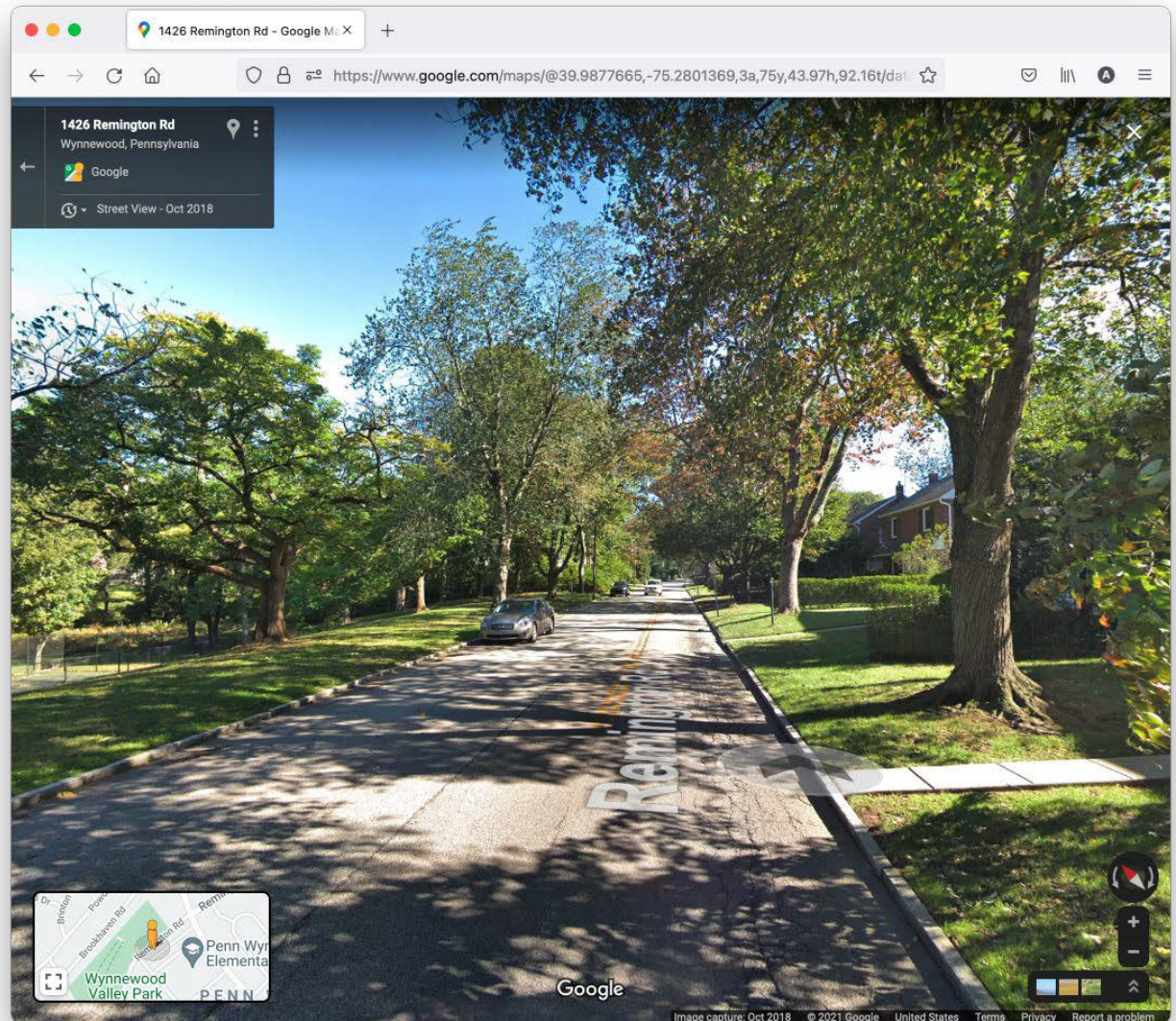
Action: click a point to see “walksheds”

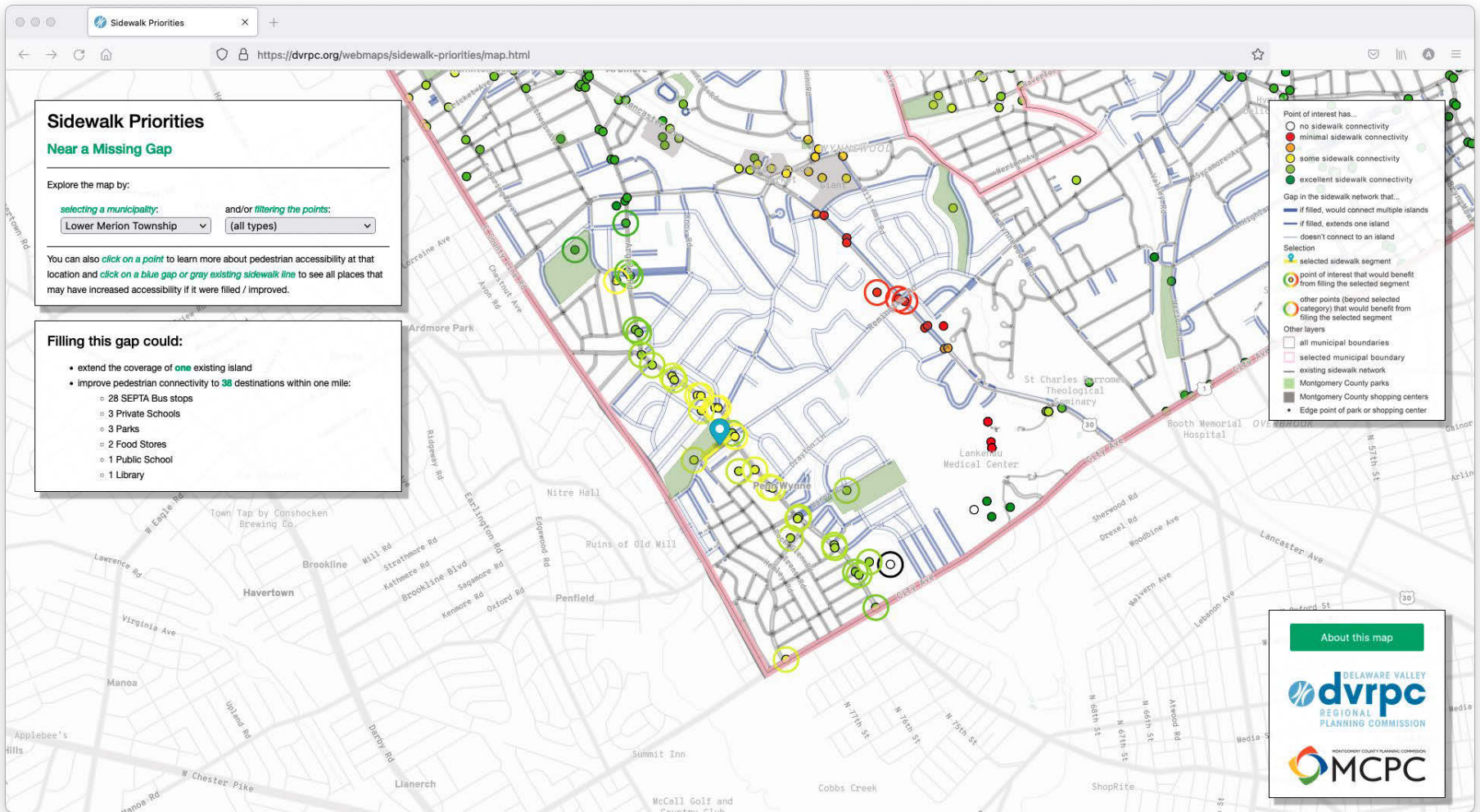


Action: click a blue gap to learn about its potential impact

Case Study: Sidewalk Gap

- Lower Merion
- Remington Road near Wynnewood Valley Park

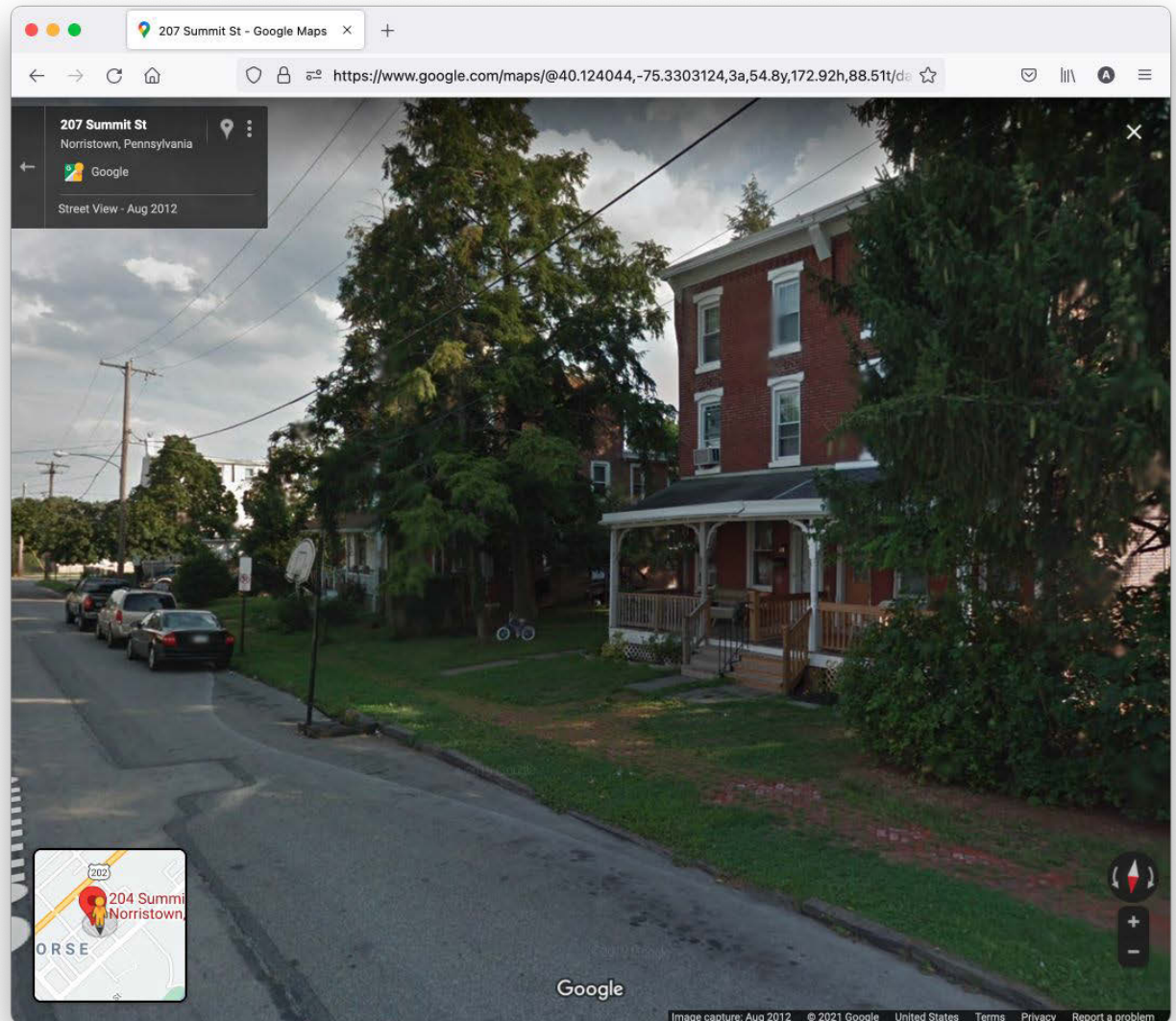


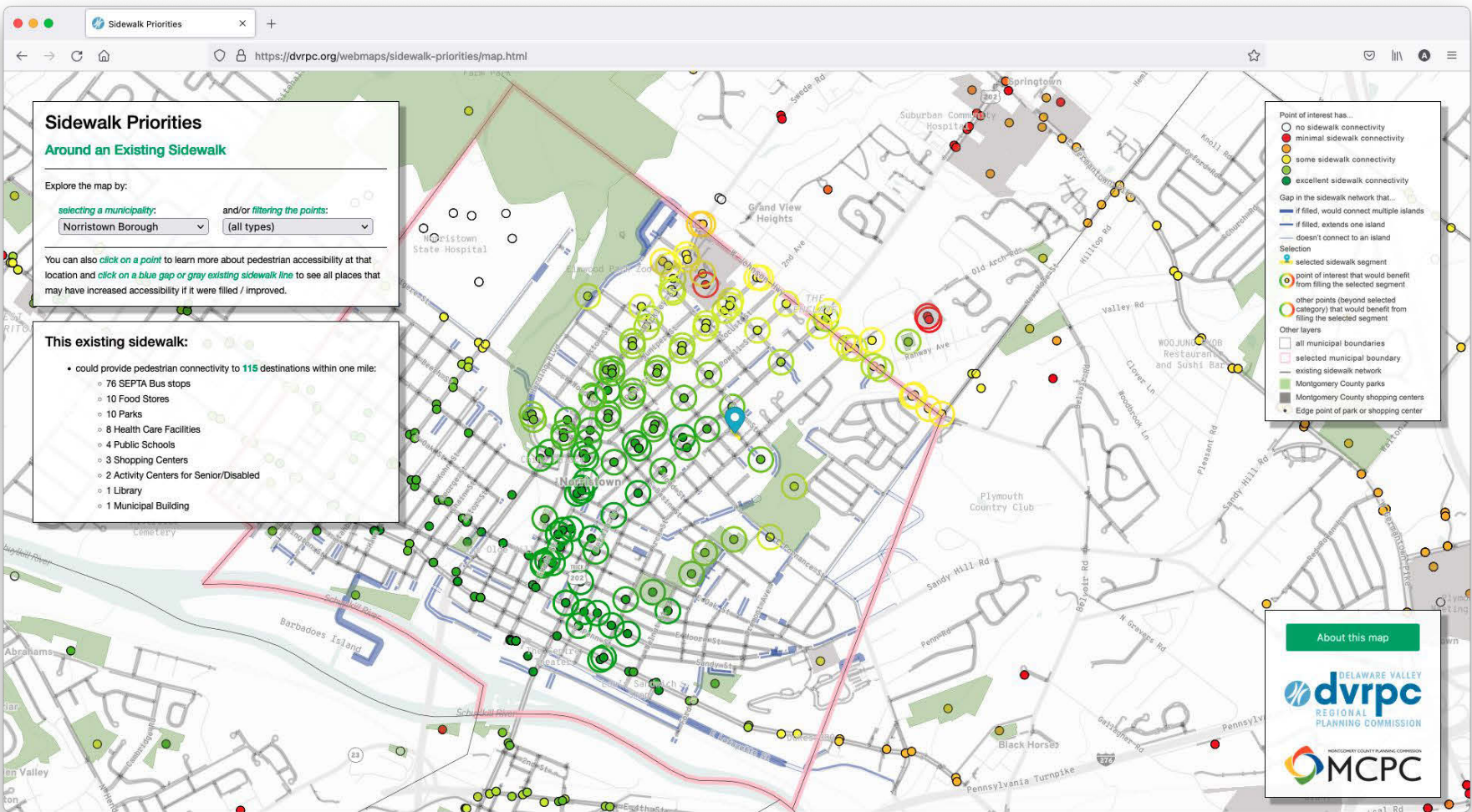


Case Study: Analyzing a Sidewalk Gap

Case Study: Sidewalk Replacement

- **Norristown**
- **Summit Street** near Hancock Elementary School





Sidewalk Priorities

Around an Existing Sidewalk

Explore the map by:

selecting a municipality: and/or filtering the points:

You can also [click on a point](#) to learn more about pedestrian accessibility at that location and [click on a blue gap or gray existing sidewalk line](#) to see all places that may have increased accessibility if it were filled / improved.

- #### This existing sidewalk:
- could provide pedestrian connectivity to **115** destinations within one mile:
 - 76 SEPTA Bus stops
 - 10 Food Stores
 - 10 Parks
 - 8 Health Care Facilities
 - 4 Public Schools
 - 3 Shopping Centers
 - 2 Activity Centers for Senior/Disabled
 - 1 Library
 - 1 Municipal Building

Point of interest has...

- no sidewalk connectivity
- minimal sidewalk connectivity
- some sidewalk connectivity
- excellent sidewalk connectivity

Gap in the sidewalk network that...

- if filled, would connect multiple islands
- if filled, extends one island
- doesn't connect to an island

Selection

- selected sidewalk segment
- point of interest that would benefit from filling the selected segment
- other points (beyond selected category) that would benefit from filling the selected segment

Other layers

- all municipal boundaries
- selected municipal boundary
- existing sidewalk network
- Montgomery County parks
- Montgomery County shopping centers
- Edge point of park or shopping center

About this map

DELAWARE VALLEY
dvrpc
REGIONAL
PLANNING COMMISSION

MONTGOMERY COUNTY PLANNING COMMISSION
MCPC

What's next?

- **Support for competitive grant programs**
 - NJ Safe Routes to School
 - NJ Transportation Alternatives Set-Aside
- **Regional steering committee to be convened this winter**
- **We want to hear your ideas!**

Logan Axelson: laxelson@dvrpc.org

Aaron Frait: afrait@dvrpc.org

Anne Leavitt-Gruberger: aleavitt@montcopa.org

